

Theodore E. "Ted" Dumont



1919-2005

Special
Advisor
Emeritus
to HAI

Helicopter Association International is saddened to report the death of Theodore E. (Ted) Dumont, long-time special advisor to the HAI's Board of Directors. He worked tirelessly for HAI, for more than 15 years as a volunteer, where he became known as the "TOR Guru" (Terms of Reference) for HAI Committees. Mr. Dumont died unexpectedly on November 2, 2005.

Ted was born in 1919, in Bellevue, Kentucky. He graduated from the Aeronautical Engineering program at the University of Cincinnati in 1942. After earning his commission as a 2nd Lieutenant, and filling varied engineering roles in the U.S. Army Air Force, Ted went to New York in 1946, to work for the Civil Aeronautics Administration (CAA) (precursor to the Federal Aviation Administration (FAA)), where he met his wife, Connie. Ted was a helicopter airframe specialist and in the time before the Korean War started, he covered the certification of the Bell 47B and B3. In 1951, Ted was recalled to the U.S. Air Force as the liaison officer assigned to Sikorsky Aircraft Company.

After a brief stint with the FAA, in 1955, Ted went to work for Sikorsky as its FAA coordinator, where he worked for 30 years until his retirement. While with Sikorsky, Ted was involved in the certification of the S-55C, S-58, S-58T, S-61A, S-61L, S-61N, S-62A, S-64A, E, and F. He first became associated with the Helicopter Association of America (HAA), HAI's precursor, while working on certification standards in 1960.

His record of service to the industry was long and noteworthy. In 1973, he became a member of HAI's Regulations Committee, becoming Chairman in 1976, and remaining in the chair until 1988. In 1980, he was designated Special Advisor to the HAI Board of Directors for Regulatory Affairs. In 1981, he was designated as a Special Advisor Emeritus to the HAI Board of Directors, a position he held until

his passing. He was past chairman of the Rotorcraft Sub-committee of the FAA ARAC, chairman of the Rotorcraft Working Group of the FAA Research, Engineering and Development Advisory Committee.

Later, Ted established AeroRegs International, a consulting service, working with Kaman in the certification of the KMAX helicopter and with Erickson Air-Crane in the transition of the FAA Type Certificate for the S-64E and F helicopters.

During his long association with rotorcraft aviation, Ted received numerous recognitions and awards. In 1982 he was selected to receive HAI's Lawrence D. Bell Memorial award, in company with the late Joe Mashman. In 1985, he was awarded the FAA silver medal for service to Rotorcraft Safety. In 1991 he was named an Honorary Member of HAI. In 1999, he received an AHS Fellow Award, and in 2002, Ted was inducted into the Twirly Birds, as an Associate Member. He was awarded Membership Wings in the HAI Eagles Club in 2005.

Ted was a contributor to *ROTOR* magazine, and was a guest editor of AHS in their magazine, *Vertiflite*, with the paper, "Anticipation: The Road to Regulatory Reform."

Ted believed in giving back to the community, and volunteered in several endeavors. He was a volunteer at the Sikorsky Archives, and at the Milford Hospital Auxiliary, as a pharmacy courier. Ted used to joke about this distinction, noting that he had come full circle, pointing out that his very first job was as a drug-store delivery boy in 1934, earning a wage of 25 cents for three hours.

Ted is survived by his wife of 60 years, Connie, daughter, Stephanie D. Pasacreta, and son, T. James Dumont, both of Milford, and a sister-in-law, Phyllis Graziano, of Bronxville, New York. His funeral was held on Saturday, November 5, in Milford, Connecticut. We all owe a great amount of gratitude to Ted. HAI and the helicopter community will miss him sorely.

Ted Dumont: Rotorcraft Pioneer

by Martin J. Pociask

Editor's Note: The HAI Heritage Series is a new feature spotlighting members of the rotorcraft community who have made significant contributions to, and left their mark on, the civil helicopter industry.

The following interview with Theodore E. "Ted" Dumont, Special Advisor Emeritus to HAI is the first of the series. Ted is certainly an appropriate candidate for this honor. Going first was nothing new to him. This interview was constructed over several months and included exchanges by telephone, fax, and several one-on-one meetings. The last interview took place on October 18, 2005, during a Board of Directors meeting in Dallas, Texas. Sadly, just two weeks later, on November 2, Ted passed away while attending a monthly luncheon for Sikorsky Helicopter Company retirees, that Ted organized.

Ted had worked at Sikorsky for 30 years, and continued his association with that company after his retirement, by volunteering his services, contributing much of his personal time and historical material collection to the company's archives. At HAI, his contribution of time and service was akin to having another highly productive and experienced member of the staff. Ted was known by his unofficial title as the "TOR Guru," which stands for Terms of Reference, and denoted Ted's expertise, which was extensive, and alluded to his business acumen, professional

Cutting a striking figure the young Army Officer Ted Dumont, stands at his desk at Sikorsky Aircraft.



skills, and institutional knowledge, which he deftly employed in his HAI committee involvement on behalf of the rotorcraft industry. His work with the New England Air Museum in Hartford, Connecticut, and his weekly volunteer work in his hometown as a pharmacy courier at Milford Hospital were additional examples of Ted's desire to give back to his community.

All who knew him will miss Ted. Perhaps the following interview will shed some insight into the measure of the man who contributed so much to the industry that he loved.

ROTOR: You have a wonderful history of accomplishments and service to the civil helicopter industry, and to the members of HAI. Can we go back in time and review some of the milestones that formed and touched your career, and through your involvement, helped to shape the civil helicopter industry? Tell our *ROTOR* readers about where you were born, your formative years, and your early education.

Dumont: Well, I was born on November 20, 1919, in Bellevue, Kentucky. In 1925, I entered the Bellevue Public School system, graduating in 1937, from Bellevue High School, which was a college preparatory school.

ROTOR: What was it that excited you about aviation, and put you on a lifelong career path that has allowed you to play a big part in the development of the helicopter, and led to your close affiliation with the Helicopter Association International, HAI?

Dumont: I was introduced to aviation by way of Charles Lindberg's feat and the publicity that his Atlantic crossing drew to aviation. I was also caught up in the ensuing focus on air travel through model airplanes and periodicals that I collected and read over and over again. Periodicals like *Model Airplane News* and *Flying Aces*, with articles by Arch Whitehouse Griffon, Kerry Keen, Donald Keyhoe, Dick Knight, Phillip Strange,

the Richard Knight series, and Archibald Pheneas Phinkham. Also Air Trails, with articles by George Eaton and Bill Barnes.

ROTOR: Your work history began at an early age.

Dumont: In 1928, at the age of nine, I began my first job, which was as a drugstore delivery boy. No driving, all walking. I was paid a wage of 25 cents for three hours of work.

ROTOR: Tell us about your college experience at the University of Cincinnati and your interest in aeronautical engineering.

Dumont: After graduating from high school, I entered the University of Cincinnati, Aeronautical Engineering, a cooperative engineering school. This was a five-year degree program. After a four-month introduction into college life, I was expected to spend seven weeks in a, hopefully, related industrial job. My father was a retired Navy enlisted man. So my family didn't have a lot of money, where they might be able to afford to pay for me to go somewhere else,

that might be more distant, yet offer me better prospects for placement in a major engineering firm.

ROTOR: In 1939, while still at the University of Cincinnati, you applied for, and received a Private Pilot certificate. You then ran into a bump in the road when you applied for a Commercial Pilot certificate, and an Army Air Force Pilot certificate. You were rejected because you were given a test that determined that you were colorblind. Can you elaborate?

Dumont: It was called the Fischer Harris Test. It was a test that is still used today. It is composed of a circle of dots of different colors, arranged in such a way that if your eyes are perfect, the image formed by those colored dots will display a big number two. If your eyes are not perfect, you don't see a number two, you see a number four. As soon as you say, "number four," you're out! I can tell you all kinds of details concerning that test, but then your article will become a book.

ROTOR: Let's return to your college experience.

Dumont: So I went to the University of Cincinnati, which was a cooperative school, where if you worked, you got paid. In those days, the minimum salary had finally come in. It was about 40 cents an hour. There were not many employment options locally, so I had to accept the job that was offered, a job connected to engineering in the Cincinnati area. There were no aeronautical firms or aviation industries in Cincinnati, except for Aeronca, which was too small, and involved light planes. So I was assigned to the Cincinnati Shaper Company, a manufacturer of huge metal presses, shears, and shapers.

ROTOR: I understand that there was a light moment when you reported on the first day for work.

Dumont: I appeared there the first day with my slide rule and my drafting instruments, saying, "Here I am." Then they asked me, "Where are your overalls." I said, "Overalls?" That's when they said that, "You won't need all that junk. Your first job is to count the nuts and bolts in the stock room for the year-end inventory." So that was my job. Started in the stockroom, then worked in plant maintenance, and became a machine operator. I learned the manufacturing business in the shop for four years, before I entered the Engineering Department as a tool designer.

ROTOR: Your graduation from the University of Cincinnati, was contingent on fulfilling your ROTC obligation—tell us about your military training

Dumont: [It was] part of the school curriculum, [so] I volunteered for the ROTC program. When I graduated in 1942, on a Saturday, I got a blank certificate. The reason was because I still had two weeks of ROTC service left to fulfill. Not only did you get credit for the two weeks, but you also got paid. Not much, but you did get paid by the military. By the following Saturday, I was in military service down in Camp Davis, North Carolina. Why Camp Davis? Because the ROTC outfit at the University of Cincinnati was the Coast Artillery, in those days that included defending

Ted Dumont was pictured in an August 1944 Mademoiselle magazine, dancing with a model who is wearing the clothes that were being advertised in that issue.



the forts all along the East Coast. We didn't have a need for people to man those coastal forts, so the Coastal Artillery was given anti-aircraft. Upon my completion of a 60-day ROTC training as ordered, I was granted a 2nd Lieutenant commission in the Coastal Artillery. That was a hell of a note. Here I am, an engineer, and now I'm an anti-aircraft gunner. Well that's life. I had to go into training as an enlisted man or reservist at Officer Candidate School (OCS), to train on a 90-millimeter gun range. It was a really big gun! I can say we seldom hit the target, which usually was a haystack. Following commissioning, I was assigned to Camp Davis as an OCS instructor. I was an instructor for this 90-millimeter gun for a year. Responsible for setting up the gun battery, loading, firing, maintaining the guns and their control equipment, and firing at radio-controlled target aircraft and aircraft-towed targets. This was a bit risky, as during the aircraft towing sessions, a gunnery officer was required to ride in the towing aircraft in order to observe the closeness of the exploding shells to the target. There was a strange piece of equipment that looked to me very much like a hay rig. It was located in the corner of the range. We were not allowed to approach it. It was referred to as "Radar."

ROTOR: So Ted, tell us about your experiences when you were assigned to a provisional searchlight battalion after your Camp Davis training assignment was completed.

Dumont: When the year was up, they didn't know what to do with all of these officers. I was given a temporary assignment with a searchlight detachment and given a week's leave.

ROTOR: I understand that this was about the time fate stepped in:

Dumont: Yes, one of the officers at the artillery range knew about my interest in aviation. His wife worked at the Pentagon. He said to me, "Look here is what you do. On your way home, you have to change trains in Washington. Give my wife a call. Tell her what you need. I'll give her a call to let her know that you will be calling." So I called that lady and she said, "Yes, come right over." She



Ground breaking ceremony for a new addition at Sikorsky—May 10, 1951. Pictured left to right: Igor I. Sikorsky, H. T. Horner, General Arthur Thomas (of Eastern District) B. L. Whelan, Capt. T. Dumont USAF (Officer in Charge, Sikorsky Aircraft).

introduced me to some Colonel at the Pentagon, and low and behold, I took off my cross cannons and put on the wings, and became an Air Force officer. The Air Force had set up a Redistribution and Salvage Center for materials that they no longer needed. They said for me to go around to the various contractors and help them to get rid of these products that were no longer needed, such as searchlights, or whatever. Well now, they had no use for this at Wright Field, so they sent me to New York to the procurement district in Manhattan. There I got work as an engineer. The Air Force was having trouble with getting deliveries from different contractors. So I would get assignments to go out and work with them to find out what the problem was, and then I would advise Wright Field.

ROTOR: When did you get your first professional brush with aviation?

Dumont: Through this and that, I got exposure to a group building gliders and various other such things. Then I went to work for the FAA, which at that time was called the CAA (Civil Aeronautics Administration). While I was in this procurement job in New York, there was some sort of problem with aircraft manufacturers writing manuals, particularly for helicopter people. They were busy with rotor training,

and so not really interested in developing the manuals. But the aviation people and soldiers needed them. So we had to get them something that had to do with maintenance and operations, and weight and balance.

ROTOR: Ted, can you shed some light on some of the aviation projects you were involved in as Redistribution and Salvage Officer assigned to the Eastern Procurement District of the AAF Material Command.

Dumont: Several projects were related to real aviation subjects. Projects such as the Hughes F-11 airplane, the reconditioning of CG-4A gliders, and my assignment as a weight and balance officer after training. I had frequent contacts with all of the aircraft manufacturers in the Eastern District. This assignment gave me my first contact with the helicopter industry.

The FAA was concerned with helicopter manufacturers. Helicopter operators were not particularly interested in weight and balance. They were more interested in the transmission and rotor working. So I had to go to Sikorsky and at least one other helicopter manufacturer, so that they could give me demonstrations on how the helicopter flew. So that's how I got into that aspect of it.

ROTOR: Tell us about your assignment as a Weight and Balance Officer.



September 1945, Ted and the Colonel's secretary, Connie. The couple were married on March 31, 1946.

Dumont: They needed a specialist in weight and balance. So they sent me to weight and balance school. Not because I had any particular qualifications. I was working for a Colonel Robert Kenworthy, who sent me to a school located at Chanute Field, somewhere outside of Chicago. After concluding that training, I returned back to New York. Incidentally, as I was on my way back, President Roosevelt died.

ROTOR: Ted, are there any other events that occurred during the war that stand out for you?

Dumont: Two events stand out in my memories that occurred while I was still on active duty stationed in New York. One of those interesting experiences involved having my picture taken, dancing with a model. That picture ran in *Mademoiselle* magazine. The model was wearing the clothes that were being advertised in the August 1944 issue. I was asked to pose, because in those days, there were not many single American military officers stationed in New York, and married guys weren't much interested in getting involved with models. Since I was one of the few single guys out there, I was asked to pose for the picture. I was directed to go to this nightclub and to dance with the model. The other memorable experience I had while in New York, was meeting this

wonderful lady, who later became my wife, Connie. When I met her, she was the Colonel's secretary. With the war over, I completed my active duty and became a reservist on March 29th. Connie and I were married on March 31st.

ROTOR: I understand that in 1946, you joined the CAA, now the FAA.

Dumont: In May, I went to work for the CAA in New York. Colonel Robert Kenworthy happened to know the head of the CAA in New York. They had worked together on the Cleveland Air Races before the war. So he called Ora Young and, sure enough, they were desperate for engineers.

I joined the CAA as a helicopter Airframe Specialist in the Aircraft Certification Office. I was assigned to Bell, which at that time was located in Niagara Falls. Due to a staff shortage, I was also assigned Piper—even though they did not build helicopters. During this period, I covered the certification of the Bell 47B and the 47B3. In addition to determining compliance with the standing helicopter rules, I was also expected to advise the Washington CAA and the CAB [Civil Aeronautics Board], of the current certification standards adequacy.

ROTOR: What events led up to your career path change?

Dumont: When I went to work for the CAA, walking through the door, they asked me what I knew about helicopters. So I told them what I actually could do. I told them I knew about weight and balance. They said, "Okay then, you are our helicopter expert." It so happened that at that time, the Bell model 47 and the Sikorsky S-51 had just gotten their CAA certification in January, and here it was May, when I came on board. The engineer who handled those certifications had gone to work for Bell, so I fell right into that, and that is how I became the helicopter specialist. I might also add, through my contact with Sikorsky.

ROTOR: In 1951, you were recalled to the USAF during the Korean crisis. Can you tell us your experiences then, and about your assignment to Sikorsky Aircraft?

Dumont: I was recalled to the U.S. Air Force during the Korean crisis, and assigned to Sikorsky Aircraft and Bridgeport-Lycoming as the Air Force Officer in Charge. Bridgeport-Lycoming was making 1820 engines.

ROTOR: As the Air Force Officer in Charge at Sikorsky, what was your role? How did you get this assignment?

Dumont: ...I was called to the Air Force. And low and behold, through no action on my part, they sent me to Sikorsky to be their Air Force officer in charge, and to accept new aircraft. It so happens that the military representative at Sikorsky was an Army officer. In those days, the Air Force did not order aircraft. However, most of the helicopters being built and accepted went to the Navy. I had three officers and two pilots working for me for the flight acceptance of these aircraft. I believe there were 10 inspectors in the factory to make sure the parts were being made right. Through all this, I became deeply involved. I got to know Sikorsky very closely. That is how I got my picture taken with Igor Sikorsky and the H-19.

ROTOR: That H-19 established a transatlantic record, didn't it?

Dumont: That H-19 was the first

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Left to right: Sam Brodie, Ted Dumont and Bob Richardson during the late 1970s.

helicopter to fly the Atlantic. It flew from Stratford, Connecticut to Greenland, and took off from Greenland, not New York, leaping across the Atlantic.

ROTOR: In 1953, you returned to the now FAA in New York. You were assigned to the same office, but your duties were now related to engine certification, and engine and drive-systems for helicopter use.

Dumont: That is correct. I went back to CAA, which was now the FAA. Now, when you return from service, you don't necessarily get the same job back that you had when you left. So I didn't get a job in Airframe, I got a job in Powerplant. My job was to oversee applicant's certification of aircraft, in particular helicopters. I also was involved in Piper airplane certification efforts, making sure that they met all the requirements and regulations. While it was different than overseeing airframe, powerplant oversight involved looking over the data to make sure they complied. Once the engineering people have concluded that they have met the requirements, then the next step is flight test. That's how I got deeper involved in helicopters. You had to spend two years in the job after you came back from being recalled from active duty in the Air Force. You had to spend two years before you left that position. It was a require-

ment. When the opportunity came in 1955, I retired from the FAA and received a \$205 a month pension.

ROTOR: Do you recall any noteworthy tests?

Dumont: They had been running tests on rooftop operations in Yuma, Arizona, because it was a non-congested area. The tests were to determine how much time does a pilot have to react to a situation. I'm not sure about the details, but New York Airways was operating an S-61 off of the Pan Am roof. During a test, the helicopter landed on the roof and was letting passengers off, when a landing strut failed and the aircraft tipped over. Unfortunately four passengers were killed on the roof and two blocks away, a lady was killed by a piece of the rotor blade. It had traveled that far.

ROTOR: How did your long relationship with HAI begin?

Dumont: How I got involved with HAI, and how the relationship developed, came about through the marketing people at Sikorsky. They said, "Look we want to sell helicopters, and you have to get more associated with these other organizations because you're working on aircraft certification and you know about that." And then along from the clear blue skies came HAA. I was introduced to one of the first presidents, who at that time were

called executive directors. At that time the HAA was located north of New York City, at the West Chester County Airport. I worked with their executive directors very closely. Interestingly, one of the executive directors, I can't remember his name, had directed the Sikorsky helicopter sightseeing service for the New York World's Fair. He managed three helicopters that were taking people for rides. It sure was something to see. What a sight. There were long lines of people with their money waiting to take their turn for a ride in a helicopter. The fellow later became the executive director of HAA.

ROTOR: Ted, how did you get involved in regulations?

Dumont: At Sikorsky, I was in constant contact with potential customers. So I was frequently getting into the business of FAA regulations. Particularly on carrying external loads. As a manufacturer who was working with the FAA, I had to come up with the requirements for how to carry external loads from elevated heliports. In that respect, I was more interested about certification problems than anything else, but I became knowledgeable and I would work with whoever was head of the HAA, back in those days. Then along came 1960 and they were having what is now called HELI-EXPO. I was asked to give a paper on the development of standards for certifying and operating helicopters with external loads. I submitted a paper on the development of FAR 133, and that's how I got associated with HAI. And since then, I have been involved with HAI and with all of the HELI-EXPOs. In those days they didn't have a bunch of committees. In fact, I think there was only one committee, which I think was the Safety Committee. Incidentally, this thing that I started, evolved into the Regulations committee.

ROTOR: Ted, you have always managed to walk through minefields, where agreement doesn't come easy. Yet you have managed to work through tough assignments and come away having kept everyone happy.

Dumont: The Board of Directors decided that HAI needed to do more

about the FAA's regulations, as they applied to the operators. What's good for the operators is not always good for the manufacturers. That was not always easy. I had to walk the line in between. I had to keep both groups satisfied.

ROTOR: Was this business of regulations a tough assignment? Can you give us some background?

Dumont: This business of regulations was an extremely detailed job. The issues were very scattered and spread out. That's the reason we had to have a Regulations Committee. Trying to work with the FAA on regulations that they were writing as they applied to helicopter operators and manufacturers. I became Chairman of the Regulations Committee, after a good number of years. At one point in time, there was this big event. Rotorcraft Regulations Review. It involved some 50 representatives from operators who attended a meeting in New Orleans. AIA [Aerospace Industries Association] and HAA all worked together. By having them all work together, they didn't have to take on the FAA alone, but rather as a group.

ROTOR: In those early days, you pretty much carried the ball.

Dumont: Keep in mind, when I started the Regulations Committee, there was no staff at HAA. There were only four people on staff. That included an executive director, secretary, and two inspectors. In those days, one of the biggest services HAI provided was a safety review and getting a paper from HAI stating that they had passed the safety requirements. So we had two inspectors who would go out and visit these sites. Well about the late 70s, while I was a Special Advisor to the Board of Directors, the lawyers got involved. The lawyers said it wasn't a good idea to have inspectors and to issue papers saying that they had met safety requirements, and besides, the two inspectors were now wanting more money.

ROTOR: How did the process work?

Dumont: In those days, Bob Richardson was executive director. It wasn't until Frank Jensen took over

that the title was changed to President. Frank Jensen didn't want to be called executive director. He convinced the Board of Directors that his title should be President. And really, it made sense, in that when that person had to deal with the FAA, they were dealing with them as president, not executive director.

There was no one on staff on the Regulations Committee, so we had to do everything ourselves. There were about four or five people on the committee, which consisted of industry representatives. So whenever the FAA came out with a Notice of Proposed Rulemaking (NPRM), we had to come out with a response. We crafted the response, which was typed up by the executive director's secretary, because she was the only typist there. Additionally, before the executive director would sign it, he would call what was then referred to as the HAA president, which later became the HAA/HAI Chairman.

ROTOR: Can you explain the make up of the committee?

Dumont: The committee was composed of five members. A fellow from Bell, myself from Sikorsky, and the other guys were operators. In the 1970s, we had 50 some Notices of Proposed Rulemaking that had to be commented on. We had a lot of work to do. This com-

mittee had to make decisions on how we should respond. Joe Mashman, who was with Bell, was also involved. Joe was Special Advisor to the Board of Directors three years before that. He was well liked. He'd sound off at the Board meetings, and not just on regulations. He was a spokesman. He'd sound off with the interests of the pilots at heart. He was outspoken and knew what he was doing.

ROTOR: Ted, your talents and skills were recognized early and used often. In 1973, you became a member of the HAA Regulations Committee. In 1976, you became Chairman of the Regulations Committee, and remained Chairman until 1988. In 1980, you were designated as Special Advisor to the Board of Directors for Regulatory Affairs. And in 1981, you were designated as Special Advisor to the HAI Board of Directors. Your tireless efforts on behalf of our industry, is much appreciated.

Dumont: Thank you. I was glad to serve.

ROTOR: Your work, and Joe Mashman's work, eventually earned you both a shared award.

Dumont: Yes. That was the Lawrence D. Bell Award. Joe Mashman was very active in the



The business of regulations was an extremely detailed job. The issues were scattered and spread out. Back when Ted headed the Regulations Committee, there were only four people on HAI's staff.

Safety Committee. Joe and I got along very well.

ROTOR: How did your designation as Special Advisor come about?

Dumont: Well, I think Joe Mashman had been Special Advisor several years prior to that. About that time, the Chairman of the Board was Gian Franco Blower. He and I had worked together previously. His organization was very interested in buying Sikorsky S-61 helicopters. During his term as chairman, he wanted me to be on the Board of Directors. At that time, I was Special Advisor for regulatory affairs. The next year, I became Special Advisor to the Board. It was also during this time that Chairman Gian Blower was instrumental in having Frank Jensen's title changed from executive director to president.

ROTOR: In 1991, you became chairman of the Rotorcraft Committee and Airworthiness Requirement Advisory Committee.

Dumont: Yes. ARAC is still in effect today, in some form or another. The FAA would identify a problem, and then say here is a regulation that we should write. Then they come out with what is called a Notice of Proposed Rulemaking (NPRM). Now this would drop upon HAI, and the Regulations Committee, and they would grab

hold of that, and along with the AIA, prepare a response. Well along this time, the FAA decided that what they were going to do was to write a regulation on a subject, but let's get together with the industry groups, and we'll form the ARAC. Instead of issuing an NPRM, we'll say this is one we are thinking about doing. And then we would work out together what the NPRM would say. So then, pass it on to the FAA officials in the certification business, who would clear it with their legal people, and then it would become an NPRM and be published. But we had to be careful, because the legal people might change the wording, so we had to read it word-for-word to make sure that it read the way it was agreed upon under ARAC.

ROTOR: You served as the chairman of the Rotorcraft Working Group of the FAA on the Research, Engineering and Development Advisory Committee?

Dumont: Yes, in 1994.

ROTOR: You retired from Sikorsky Aircraft in 1985, after a long career with the esteemed company, an HAI member. How many years had you worked for them?

Dumont: Thirty.

ROTOR: Can you describe what it was like to work there, and how you

came to be a part of the design and development of one of the great helicopter companies of the world?

Dumont: My job with Sikorsky was as FAA Coordinator. The FAA said to Sikorsky, "Look, you have so many models that need certification, you need to have a central contact to work with. About the same time, the FAA was saying, "We've got to circulate these guys." Now I was in New York at the time, and my wife was born a New Yorker. My wife said, "Now if you think that I am going to Kansas City, you are out of your mind." Then I said, "Well, I don't want to transfer, and I wouldn't volunteer." "I know," she said, "but you might be." Coincidentally, about that same time, Sikorsky was looking for somebody and that is how I got the job. So therefore, I went there with seven years of helicopter experience from 1946 to 1952. My duties were to coordinate the certification of helicopters in the U.S., Canada, England, France, and Italy. It was my job to work with customers and potential customers, and to handle their problems with the civil government organizations. It was this latter responsibility that brought me into contact with the HAA. I also worked with Aerospatiale in the FAA certification of the Super Frelon three-engine helicopter.

ROTOR: Since you retired from Sikorsky and looking back, what projects jump out at you as being high points in your long career with the company?

Dumont: That would be the certification of the different models. The S-58, S-58T, S-61, S-61L, S-61R, S-61N and the S-62. The S-61R was really a CH-3C. That was the one time that the Air Force bought an aircraft through FAA certification. It was a peculiarity. I was mostly civil, but that one was a peculiarity. The Air Force didn't want to go through the regular DOD routine. They said they would accept it, if it was FAA certified. Then there was the S-64A, S-64E, and S-64F. Right now, at the Sikorsky archives, I am deeply involved in collecting all of the S-64 data. I'm a collector, and I have donated a great amount of collected material to those archives.



Left to right: The Late Frank L. Jensen, Jr., Timothy Biddle, Esq., and Ted Dumont were presented the Eagle Award at HELI-EXPO 2005, for their service and dedication to HAI.

ROTOR: After you retired from Sikorsky, you established an international consulting service called AeroRegs International. You had a series of clients, most notably Kaman and Erickson Air-Crane to name a few.

Dumont: Yes, but I didn't really do much. Although I have done some level of private consulting since 1986, I felt that I was retired and I was spending most of my time working with HAI, and to some degree with AIA. I still get calls, but not like I used to. Mostly I do it for no charge. People call for my services and ask, "can you help me with this or that, or help me find this?" I'll work with them. But I don't collect money. Haven't since 1988.

ROTOR: In 1996 you joined the Aeronautical History Association. Can you tell the *ROTOR* readers what that organization did?

Dumont: Essentially, it was a museum in Hartford, Connecticut. It is actually called the New England Air Museum. The museum has a public day. They sell items to the public. One of the things they sell that I've contributed from my personal collection, were my old copies [of] *Aviation Week*. The museum would spread them out on a table and sell them for 25 cents each. People would buy them, and they would make a few dollars for the museum.

ROTOR: Ted, you have always been a civic-minded individual, who believes in preserving helicopter history and giving back to the community. Can you tell our readers what you have been doing in that regard? For instance, I understand that you volunteer at Milford Hospital as a pharmacy courier. Can you describe your involvement with Milford?

Dumont: I refer back to the past. My first job was as a drug store delivery boy. And here, after 65 years, I'm right back to where I started. The only thing is that back then I earned 25 cents for three hours of work. So I was getting a bigger pay then than I am getting now, for working at the hospital, which is free. But that's all right, I believe in service and giving back to my community.

ROTOR: That is a funny anecdote. What does that job entail?

Dumont: I go in five hours on a Tuesday. I have four rounds to complete, that I must make in those five hours. I go to the pharmacy office, and they give me this cart of pharmaceuticals that must be delivered to various locations, such as the operating room. The contents on the cart depend on what was ordered by whatever organization within the hospital. If the operating room needs a delivery for a particular medication, even though it was not on one of the four rounds that I made, then I get a call on the public address system saying, "Pharmacy courier, please report to the pharmacy." That means that they have something that needs to be delivered immediately. So I do that. I might add that I can complete a round in twenty minutes, so during a five-hour period, one can get pretty bored. So I actually have a side job with the public relations people. I address brochures. I am given a weekly real estate transaction list. The list covers five cities or towns in Connecticut; West Haven, Orange,

Milford, Woodbridge, and Stratford. I am given that list and am expected to personally address brochures to every person listed as newly living in the area. They want the brochures addressed by hand, to give them a personal touch. They like for me to address about 80 brochures a week. I usually put in two additional hours doing this. So, I guess, officially I'm doing seven hours a week. I also address some of them at home.

ROTOR: In 2002, you were inducted into the Twirly Birds as an Associate Member. That's a highly respected group. I'm sure you were greatly honored. Since your pilot's license application was rejected due to color blindness, can you speak about how you became a member of that fine organization?

Dumont: Someone has to nominate you. More precisely, some member of the Twirly Birds has to nominate you. As you may realize, pilot candidates are becoming fewer and fewer. So now they have opened up associ-

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ated membership to non-pilots like myself. I suspect that Gian Franco Blower nominated me. And I accepted. During my acceptance speech, I noted that I was amazed by all of the familiar faces that I recognized in the audience. It is interesting how you see people at those meetings that you haven't seen for a long time. Every meeting takes you back in time. Members come up to you and say, "Do you remember what you did...?"

ROTOR: Ted, during your career, you have received numerous awards and much recognition for your service to the industry. Can you elaborate?

Dumont: In 1982 I received the Lawrence D. Bell Award, and in 1991, I was named an Honorary Lifetime member of HAI.

ROTOR: Can you name a few of the other honors that you have earned?

Dumont: In 1985, I received a silver medal from the FAA, for service to rotorcraft safety, and for helping the U.S. to establish their role as a world leader in rotorcraft. In 1999, I received the AHS Fellow Award, and in 2005, I was awarded membership wings in the HAI Eagles Club.

ROTOR: There are several membership organizations that you have been active with. Can you name a few?

Dumont: I would have to say, HAI, AHS, the Twirly Birds, and the Connecticut Aeronautical History Association.

ROTOR: You've contributed to *ROTOR*. Have there been other publications that have published your work?

Dumont: Yes. I became a guest editor for AHS and their magazine, *Vertiflite*. That was in 1979, I submitted a paper on "Anticipation: The Road to Regulatory Reform." I might add, I joined the American Helicopter Society, back in 1949.


ROTOR: Ted, it has truly been a pleasure to delve into your interesting past. HAI and its members owe a great debt of gratitude to you for your faithful service to the organiza-



Just two weeks before his passing, Ted Dumont completes one of several interviews, with Marty Pociask, HAI Communications Director and Editor of *ROTOR* magazine.

tion and to the helicopter industry. Your guidance and support have benefited the helicopter community, and for that we thank you.

Dumont: I enjoyed it, and hope that I have contributed to the industry in some measure.

ROTOR: You certainly have, and many thanks for taking the time to talk to us. 

Martin J. Pociask is director of communications for HAI.



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