



NEHPA COMMITTEES 1994

Public Relations/Activities & Auditing
Tom Grassia - 5 Commonwealth Rd.

Natick, MA 01760

508-650-9252 Fax 508-650-9846

ATC

Jack Keenan - 32 Hillside Drive
Shrewsbury, MA 01545

203-524-3951 Fax 508-650-9846

IFR

Wendell Moore - c/o Boston Medflight
31 Fargo Street, Boston, MA 02210

617-695-9561

Membership

Ann Umphrey

617-274-1230

Recreation/Social

Holly Sawyers - 60 Sloane Drive
Framingham, MA 01701

508-650-9252

Safety Seminar

Ivan Jaffe - Boston Helicopters

Hanscom Field

Bedford, MA 01730

617-274-1230

1994 OFFICERS & DIRECTORS

President - Tom Grassia

508-650-9252

1st VP - Mike Peavey

617-762-5690 x293

2nd VP - Ivan Jaffe

617-274-1230

Treasurer - Holly Sawyers

508-650-9252

Secretary - Penny Bowman

603-885-9636

Past President - Greg Harville

603-926-4949

JANUARY 5TH MEETING TO BE HELD AT KAMAN AEROSPACE

Kaman Aerospace of Bloomfield, Connecticut will host the first membership meeting of the New England Helicopter Pilots' Association on Thursday, January 5, 1995. The meeting will be held in the corporate cafeteria, first floor, Building 232, Kaman Aerospace, Blue Hill Avenue, Bloomfield, Connecticut. Members should take Route 92 from Hartford to Exit 37, Route 305 (Bloomfield Road), to Old Windsor Road and then to Blue Hills Avenue for entrance to the facility. NEHPA and Massport have arranged for an Association Bus to leave from Framingham at 5:30 PM on the 5th, returning immediately after the meeting. Members will receive a "Reminder" of the meeting with specific directions regarding the motor coach transportation. The bus will be provided by the Association at no cost to the membership.

This is a wonderful opportunity to view the K-Max facility where some of the world's most interesting helicopters have and continue to be developed. Reservations for the Association Motor Coach should be made as soon as possible by calling 508-650-9252. Please give your name and the names of any other members or guests who will be attending with you.

AIR WORTHINESS DIRECTIVES

An FAA final rule requires initial and repetitive inspections for delamination of the main rotor feathering Elastomeric Lamiflex bearing on Enstrom models F-28A, F-28C, F-28C2, F-28F and 280FX Helicopters. The action is intended to prevent failure of the Lamiflex bearing and abnormal vibrations in the airframe and flight control system.

An FAA final rule requires a one time visual inspection to detect missing or damaged tail rotor pedal bulkhead gussets, loose or missing gusset rivets and initial installation of missing gussets or replacement of damaged gussets and rivets as necessary for Schweizer and Hughes Helicopters, models 269A-1, 269B, 269C and TH55A.

NEHPA CORPORATE MEMBERS

Altair • Boston Helicopter Company

Bristol-Myers Squibb • Cheney North Corporation

City Helicopters, Inc. • Digital Equipment Corporation

Edwards & Associates, Inc. • HeliSource, Inc.

Hyde Mfg. Corp. • New Hampshire Helicopters, Inc.

Ryder Aviall, Inc. • Sherman Crane Service, Inc.

Technetics, Inc. • Textron, Inc.

Tyco International • Wiggins Airways

WINTER WEATHER WATCH

Members are reminded to tune to WBZ AM RADIO 1030 for notices concerning membership meetings during times of inclement weather.

TURBINE TRENDS

Component exchange, once a traditional method of dealing with maintenance or overhaul of turbine engines is apparently in transition. Traditionally, engines would be disassembled and their components would be replaced by new or totally refurbished parts from an inventory maintained by the operator or an independent shop. The old components would then be discarded or refurbished and put back into inventory. Component exchange has also historically come with a high price tag, primarily because of the inventory which was required to support such an approach.

Lean times have altered this approach in many instances, now, whenever possible, aircraft owners are removing components, repairing them and returning them to the same engine. Industry analysts believe that this is a growing trend and that operators will continue to use the original parts so long as the component life limits are not exceeded.

LORAN AND GPS

On the one hand, GPS has arrived and is being strongly supported by the FAA. On the other hand, certain questions remain concerning its reliability. For example, when you select 108.9 Mhz on the DME, the transmitter frequency is actually 1050

Mhz, which is two-thirds of the GPS receiver frequency of 1575 Mhz. Transmitting such a frequency close to a GPS antennae at a frequency which is divisible into the GPS frequency can interfere with the GPS's efficiency.

VHF communication frequencies that could be used in an approach and that may radiate a harmonic of the GPS frequency, exist, but will probably be changed. Potential interference with UHF television stations is also under review. While GPS overlays have been published, not all have been test flown to check for anomalies.

In the meantime, what is going to happen to Loran is still in question. One answer is that the pricing is falling dramatically. A three thousand (\$3,000.00) dollar unit of two or three years ago is now selling from three hundred to four hundred (\$300.00 - \$400.00) dollars. Used Lorans may be the best consumer buy in avionics available today and they are still highly accurate, helpful pieces of equipment. They are simply not "state of the art".

The Coast Guard has announced that the Loran system will be shut down. At this time it is unclear whether or not that is its actual intention or whether it is a trial balloon raised to determine whether inter-agency funding may be available to it to continue underwriting the operation.

A strong sense that Loran should be maintained, as a GPS back-up if not as an independent navigation system, has grown up. Save the Loran system petitions have been circulating and will be forwarded to Congress and other federal agencies. One of the

strongest arguments for a combined system (GPS/Loran back-up) is that the low frequency Loran has excellent coverage over hills and in valleys while the GPS high frequency system is virtually unaffected by changes in weather. The opportunity to interfere with both systems at the same time is unlikely.

USE OF DUAL LANGUAGES SUGGESTED

NEHPA pilots distinguish themselves from other members of the aviation world in many ways. Among the more significant is the "chatter" that we engage in to say "hello", let people know our position and generally exchange information. It is one of the things that makes us a very real Association. The language used for these communications is English, casual and common to the social experience. It is conversation.

A second language is required for the more formal of our communications. This is FAA English. Occasionally, pilots and controllers fail to distinguish between the two and confusion can often result, not to mention sanctions.

To refresh your recollection, take out the Airmen's Information Manual and review Section II, "Radio Phraseology and Techniques".

NEW LASER OPTICAL WARNING SYSTEM IN DEVELOPMENT

The office of Defense Technology and Procurement of the Republic of Germany has contracted with Deutsche Aerospace to develop a laser obstacle warning system. The system would warn pilots of low

objects such as trees, power transmission lines and trees. The lasers will not harm the human eye and will report their findings on a panel instrument, including the obstacles direction and range.

ROBINSON APPEALS JURY VERDICT

Robinson Helicopter Company was found partially responsible for a fatal crash of an R22 in 1992 and suffered a 4.5 million dollar verdict. The pilot, who inadvertently shut off his fuel, was found eighty (80%) percent responsible for the crash.

INTERNET CONNECTIONS

The Listserv system offers two (2) rotorcraft mailing lists for Internet users. AV-ROTOR gives the helicopter community a common arena, to discuss all topics related to VTOL. AV-JOBS list gives the aviation community a common area to post job openings.

Subscriptions to these services can be procured by sending E-mail through the Internet. Compuserve, American

On Line, Genie and Prodigy among others, offer Internet access. To subscribe to either of the above, send your E-mail as follows:

LISTSERV@Rotor.Dot; (Then) SUBSCRIBE AV-ROTOR Firstname Lastname; or SUBSCRIBE AV-JOBS Firstname Lastname.

DANCING ROTORS AVAILABLE

Dancing Rotors, a new book about special helicopter usage, documents the evolution of U.S. Military helicopter precision flight teams from 1948 through 1976. The one hundred fifty-two (152) page, 8½" x 11" soft-bound book is available for twenty-nine ninety-five (\$29.95) (U.S.) plus shipping and handling from Aerofax, Inc., POB 120127, Arlington, Texas 76012 or from the author, Harry E. Gilliland, Jr., 624 Merrill Drive, Bedford, Texas 76022-7130.

DIESEL FUEL RED

As of this past October 1st, blue dyed Diesel fuel will be faded out and will be replaced with red dyed fuel. 80/87

Octane Avgas is also dyed red but is produced in very limited quantities and aviation groups agree that the opportunity for a mishap is minimal. Pilots of piston equipment aircraft are urged to maintain special vigilance until true blue 100 Low Lead fuel once again prevails.

1995 NEHPA ELECTIONS

All regular members of NEHPA should note the enclosed ballot by which to vote for the election of NEHPA's 1995 officers. Ballot should be returned directly to the Association's Post Office Box (POB 88, Bedford, MA 01730) **prior** to our January meeting or they may be brought to the meeting and given to any officer. The names of the nominated candidates appear on the ballot, but write-ins are permitted and according to the present officers, encouraged. Ballots will be distributed only by mail and will not be available at the meeting. If you are eligible to vote and have not received your ballot with this newsletter, please contact any officer as soon as possible. Please be sure to vote and be sure that your ballot is mailed in a timely fashion.

LATE NEWS

"As our newsletter went to press, President Tom Grassia and Vice-President Mike Peavey were meeting with Bob Coyne, the owner of the Boston City Heliport and its new manager, Chris Glass. We hope to announce good news at the January 5th meeting.

Jim Gotovich and Superior Aero Services, Inc. have just completed arrangements to re-open Jim's service center at the Taunton Municipal Airport. This is especially good news for all Enstrom owners.

The Officers and Directors wish all members a happy and safe holiday."