

123.05



NEWS

NEWS BITS

Taxes, Take-2: At last look, Congress was somewhere between 4.3 and 7.4 cents on its proposed aviation fuel tax and up to a maximum of \$1000.00 on annual registration fees.

Beginning August 31, 1993, Recreational and VFR pilots with less than 400 hours flight time will be required to take annual flight reviews.

Put your checkbooks away - McDonnell Douglas has taken its helicopter division off the sales block.

The Bell/Boeing V-22 tilt-rotor has resumed flight testing. Several modifications have been incorporated into the aircraft since last year's crash.

Connecticut has adopted an annual aircraft registration fee ranging from \$90 to \$2500.

You can now buy your own helicopter simulator from Frasca International. The device mimics reciprocating engine helicopters and is priced at \$75000.

More on GPS... the FAA is organizing a GPS notam system in response to prodding by AOPA and HAI.

Narco radio owners alert. Narco will no longer provide parts for their radios except for repairs done at their factory.

In 1991 Civil Aviation in the USA employed 8.5 million people who earned \$207 billion dollars. Some of us apparently received less than others.

Selling your helicopter overseas. Remove your "N" number. It's the law.

The FAA has certified the Enstrom Model 480. Cost? \$460,000.

RotorWay International has delivered its 200th Exec 90 home built helicopter kit.

DUAT ALERT - the FAA is considering discontinuation of the DUATS program. If you're unhappy with that, you can write your Congressman and Senators or call them. For their phone numbers consult your local phone book or call (202) 224-3121.

The FAA's number is 1-800-FAA-SURE.

Schweizer has delivered the first Model 300C to Russia.

It is the first US made helicopter to be marketed in Russia by a Russian Company, Novecopter.

Midway Airlines Co-founder David Hinson is in line to become the next Aviation Administrator.

ISHIDA the Japanese aerospace company has canceled its TW-68 tilt-wing program.

Enstrom helicopters will begin building its helicopters in Botucatu, Brazil within the next several months.

Get your Falcon now. The FAA has certified the Polish built, twin-engine PZL, Swidnik W-3A Sokol helicopter. Compared to the Bell 412, but cheap (\$2.5 million) the "Falcon" can carry 12 plus two crew or a 4600 pound payload. The EMS version has a built-in operating room.

The first three women to enter the combat helicopter piloting syllabus at Fort Rucker are now training aboard McDonnell Douglas Apaches and Bell Cobras.

If you have an incident or worse, an accident and you're in Europe, watch out. When operating errors are suspected, European authorities are launching criminal charges against flight crew members, including manslaughter and murder.

For you weight lifters, an Erickson Sikorsky S-64 was used to remove the "Freedom" statue from the top of the US Capitol building. She weighs 15,000 pounds.

Speaking of the Capitol, the proposed downtown Washington heliport to be run by Air Pegasus has failed to win approval by the District of Columbia. If we don't need or can't get one in Washington, D.C. . . .

GEORGE GEORGES APPRECIATED

NEHPA member George Georges twice received the allocates of local officials. Ray Landry, Chief of the Nashua Police Department extended his appreciation for a farewell salute for a retiring officer and the Fitchburg Fire Department Chief, Malcolm Lillie, sent his note of thanks for the work that George and Fitchburg Municipal Airport assistant manager Dave Bouvier did in tracking down a hard to find brush fire. George flew his Jet Ranger on both missions.

CALENDAR

September 2 - Directors Meeting
5 Commonwealth Rd., Natick, MA

September 11 - 5th Annual Helicopter
Roundup
Middletown, New York

September 16 - New Airspace
Classifications

September 18 NEHPA Safety Seminar
POSTPONED

September 28 - Helitech '93
Redhill, England

October 7 - Directors Meeting
5 Commonwealth Rd., Natick, MA

November 4 - Directors Meeting
West Regency, Westford, MA

November 4 - Membership Meeting
Westford Regency, Westford, MA
(Cockpit Resource Management)

December 2 - Directors Meeting
5 Commonwealth Rd., Natick, MA

December 30 - TCA Mode C Veil
in effect

January 30 - Heli Expo
Anaheim, California

1993 OFFICERS

Greg Harville - President
Tom Grassia - 1st Vice President
Carl Svenson - 2nd Vice President
Holly Sawyers - Treasurer
Penny Bowman - Secretary

NEHPA COMMITTEES

1993

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NEWSLETTER INFO

We are always looking for helicopter related stories and information. Submit your newsletter material to:

"Newsletter" NEHPA
P.O. Box 88
Bedford, MA 01730

SAFETY SEMINAR POSTPONED

The Annual New England Helicopter Pilots Association Safety Seminar has been postponed. The seminar is being tentatively rescheduled for the middle of November. More information will follow.

BAD WEATHER NOTIFICATION

During the middle of this past winter, we discovered that there was no established procedure to notify the membership of the cancellation of a membership meeting. We have made arrangements with WBZ radio to broadcast NEHPA cancellation information.

SPECIAL RECOGNITION

NEHPA's Board of Directors would like to thank Kip Lavigne for all of his past work as typesetter of the 123.05 NEWS, the association's newsletter. To further recognize Kip's contribution, we have donated \$200.00, in his name, to the Robert Girouard Memorial Scholarship fund. Thanks again Kip.

TSC

If you're lucky, you hear them before you see them or before they see you. They sometimes fly in squadrons, but frequently they are alone, menacing carnivores that dot the sky with their sleek wings and thirsty fuel probes. "They come" as the young heroine of Aliens was heard to say, "mostly at night, but not always."

Helicopter pilots who flew in Vietnam remember them, not so much for their air to air prowess, but more often for their uncanny ability to know when you were away from your aircraft, out in the open. They still have the ability to raise the hair on the back of my neck.

(continued on next page)

They are one of the only legitimate variations from the "See and Be Seen" theory of flight. You want to see them, but you do not want them to see you.

On occasion, a once pleasant stream of sleep will be suddenly plunged down an ever darkening funnel, until, unable to stop it, you become gripped by a true nightmare, complete with the familiar high pitched whine, so terrorizing that you gag on the sweat drips from your brow.

Many awake from these dreams grabbing and swinging their pillows like axes, chopping at lamps, radios, books, spouses, anything in an effort to save oneself.

As pilots, we have learned a degree of discipline. We have learned that fear is our enemy, we have learned that to destroy our bedrooms over such things is irrational, yet, these guys do it to us. Mosquitos, they are without question, the dirge of the sky.

The little suckers are as mean as they are hungry and I hate them. I don't hate many things, a banker or two, several lawyers, and I can be indifferent about a few other folk, but mosquitos, whining, biting and sucking mosquitos, them I hate.

When we were kids, we would catch them, tear a wing off and imagine they were dying a slow and agonizing death befitting their kind. Sometimes we would light them on fire just for good measure and then hit them with a hammer to make sure they would never ever have an opportunity to spread malaria or venereal disease or whatever other insidious maladies they might be carrying.

And the itch! Have we talked about the itch? Think about it. They terrorize you, whizzing and buzzing about, saying things like "I'm going to get you", "I'm going to give you tuberculosis or cancer or cause your lip to swell up so that you

look like you have facial hemorrhoids and will talk funny." And then on top of that, they leave you with an itch. A sort of reminder that they got you, and they got away with it.

Why do they do these things? I think they should show some common courtesy to other pilots. There are plenty of cows and horses to bite and deer for example, or fish, if they like to swim. Why us?

I think all pilots should ban together in opposing mosquitos. This is an important issue. If you hear one, hide, hopefully it will get bored and fly off somewhere else. If it doesn't, try to tire it out by moving around a lot and waving your arms like a mime acting like an octopus enjoying electric shock therapy and if the mosquito rests, even for an instant, grab it, burn it, hit it with a hammer and then scotch tape it to the clothesline as an example to the rest of them.

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