

123.05



February 1997
November 1996

NEWS

OFFICERS/DIRECTORS COMMITTEES 1997

President - Tom Grassia
Public Relations/Education/Auditing
5 Commonwealth Road
Natick, MA 01760
508-650-9252 Fax: 508-650-9846
e-mail: LawFlight @ AOL.COM

First Vice-President - Mike Peavey
Wiggins Airways - POB 250
Norwood, MA 02062
617-762-5690 x 293 Fax: 617-762-1958

Second Vice-President - Bob Braceland
Connecticut Regional Representative
368 Old Connecticut Path
Framingham, MA 01701
508-872-6101

Treasurer - Holly Sawyers
Recreation/Social
60 Sloane Drive, Framingham, MA 01701
508-650-9252 Fax: 508-650-9846

Secretary - Anne Umphrey
Membership
Boston Helicopter
Hangar 1727
Hanscom Field, Bedford, MA 01730
617-274-1230 Fax: 617-274-1237
e-mail: ANNEU @ Bostonheli.com

Dick York
Maine, New Hampshire and Vermont
Representative
Tyco International
120 Aviation Avenue
Portsmouth, NH 03801
603-430-6280

Chris Harrington
Western Massachusetts Representative
99 Hill Street
Leominster, MA 01453
508-537-9388 Fax: 508-537-3371

Al Moder
Rhode Island Representative
Rhode Island Airport Corporation
T.F. Green Airport
Warwick, RI 02886
401-737-4000 x 227

ATC Committee
Jack Keenan
32 Hillside Drive
Shrewsbury, MA 01545
508-856-6520

SAFETY AWARD PRESENTED TO MICHAEL PEAVEY

Announcing that he was particularly pleased to present the Safety Award to a person who he was honored to call his friend, President Tom Grassia presented the New England Helicopter Pilots Safety Award to Mike Peavey. In presenting the plaque, Tom noted that Mike had labored tirelessly and unselfishly for the good of both rotorcraft and general aviation and that he had continuously volunteered his time over the many years that he had worked the skies of New England. Tom pointed out that as a result of Mike's opinions being so valued and his efforts being so dependable, when he wasn't volunteering he was generally conscripted anyway.

The Safety Award is given from time to time to those persons or organizations who in the opinion of the selection committee have demonstrated extraordinary efforts in support of rotorcraft and general aviation safety.



Mike Peavey receives his Safety Award and congratulations from President Tom Grassia.

NOTICE OF CONFIRMATORY VOTE

Due to a typographical error, the membership will be asked to take a confirmation vote to change the name of the Association to the New England Helicopter Council. This vote shall be taken at the Association's March 6th, 1997 meeting.

NEHPA CORPORATE MEMBERS

Aetna/Cigna Flight Operations • Airwork • American Eurocopter
Arizona Rotorcraft, Inc. • Bell Helicopter Textron, Inc. • Boston Helicopter, Inc.
Boston Heliport, Inc. • Digital Equipment Corporation • Hyde Mfg. Corp.
Marsh & McLennan, Inc. • Massachusetts State Police Air Wing
Millimeter Products, Inc. • New Hampshire Helicopter, Inc.
Patriot (U.S.) Aerospace, Inc. • Sherman Crane Service, Inc.
Simplex Time Recorder Co. • Technetics, Inc. • Ursinair • Wiggins Airways
Willis Corroon Aerospace of New York

CALENDAR

6 March, 1997

NEHC Membership Meeting
Officer's Club, Hanscom Field
Bedford, MA
508-650-9252

13 - 15 March, 1997

Women in Aviation International
Conference
Dallas, TX
(513) 839-4647

29 April, 1997

Flight Safety Foundation Corporate
Safety Seminar
Phoenix, AZ
(703) 739-6700

1 May, 1997

NEHC Membership Meeting
Officer's Club, Hanscom Field
Bedford, MA
508-650-9252

4 - 6 May, 1997

Aviation Insurance Association
Annual Education Conference
Tampa, FL
206-869-9952

20 - 22 May, 1997

Professional Aviation Maintenance
Association
Fort Worth, TX
202-296-0545

15 - 22 June, 1997

Paris Airshow
Le Bourget, France
609-987-9050

30 October, 1997 - 3 November, 1997

Helitech 97
Surrey, UK
44(0)181 949 9222

Further information on any calendar
item can be
obtained by calling the telephone
number listed with the event.

LETTERS... WE GET LETTERS...

To the Membership

I am assuming that it was obvious to all that I was somewhat flabbergasted and left speechless when Tom Grassia called my name for the 1997 NEPHA Safety Award. As such, I am afraid that my remarks in accepting the award did not fully convey my appreciation of this recognition. As I mentioned at the meeting, I cannot stress enough my feeling that the helicopter community, particularly ours, plays such a valuable part in stimulating an attitude of safety by individuals such as myself. We in New England have, over the years, surrounded ourselves with a group of pilots, operators, FAA personnel and supporters who, by working together in concert and watching out for each other, have promoted and fostered this attitude. Though many of us have viewed "the organization formerly known as NEHPA" now "NEHC" as a social organization, it has served us well as a clearinghouse for new ideas, awareness of safety concerns and solutions to those concerns. Simple camaraderie has proven an effective tool in the battle for safer operations.

In closing, I am proud to be associated with the people who make up the New England helicopter community and thank them and the Association for this award. Let's continue to work together in the future.

Sincerely,
Mike Peavey

To All Helicopter Pilots:

As a result of recent correspondence with concerned citizens in the Stamford/Greenwich area of Connecticut, I am writing to rectify a situation which was brought to my attention. Residents within the Southwest Corridor have expressed their discontent with low-flying helicopters en route to and from New York City. There have been occasions when photographs have accompanied these complaints to further depict the low altitudes in which these aircraft are flying.

In an effort to improve the situation described above, I am requesting that whenever possible, higher altitudes be flown. Also, alternate flight paths over Long Island Sound may yield a reduction of noise over this area. One suggestion presented to the Bureau is that operators attempt to fly from their point of departure to a LAT./Long of N 41:00:00 and W 73:33:00 and then on to their destination. We are attempting to take into account all those concerned and to provide a simple and easy solution to this problem.

In addition, I would be willing to consider any thoughts or concerns you may have in relation to this subject. Thank you for your time and cooperation.

Very truly yours,
Robert F. Juliano, AAE
Bureau Chief
Bureau of Aviation and Ports
State of Connecticut

HAI REPORT

This year's Helicopter Association International Annual Convention, Heli-Expo '97, was held in Anaheim, California. The facilities and the weather were both ideal. The Anaheim Convention center is conveniently located within easy walking distance to the hotels, and if accompanied by family members, right across the street from Disneyland. Sunny Southern California lived up to its name and the daily temperature was in the low 70's. The Convention officially opened on Sunday, February 2, 1997. A variety of safety and management courses sponsored by the HAI were presented during the week preceding the actual exhibition. The convention started with the HAI's Annual Meeting. During the breakfast meeting the Board reported its activities to the Association's members. Candidates for the three positions on the HAI Board were also given the opportunity to address the membership.

A couple of statistics about this convention. First day registration tallied 9,956, up from 9,544 in Dallas at last year's exhibition. The number of exhibitors on the other hand was slightly lower, 434 versus 448 at the Dallas Convention.

Every segment of the helicopter industry was represented at the convention. Airframe and engine manufacturers, repair, refurbishment and overhaul facilities, instrument and avionics manufacturers, after-market accessories and STC holders, survival equipment, aviation clothing and gifts to name just a few categories. The focus of the exhibition, of course, is the helicopter, so I would like to detail some of the aircraft that were displayed by the various airframe manufacturers.

Agusta Aerospace Corporation - Agusta displayed their newly certified A109E "Power." This aircraft is an evolution of the A109 family of helicopters. The aircraft features composite main rotor blades, a new

titanium and composite main rotor head with 4 elastomeric bearings, a larger volume fuselage, new retractable landing gear, an uprated 900 hp transmission, larger fuel volume, and a modified tailboom that permits the helicopter to operate with a maximum crosswind of 50 knots. The helicopter is powered by 2 x 640 HP Pratt & Whitney 206C engines. These combined changes permit the A109 Power to cruise at 159 KIAS at maximum gross weight at 4,000 feet on an ISA day.

American Eurocopter - Eurocopter unveiled the EC120 'Kolibri' light helicopter at the convention. 'Kolibri' is French for hummingbird. The aircraft has seating for a pilot plus 4 passengers, it is equipped with a fenestron style anti-torque system and has a Turbomeca Arrius engine. Also on display were AS350, AS355, and AS365 series aircraft. The EC135, light twin engine helicopter, was on the flight line for demonstration rides. The EC135 can be equipped with either 2 Turbomeca Arrius 2B (583 shp) engines or 2 Pratt & Whitney PW206B (621 shp) engines. This helicopter can carry a pilot and up to 7 passengers, fast cruise speed is 141 KIAS, maximum range is 389 NM, and maximum endurance is 4 hours.

Bell Helicopter Textron - Bell's display included the 430, the 407, and 206L-4. The 430 is an IFR certified, twin engine helicopter. The aircraft has a four bladed main rotor system and is powered by two Allison 250-C40B engines. The 407 is a LongRanger on steroids. The helicopter has a four bladed main rotor system and it is powered by an Allison 250-C47B engine. This single engine helicopter can easily cruise at 140 KIAS while carrying a pilot plus six passengers. Bell also displayed a mockup of the new 427 twin and a fuselage mockup of the Bell Boeing Model 609 Civil Tilt Rotor aircraft.

Enstrom Helicopter Company - Enstrom's display included the 280FX Shark and the F-28F Falcon. Both of these helicopters share many features including the 225 shp Lycoming HIO-

360-F1AD turbocharged reciprocating engine, main and tail rotor system, and drive train. Change in the fuselage shape and aerodynamic improvements such as landing gear fairings and driveshaft covers allows the Shark to fly faster and farther than the Falcon.

Kaman - The Kaman K1200 was prominently displayed inside the exhibition hall. This is a fairly large single seat and single engine helicopter created specifically for external load operations. The Lycoming T5317A-1 turbine engine provides 1,500 hp for takeoff and the helicopter can lift an external load of 6,000 lbs.

McDonnell Douglas Helicopter Systems - McDonnell Douglas displayed the MD 600N and the MD 900 Explorer at Heli-Expo '97. The MD 600N has a six bladed main rotor, it is equipped with a single Allison 250-C47 turbine engine and the NOTAR® anti-torque system. The helicopter has seating for a pilot plus 7 passengers. An MD Explorer was on the flight line for demonstration rides. This helicopter has a twin engine installation and features the NOTAR® anti-torque system.

Robinson Helicopter Company - Robinson displayed both the R-22 and the R-44. Two new versions of the R-44 were highlighted at the convention. The R-44 'Clipper' an inflatable-float version of the four-place piston rotorcraft was certified last July and several of the helicopters have been delivered. The latest R-44 is the 'Turn-key' Newscopter. The aircraft features a newly developed FLIR Systems (FSI) Ultra-Media RS stabilized camera system. The camera turret is built into the nose of the R-44, this arrangement reduces weight and drag thus improving the R-44's cruise speed when compared to other types of camera mounting systems.

Schweizer Aircraft Corporation - Schweizer brought the 330, the 300C, and the 300CB to Heli-Expo '97. There are significant differences between these three helicopters. The

Model 330 is powered by an Allison 250-C20W turbine engine. One configuration of this helicopter provides for the pilot-in-command to be in the center of the aircraft with either two students or two passenger one on each side of the aircraft. The 300C is the latest version of the Model 269 helicopter that was originally designed by Hughes as the Army's TH-55. The 300CB was designed specifically for the helicopter training market. Originally introduced with right hand pilot-in-command seating the helicopter is now available with "conventional" Schweizer left side PIC controls.

Sikorsky - Sikorsky exhibited an S-76B helicopter in the corporate configuration. This aircraft features 2 x 981 shp Pratt & Whitney PT6B-36B engines. With a maximum takeoff gross weight of 11,700 lbs, the helicopter cruises at 145 KIAS and has a maximum range (excluding reserves) of 350 NM with standard fuel. An interesting Sikorsky helicopter was displayed by Evergreen. An IFR certified S-64 'Skycrane' was stuffed into one of the convention center's halls.

Of particular interest was a display of the Bell Helicopter Model 430 helicopter that was flown by Ron Bower and John Williams during their recent around the world helicopter speed record. This speed record was established by flying around the world West Bound. Here is an overview of this accomplishment:

- Time around the world: 17 days, 6 hours, 14 minutes and 25 seconds.
- First twin engine helicopter to fly a speed record around the world.
- Distance traveled: 20,508 NM.
- Longest distance traveled in one flight day: 2,263 NM
- Most flight hours in one day: 17.5
- Average flight hours per day: 10.2
- Number of takeoff and landings: 83
- Total flight hours for record: 165.1
- Number of countries flown over: 14
- Number of states in the U.S. flown over: 49 (All except Hawaii)

Another around the world record attempt was announced at the convention. Jennifer Murray, a Hong Kong

resident, intends to begin a three month around the world attempt in a Robinson R-44. She plans to depart England on or about May 10, 1997, to arrive in Hong Kong in time for the transfer of her city to China. She then plans to continue the around the world flight back to England. If successful, Ms. Murray will be the first woman pilot and the pilot of the lightest helicopter to complete a circumnavigation.

This year's show was fun and educational. Heli-Expo '98 promises to be even better and you should try to attend. HAI will be celebrating its 50th Anniversary next year and plans are underway to celebrate the occasion on a grand scale beginning with a Golden Anniversary Gala Reception. The convention will again be hosted by the Anaheim Convention Center.

Greg Harville

DR. JOHN HANSMAN ADDRESSES SAFETY SEMINAR ATTENDEES

Professor R. John Hansman of the Massachusetts Institute of Technology addressed those attending the Association's Annual Safety Seminar. Dr. Hansman is currently a Professor of Aeronautics and Astronautics at the Massachusetts Institute of Technology, where he heads the Humans and Automation Division. He is also the Director of the International Center for Air Transportation and the Aeronautics Systems Laboratory. Professor Hansman conducts research in several areas related to flight vehicle operations and safety. Currently, his activities focus on advanced cockpit information systems including: Flight Management Systems, Air-Ground Data Links, Electronic Charting, Advanced Alerting Systems, and Flight Crew Situational Awareness. He is an internationally recognized expert in aviation meteorological hazards such as icing and wind shear. Professor Hansman teaches courses at MIT on Human Centered Automation, Flight Guidance, Human Factors, Automation, Aircraft Design, Aircraft and Spacecraft Instrumentation and Flight Testing. He holds five

(5) patents and has authored over seventy (70) technical publications. Professor Hansman has over 4200 hours of pilot in-command time in airplanes, helicopters and sail planes including meteorological, production and engineering flight test experience. Dr. Hansman focused his Seminar remarks on the evolution of air traffic control including advances in communication, navigation and surveillance technology.



An animated John Hansman makes a point during his Safety Seminar Presentation.

A THANK YOU TO OUR SPONSORS

The Association's Annual Meeting and Safety Seminar was underwritten by many corporate members and business aviation companies. The Board of Directors thanks the following companies for their support and trusts that it has not inadvertently omitted anyone.

Mercury Air Center/John Wragga; Jet Aviation/Steve Lord; Cessna Aircraft/Mike Dwyer; Raytheon Aircraft/Neal Kunycky; Massport/Tom Kinton; Boston Heliport/Kurt Kendrick; The Pilot Shop/Joe Benkert; American Eurocopter/Bill Carroll; Bell Helicopter Textron/Rick Nickerson; Stow Aviation and Airfield Cafe/Don McPherson; Boston Helicopter Company/Josh Davidson; David Clark Company/Robert Murphy/Ron Premo

MEMBERSHIP QUESTIONNAIRE

HAI and NEHC are attempting to determine the number of aircraft owned and operated by our members and the number of employees represented. Please take a moment to jot down this information and forward it to us. We appreciate your participation in the survey.

MICHELLE NORTH TO SPEAK AT MARCH MEMBERSHIP MEETING

Michelle North, Director of Safety for Rocky Mountain Helicopters will be the keynote speaker at the Association's March 6th meeting. The meeting will be held at the Officer's Club, Hanscom Air Force Base, Bedford, Massachusetts. Ms. North's helicopter aviation career is as diverse as it is experienced. Since beginning her flying in 1967, Ms. North has accumulated hours under parts 91 and 135, EMS, Traffic reporting, sightseeing and touring, news gathering and long line lift work. Since 1979 she has been a member of the California National Guard where she currently is a Lieutenant Colonel flying Blackhawks. She is also the Guard's State Aviation Safety Officer.

In addition to flying, Ms. North is an avid sailor having made four (4) transpacific voyages and two (2) trips to Hawaii.

Ms. North, whose presentations span a wide range of safety related issues, will focus her talk on pilot fatigue and counter measures.

LEADED FUEL AGAIN THREATENED

The Environmental Protection Agency, citing Treaty requirements with Canada, is once again proposing to eliminate both 80 octane and 100 LL fuels from the marketplace. The Treaty requires an effort to eliminate lead pollution to the Great Lakes, however, data shows that aviation consumes only .3% of all such fuels burned in the Great Lakes region and

less than 1% of all gas burned nationally. Comments can be sent to U.S. EPA, Great Lakes National Program Office, Mail Code G-9J, 77 West Jackson Boulevard, Chicago, Illinois 604. Elizabeth LaPlante is the EPA Official in charge of the Treaty initiative.

AFSS - USE OR LOSE IT

As of January 1st of this year, the FAA has commenced a reduction in the number of 800 telephone lines at AFSS facilities. The reductions may amount to as much as 50%. It is expected that during poor weather and peak hour periods, difficulty reaching a briefer may be encountered. The amount of use that the system gets is one of the factors the FAA considers in its reduction program. Use the system and get your briefs.

ELECTRONIC IGNITION APPROVED

The FAA has approved Unison Industries' LASAR Electronic Ignition Systems for Lycoming O-360 and IO-360 engines. The systems are providing power improvements in the range of 8.5 %, increased fuel consumption and a modest improvement in speed. Magnetos are retained as a part of the system assuring compliance with the FAA's need for a mechanical back-up. Cost of the system is approximately \$2500.00

QUIET HELICOPTERS?

The possibility of a quiet helicopter, at least for those sitting inside has gotten closer. The Twin Commander Aircraft Corporation has announced a system that purports to cancel 50% or more of cabin noise. To achieve their "ultra-quiet cabin" Twin Commander utilizes a processor unit, thirteen (13) speakers and twenty-four (24) microphones that are strategically located throughout the cabin and cockpit. The technology is an expansion of that which is found in today's noise-canceling headsets, utilizing an out of phase tone which cancels unpleasant sound waves. We are certain the helicopter industry is watching.

MASSACHUSETTS STATE POLICE JOIN ASSOCIATION

Calling it both gratifying and significant, President Tom Grassia announced that the Massachusetts State Police Air Wing has joined the Association as a Corporate Member. The Air Wing, which has been largely reconstituted in the past two years, will be represented at Association functions by Lt. Mike Melia, Air Wing Commander. Grassia pointed out that the State Police, while "sharing the skies with us, had for many years remained independent from the helicopter aviation community. Their voluntary integration into the community has obvious benefits to all concerned."

FITCHBURG AIRPORT TO CLOSE?

The Board of Directors was stunned to learn of a proposal to close the Fitchburg Municipal Airport. The facility, which is an aviation gateway to North Central Massachusetts and South Central New England was called a "playground" by City Councilor Herman Bourque who apparently views the facility as a potential development site from which the City could gain additional tax revenues. Concerned Flight Departments and Pilots should make their comments known to Richard E. Walsh, Airport Manager, Fitchburg Municipal Airport, Fitchburg, Massachusetts 01420.

HAI INTRODUCES ON-LINE HELICOPTER PARTS LOCATOR

Through its worldwide website (<http://WWW.Rotor.Com>) anyone with access to the Internet may search for helicopter parts by number or name. Users should select the "HELPS" page (HELICOPTER PARTS Search). Parts sources are identified by name, address, telephone/fax/E-mail address and a Website link if the source has its own Internet page. The searches are free.

NEW HAMPSHIRE AVIATION SCHOLARSHIPS AVAILABLE

The Greater Piscataqua Community Foundation is once again accepting applications for the David G. Plasch Aviation Scholarship Fund from aviation students in New Hampshire's Rockingham and Stratford Counties. Seacoast area residents who are pursuing flight training or other aviation careers are eligible to apply for assistance for the 1997 - 98 academic years. Scholarships up to \$2,500.00 will be awarded to qualified students. The application deadline is April 1, 1997. For further information and applications, call the New Hampshire Charitable Foundation office at 603-225-6641.

The David G. Plasch Aviation Scholarship Fund was created in the memory of Dave Plasch who lost his life in the Gulf War while piloting a Blackhawk Helicopter on a rescue mission in Iraq.

KUDOS TO DAVID LINARES

Those of you who attended the January 16th meeting and Safety Seminar, will remember that David Linares, (Wiggins Airways) was the lucky recipient of a Certificate for 100 gallons of low-lead fuel donated by Mercury Air Center (John Wraga). Dave, who is employed as a pilot by Wiggins Airways, wondered what to do with his rather valuable door prize. While the alternatives were obviously many, including a good deal of personal flight time, Dave has donated the 100 gallon fuel certificate to Angelflight which is based at Hanscom Field. Helicopters and helicopter pilots do an extraordinary amount of good deeds. Dave's is a prime example.

ATTENTION EMS OPERATORS

As though there is not already enough regulation out there, the Editors have recently come across a proposal by the Emergency Medical

Services Coordinator for the County of San Diego which contained numerous operating and design requirements for EMS Rotorcraft and their crews, including pilot certification requirements such as an ATP Certificate. After an appeal by an EMS operator, the FAA decreed the Regulation invalid because it was preempted by Federal Law.

PROPOSED R44 AD

A proposed FAA AD will require replacement of the cycle grip on the Robinson R44 within one hundred hours of the issuance of the AD. Robinson has issued a service bulletin consistent with the proposal. As of the publication date, there were 5 R44s registered in the United States and 156 worldwide.

SEATTLE TO BUILD HELIPORT

According to the Helicopter Association Northwest RotorNews the Port Authority for the City of Seattle, Washington is prepared to build a heliport if not a vertiport and "if the same cannot be installed right away, we are going to do our best to make sure the structures built have the infrastructure to house such a facility in the future" according to Port Authority Representative Michael Popiwny.

Meanwhile, the Massachusetts Port Authority continues to "recognize the need" according to Association President Tom Grassia, "but has not yet integrated the need into their immediate plans".

WE'RE OUT THERE

New England rotorcraft pilots with current medicals totaled 1,120 during 1996. The breakdown by State was as follows: CT-403, ME-105, MA-382, NH-161, and RI-69.

AUGUSTA A109 P TO RECEIVE CERTIFICATION

Augusta Helicopter's Twin-Turbine A109 "Power" seven passenger helicopter should have received its U.S. Airworthiness Certification by the time of this publication. The aircraft is equipped with two 639-SHP Pratt and Whitney 206C Turbines and will be priced a 2.7 million.

HELIPORTS GET FUNDING

The FAA released two airport improvement program grants in support of Heliports during the 1996 fiscal year. The Wickenburg Municipal Airport in Arizona received \$250,000.00 grant to construct a heliport and the City of Buffalo, New York received a \$99,000.00 grant to conduct a master plan study for a downtown heliport. According to the FAA, the limited number of heliport projects does not suggest an attitude problem. These were the only requests received for such funding! Hello MASSPORT...

OUR GOVERNMENT AT WORK

The IRS has decided that the cost of engine overhauls may not be deducted in the year the overhauls occurs but that the value of the overhaul must be capitalized and depreciated over the next several years. Call your Accountant, your Lawyer and your Congressman.

The Clinton Federal Aviation Re-authorization Act of 1966 among other things, eliminates the FAA's mandate to promote aviation! And then there is the President's proposal to apply a \$225.00 tax on every flight by a turbine-powered business aircraft! The funds are to be used to aid parents to teach their children to read.

CROSSING THE BORDER?

Pursuant to new Regulations, going to Canada has just become easier. Under the new CANPASS Program, clearing Customs on your way to Canada can be as easy as a telephone call. For more information and an Application, call CANPASS at 1-888-CANPASS. A similar program for entry into the United States entitled "GATE" (General Aviation Telephone Entry) is also available. Contact your U.S. Customs Port of Entry Authority for information.

HAZARDS

Tower, Manchester, NH
N42:56:03.43 W71:25:15.44 510MSL

Building, Danbury, CT
41:23:34.84 73:29:41.74 750 MS

Tower, Marlboro, NH
42:53:52.92 72:13:25.00 1,210 MSL

Tower, South Bridgeton, ME
43:57:54.25 70:42:21.21 2,500 MSL

Antennae, Boston, MA
John Hancock Tower, 912 MSL

MEMBER'S MEETING NOTICE

Thursday, March 6, 1997

The Association's March meeting will be held at the Hanscom Air Force Base Officer's Club on Thursday, March 6, 1997. Social hour will begin at 6:30 followed by a business meeting at 7:30 and. Our guest speaker will be Michelle North, Director of Safety for Rocky Mountain Helicopters. For further information call Tom Grassia at 508-650-9252. Fly-ins may call The Boston Helicopter Company at 617-274-1230 for shuttle service. If you are driving, take Routes 95/128, Exit 31B to Hartwell Avenue. Follow Hartwell Avenue to the Air Force Guard Station. Be prepared to show a picture ID. Take first right onto Kirtland Street. The Officer's Club is directly ahead on the left.

ELECTION RESULTS

Anne Umphrey was returned as Secretary, Holly Sawyers as Treasurer, Mike Peavey as First Vice-President and Tom Grassia as President. Bob Braceland was newly elected as Second Vice-President.

The proposal to change the Charter of the Association was also overwhelmingly approved.

President Tom Grassia indicated that the changes required under the new Charter would be phased in throughout the year and that technical corrections to the new Charter would also be proposed as a result of comments received prior to the vote.

RENEWALS - NEW FEE STRUCTURE

The Association's Board of Directors announced a new fee structure for 1997. Membership dues for 1997 will be as follows:

Honorary (Life) member.....	\$ 0.00
Regular member.....	30.00
Associate member.....	15.00
Corporate member.....	250.00
Sponsor member.....	250.00
Leadership member (any category).....	\$500.00 or more

The new dues structure will be implemented as of March 15, 1997. Renewals received before the 15th will be at current levels: Reg./20; Assoc./10; Corp.-Sponsor/100

REGIONAL REPRESENTATIVES APPOINTED

President Tom Grassia has announced the appointment of the following Regional Representatives. Sincere thanks are expressed for their willingness to serve. The Regional Representatives act as Ambassadors for the Association, stand in for the Officers when appropriate and act as information conduits for the Presi-

dent. Those accepting appointments for 1997 are as follows:

Dick York, Maine, New Hampshire and Vermont; Chris Harrington, Western Massachusetts; Al Moder, Rhode Island; and Bob Braceland, Connecticut.

DEFINITIONS

(ri-tret'ing bran stol):

This is a condition of severe mental disfunction, where the information flow in the advancing half of the brain (the input and retention half) is drastically unbalanced by the requirement for rapid output of information of the retreating half of the brain (the outward half), resulting in a temporary stall in the information flow from ANY part of the brain.

This dibilative condition is often found in student helicopter pilots and occasionally rated pilots when they are under the stress of situations such as rigorous training sessions, phase checks and especially FAA check rides. This condition is transitory in nature and if encountered on the ground (such as during oral examinations), usually clears up after a brief moment of relaxation, however if this condition occurs in flight when one is acting as a pilot, prolonged retreating brain stall may have fatal results. - anonymous

(Helicopter (Noun) Hel-i-cop-ter): A machine that converts money into noise.

NEHPA IS NOW NEHC

Members of the Association voted overwhelmingly to transform the organization into a newly chartered non-profit corporation. Our new name is the **New England Helicopter Council**. According to President Tom Grassia, the change-over will occur gradually, including the adding of several new directors, technical corrections to the By-Laws and a new "look".

NEW ENGLAND HELICOPTER COUNCIL

P.O.Box 88, Bedford, Massachusetts 01730

MEMBERSHIP APPLICATION

Please take a few minutes to complete this membership information form and return it and your dues to the association's mailing address above.

Member Renewal

New Member

Information on file (if available)

New or Corrected Information:

Name/Address:

Name/Address:

Phones:

Work: _____

Home: _____

Fax: _____

Phones:

Work: _____

Home: _____

Fax: _____

CURRENT CERTIFICATE AND RATINGS

- | | | |
|--|-------------------------------------|---|
| <input type="checkbox"/> Student Pilot | <input type="checkbox"/> Instructor | <input type="checkbox"/> Airplane - SEL |
| <input type="checkbox"/> Private | <input type="checkbox"/> CFI-H | <input type="checkbox"/> Airplane - MEL |
| <input type="checkbox"/> Commercial | <input type="checkbox"/> CFI-H | <input type="checkbox"/> Rotorcraft |
| <input type="checkbox"/> ATP | <input type="checkbox"/> CFI-H | <input type="checkbox"/> Other * |
| <input type="checkbox"/> Instrument | | |

FLIGHT TIME

(enter approximate total flight time for each class)

Airplane SEL _____

Airplane MEL _____

Rotorcraft _____

* _____

TOTAL _____

Please check application category:

- | | |
|--|----------------------------|
| <input type="checkbox"/> Honorary (Life) Member..... | No Fee |
| <input type="checkbox"/> Regular Member (Rated Pilot)..... | \$ 30.00 per year |
| <input type="checkbox"/> Associate Member (Helicopter Enthusiast)..... | 15.00 per year |
| <input type="checkbox"/> Corporate Member..... | 250.00 per year |
| <input type="checkbox"/> Sponsor..... | 250.00 per year |
| <input type="checkbox"/> Leadership Member (any category)..... | 500.00 per year
or more |

MAY WE SHARE THIS INFORMATION WITH INTERESTED PARTIES

() YES () NO