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NEWS

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IFR
Vacant

Kevin Tuttle Honored

Members present at the Association's September 5th Meeting loudly applauded Kevin Tuttle who received a Bell Textron Helicopter Certificate of Recognition for having achieved 5,000 hours of accident flight time in Bell Helicopters. The Association, its Officers and Directors, sincerely congratulate Kevin for both his achievement and his adherence to the professional standards embraced by the Association.

COMMENTS SOUGHT

The FAA is inviting written comments regarding their review of the proposed Bridgewater, Massachusetts antennae tower (Study #95-HNE-0469-OE) which is located 4.9 nautical miles northwest of the Taunton Municipal Airport and will extend to an altitude of 1,019 feet AGL. An initial determination of No Hazard was issued on April 10, 1996. Since that time seven (7) petitions have been received contending the proposal adversely impacts both IFR and VFR military and helicopter operations. Further comments should be provided to the Manager, Airspace and Rules Program, ATA-400, FAA, 800 Independence Avenue SW, Washington, D.C. 20591.

Members' Meeting

Thursday, November 7, 1996

The Association's November 7th meeting will be held at the Hanscom Air Force Base Officer's Club, Hanscom Field, Bedford, Massachusetts. Social hour will begin at 6:30 P.M., followed by a business meeting at 7:30 P.M. The business meeting will include a review of the Board's Proposal to Amend the Association's Bylaws. The evening's presentation will immediately follow the business meeting. For further information or directions to the Officer's Club, call any Association Officer.

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. • New Hampshire Helicopter, Inc.
Sherman Crane Service, Inc. • Technetics, Inc. • Ursinair • Wiggins Airways
Willis Corroan Aerospace of New York

CALENDAR

3 - 7 November, 1996
International Loran Association
San Diego, CA
(614) 797-2081

5 - 7 November, 1996
Heli Asia
011-44 (0) 1628 664075 (Fax)

7 November, 1996
Virtual Manufacturing
Innovative Helicopter Technologies
London, U.K.
01144 (0) 1714993515

7 November, 1996
NEHPA Membership Meeting
508-650-9252

7 - 8 November, 1996
Aircraft Financing Conference
New York, New York
(212) 355-1500

19 - 21 November, 1996
National Business Aircraft
Association Convention
Orlando, FL
(202) 783-9000

16 January, 1997
NEHPA Annual Safety Seminar
508-650-9252

2 - 4 February, 1997
Heli Expo - 97
Anaheim, CA
703-683-4646

13 - 15 March, 1997
Women in Aviation
International Conference
Dallas, TX
(513) 650-9252

29 April, 1997
Flight Safety Foundation
Corporate Safety Seminar
Phoenix, AZ
(703) 739-6700

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

WIRE STRIKE REPORT

The California Department of Transportation reports that between 1986 and 1990, 584 civil aviation wire strikes were reported to the FAA. This figure does not include public aircraft. This is an average of 116 strikes per year although an earlier NASA study estimated that only 10% of wire strikes are actually reported. The CALTRAN report noted that fixed wing aircraft are responsible for four times as many wire strikes as rotor craft and that helicopters most involved in wire strikes included EMS, Police and other law enforcement agencies. Ninety percent of all wire strikes occur below 200 feet AGL and more than seventy percent occur while flying at or below 100 feet AGL. One startling finding was that ninety (90%) percent of all reported civil wire strikes occur when visibility is unlimited! While almost eighty (80%) percent of wire strikes occurred during the day, more than sixty-six (66%) percent of the reported public service helicopter strikes occurred at night. Approximately sixty (60%) percent of the pilots involved had over 1,000 hours of flight time.

MORE TOWERS

The Telecommunications Act of 1996 promotes the construction of wireless service facilities (generally cellular telephone and direct broadcast TV towers) and makes preventing their construction difficult. It is anticipated that thousands of these towers may be built within the next several years. There is no requirement that aviation chart makers be involved. The optimal broadcast range of these towers is approximately six (6) miles (cellular telephone systems) which suggests that their proliferation into low-level air space could be extensive.

BOGUS PARTS

The Pilot of a New Zealand Bell UH-1B spotted what he believed to be defects in his main rotor blades. An investigation by New Zealand authorities discovered that the blades, which had outlived their lives on military Hueys had been punctured, dented and fired upon with large gauge military weapons in an effort to demonstrate their "decertification". Despite these efforts, unscrupulous parts dealers filled the holes with automobile repair filler, sanded them flush and repainted the blades before selling them as mid-life serviceable components.

Hazards

Tower, Goffstown, NH	42-58-59.30	71-35-17.25	1810 ft. MSL
Tower, Boston, MA	42-20-55.35	71-04-33.18	949 ft. MSL
Tower, South Bridgeton, ME	43-57-54.25	70-42-21.21	2,586 ft. MSL
Tower, Machias, ME	44-42-51.27	67-45-22.99	700 ft. MSL

BELL HELICOPTER TEXTRON BUYS INTO ROMANIA

Bell Helicopter has agreed to acquire a majority interest in IAR Brasof, Romania's state owned helicopter manufacturer. The joint venture will produce attack helicopters based on the Bell AH-1W airframe and will be known as the AH-1RO.

MORE FROM BELL

Bell Helicopters has announced that twenty-two (22) orders have been placed for their Model 427 Twin. The 427 has not yet been produced in prototype form!

ETHICS

President Tom Grassia recently noted reports of "for hire charters" operated by pilots holding private certificates. Members are reminded that this is a violation of the FAR's and a commercial Part 135 Certificate. No matter how pressed for pilots one might be, we are all hurt by these kinds of actions. Don't put your fellow owner/operator/pilots in the position of having to tolerate or to report such violations. Members of this Association are all considered to be professionals in every sense of the word. Members are urged to challenge any such activities and to report them if the challenges go unheeded.

NEHPA MEMBERSHIP MEETING NOTES

Thursday, September 5, 1996

The First Fall Meeting of the New England Helicopter Pilots Association was held at and courtesy of Digital Corporation's Aviation Facility at Hanscom Field. The meeting was called to order by President Tom Grassia at 7:30 P.M. Tom welcomed the membership and gave a special thanks to **Digital Aviation** and its Manager Henry Wifholm. The meeting was sponsored by **Bell Helicopter Textron** both as a show of support for the Association and to introduce their new Bell-430. Tom congratulated the more astute members of the Membership who had noticed that there was no Bell-430 in attendance. The aircraft had been scheduled for the meeting but last minute complications prevented it from being on site. Bell promises to return with their 430 at the first opportunity.

Several new members and visitors were introduced and each gave a brief explanation of who they were and with whom they were affiliated.

An abbreviated Secretary's and Treasurer's report was given by Anne Umphrey. There were no Committee reports.

Mark Arpino, Manager of the Boston City Heliport, highlighted certain changes to the Heliport environment, including the appearance of cranes, telephone poles and wires, which while beneath the standard flight paths, were potential hazards. Tom thanked Mark for his presentation and reminded the Membership of the Association's role in facilitating exchanges of information such as Mark's.

The President noted that copies of the proposed new Bylaws were available for the Membership and he urged them to take the materials home, read them thoroughly and be prepared to comment on them at the November 7th meeting. The Bylaws, if adopted, will change the organizational structure of the Association. It is anticipated that they will be voted upon at the annual meeting in January.

Tom then introduced Rick Nickerson, Northeast Marketing Manager for Bell Helicopter Textron. Rick then introduced Fred Koenig, Bell's Marketing Director for U.S. Commercial Sales and Shane Eddy from Bell Textron's Canada Division who made a presentation to the Membership regarding the 430. The slides and video described both the technical as well as general characteristics of the new ship including a number of helicopter aviation innovations. Shane then responded to questions from the Membership.

The Bell representatives then proceeded to raffle off a number of Bell souvenirs and products including videos, posters and 50th anniversary lapel pins.

Mr. Nickerson then called Kevin Tuttle to the forefront and presented Kevin with a Bell Helicopter Textron Certificate of Recognition honoring Kevin's 5,000 hours of accident free flight time in Bell Helicopters.

Tom thanked Bell Helicopters, especially the three participating members who had traveled from Pennsylvania, Texas and Montreal to be at the Membership meeting for their presentation and for underwriting the meeting; Digital Aviation and Henry Wifholm and his staff for hosting our meeting and Bill Wicks from the FAA for providing the video projection equipment and for the Region's support generally.

The meeting was adjourned at 9:30 P.M.