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NEWS

NEHPA COMMITTEES 1994

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Safety Seminar

Ivan Jaffe - Boston Helicopters
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Bedford, MA 01730
617-274-1230

HELICOPTER SAFETY STATISTICS

Standardized means of measurement for aviation safety is normally the number of accidents per one hundred thousand (100,000) flight hours. This measurement penalizes the helicopter industry which traditionally makes significantly more landings and take offs within a flight hour than any other segment of the aviation world. Landings and take-offs are found in the upper reaches of the accident curve.

Helicopter safety has improved from thirty plus (30+) accidents per one

hundred thousand (100,000) flying hours in 1970 to six plus (6+) accidents per one hundred thousand (100,000) flying hours in 1993. This ratio is far better than that of fixed-winged general aviation aircraft and approaches the safety record of scheduled airliners which, of course, fly great distances and many hours between take-offs and landings.

MORE STATISTICS

The Helicopter Association of Australia currently consists of twenty-two (22) corporate members and ninety-two (92) individual members flying six hundred (600) helicopters.

NEHPA SAFETY SEMINAR

NEHPA's Annual Safety Seminar is scheduled for Saturday, October 15th, 9:30 to 12:30 at the Officers Club, Hanscom Field, Bedford, Massachusetts. "To Your Health" is this year's theme. Speakers will address pilot, aircraft and industry health. Lunch will be included with the seminar and van service will be available from the airfield. For more information, contact Ivan Jaffe at 617-274-1230.

DOT/FAA TILTROTOR STUDY

A Northeast Corridor Delay Analysis was published by the DOT/FAA Operations Research Service in June of 1994. The reports suggest that by the year 2000 when it is anticipated that tiltrotor service will be fully implemented in the northeast corridor, overall airport delays could be greatly diminished. It is assumed that the tiltrotor would "capture" a significant amount of the current fixed wing activity (52% at Logan was estimated) and thereby reduce the overall traffic and associated wait time.

1994 OFFICERS & DIRECTORS

President - Tom Grassia
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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

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

UNAPPROVED PARTS

The FAA has launched a major campaign to detect and eliminate the production, sale and use of unapproved aviation parts. For a copy of their new brochure contact: FAA Aviation Inspector, Aircraft Certification Service, 800 Independence Ave., S.W., Washington, D.C. 20591. To report suspected unapproved parts an FAA Hotline has been established at 1-800-255-1111.

HUMANITARIAN FLIGHTS REDEFINED

The FAA is no longer treating charitable deductions for "mercy" or other humanitarian flights as "compensation" or "hire" under FAR Sec. 61.118 or FAR Part 135. These flights may now be conducted by private as well as commercial pilots without holding an Air Carrier or Commercial Operating Certificate. Reimbursement of expenses or any other form of compensation is still prohibited.

HELIPORT DESIGN GUIDE

The FAA has a revised heliport design guide available. (Advisory circular 150/5390-2A dated January 20, 1994). Please note that Notice of Construction, Alteration, Activation or Deactivation of a heliport must be reported to the FAA in advance.

ARLENE FELDMAN LEAVES REGION

Arlene Feldman, the New England Regional Administrator for the FAA has been named Administrator for the Eastern region which includes New York, New Jersey, Pennsylvania, Maryland, Delaware, Virginia, West Virginia and the District of Columbia. Arlene is a helicopter pilot, an attorney and a member of the New England Helicopter Pilot's Association. Prior to accepting her New England post, she was Director of the New Jersey Division of Aeronautics where she gained a reputation for her vigorous support of both public and privately owned airports; she created the Airport Safety Zoning Act which sought to prevent residential development within airport buffer zones; was Director of the FAA Technical Center in Atlantic City; and was Director of the FAA's Western-Pacific Region. President Tom Grassia presented Arlene with a NEHPA Life Time Membership at a recent farewell luncheon.

CALENDAR

1. October 1st, Leafpeepers fly in and breakfast, Rutland Airport, Rutland, Vermont 802-773-3348.
2. October 7th - 9th, N.E. Aero Historian's meeting, N.E. Air Museum, Windsor Lock, Connecticut 203-623-3305.
3. October 13th Aero Club of New England, Annual Scholarship Auction 617-274-7321.
4. October 15th, NEHPA Safety Seminar, Hanscom Field 617-274-1230.
5. October 16th, Experimental Aircraft Association Breakfast, Cranland Airport, Hansom, Massachusetts.
6. October 23rd, Experimental Aircraft Association Breakfast, Orange Airport, Orange, Massachusetts.
7. November 3rd, NEHPA Regular Membership Meeting - 6:30 (social hour) 7:30 (meeting), Burlington Marriott.

SPARRING OVER R44

Robinson Helicopter and the NTSB are on opposite sides of a request for the FAA to conduct a "special certification review" of the R44 after the NTSB attributed "fatigue failure of the cyclic control stick assembly" to a fatal accident. Robinson argues that the parts in question have been re-designed and far exceed FAA requirements, making the issue moot.

CIVIL HELICOPTER SALES DOWN

Aerospace Industry Association figures show a 22% drop in civil helicopter shipments in 1993 from 1992.

HELICOPTER DISPLAY CLOSING

The Smithsonian Air and Space Museum has announced plans to close its helicopter display including the renowned Sikorsky R-4 by May of 1995.

EC135 UPDATE

A second pre-production Eurocopter EC135, powered by two (2) Pratt and Whitney Canada PW206B turbines is being flight tested. The first seven (7) seat helicopter was powered by a Twin Turbomeca Arrius 2B engine. The aircraft will be offered with either engine package.

SIKORSKY S-76C+ TO BE AVAILABLE IN 1996

Sikorsky's S-76C+ powered by the Turbomeca Ariel 2S1 will include a new full authority digital engine control and single-crystal turbine blades.

FCC IMPLEMENTS REGULATORY FEES PROGRAM

Effective July 18, 1994, the Federal Communications Commission will assess and collect regulatory fees to recover the costs of its enforcement policy and rule making, user information services and international activities. The provision applies exclusively to private radio service fees and will result in a change in the fee structure for licensing aircraft radios. The current fee is thirty-five (\$35.00) dollars. The new proposal would add ten (\$10.00) dollars to this fee and would set a yearly seven (\$7.00) dollar user fee resulting in the cost going from the current thirty-five (\$35.00) dollars to one hundred and fifteen (\$115.00) dollars for the ten (10) year license. More information can be obtained from the FCC by calling them at 202-632-0923 or 717-337-1212.

LAX HELIPORT CLOSED

The public use heliport at Los Angeles airport remains closed because of construction of a new FAA control tower. The possibility of permanent closure has been proposed.

PRODUCT LIABILITY REFORM LEGISLATION PASSES

On August 3, 1994, the U.S. House of Representatives approved the Senate's version (passed on August 2nd) of the aviation product liability bill. The legislation sets a statute of repose on all general aviation aircraft, at eighteen (18) years. The Bill provides that the eighteen year period begins anew for each newly installed component.

OLD NEWSLETTERS

The Editors would like to put together a complete set of our newsletters, starting with vol. 1 No. 1. If you have any old ones and would be willing to give them up, please contact Tom Grassia at 508-650-9252.

HELICOPTER DAFYINITIONS

Ivan J. Jaffe

Helicopter:	noun. Machine of magical, mystical powers which defies all known laws of gravity, science and common sense. verb. To helicopter . . . To give some fool the fastest, safest, most thrilling, and efficient ride of a lifetime . . . or . . . To take someone for a ride.
Helicopter Pilot:	noun. Demented, deranged and crazy person who is blessed with supreme skills in fearlessness and patience and has lost all sense of responsibility and material ambition.
Autorotation:	noun. Flight without engine power, intentional or not, confirming proof of both definitions above.
Air Traffic Control:	entity. Voices in your ear that continuously confirm the existence of a higher power. Like your mother, always expecting miracles from you.
Torque:	noun. Irritating phenomén providing unique conversation for the helicopter pilot. As in . . . "Something to <i>torque</i> about in the bar."
Yaw:	noun. Result of uncontrolled, boring <i>torque</i> above. As in . . . "Yaw(n)".
Translational Lift:	noun. Uplifting experience of explaining <i>torque</i> in a foreign language.
Articulated Rotor System:	noun. The good ability and skill to explain helicopter aerodynamics clearly in a foreign language.
Helipad:	noun. Any place a helicopter lands. Often established in weird and strange places, but who are we to question.
Rigid Rotor System:	adjective. Condition of an obstruction-lodged rotor, unfortunately as a result of poor <i>helipad</i> placement.
Angle of Attack:	noun. Strategy established as a result of a <i>rigid rotor system</i> , aimed at either FAA, property owner or both.
Advancing/Retreating Blade:	adjective. Direction of extrication of a <i>rigid rotor system</i> or <i>angle of attack</i> .
Cyclic Pitch Control Lever:	noun. Stick between helicopter pilot's legs that does everything. Could lead to extremely disappointing experience when manipulated by unskilled hands.
Rotor RPM:	noun. Lifeblood of helicopter flight similar to speed levels of a cooling fan. The slower the speed (<i>RPM</i>), the hotter your temperature.
Hover:	verb. To remain stationary over one spot on the ground.
Spot on the Ground:	noun. A football field.
Running Landing:	adjective. A helicopter landing often performed by helicopters operating in the illegal drug trade. Usually followed by the phrase: "Police, stop running. Keep your hands in the air."
Settling with Power:	phrase. Stopping a <i>running landing</i> with higher caliber fire power.
Skid:	noun. Device to prevent hover at too low an altitude. verb. To halt after a <i>running landing</i> from a <i>settling with power</i> experience.
Gyroscopic Precession:	noun. The inexplicable spinning of the facts about helicopter aerodynamics to create an illusion, 90 degrees removed from the truth of how the helicopter flies. Not to be confused with the author's list of helicopter definitions.

NOMINATIONS BEING ACCEPTED

Nominations for President, 1st and 2nd Vice-President, Secretary, Treasurer and Directors are being accepted for the coming year. Any member interested in making such a nomination or in seeking office for his or herself should contact Tom Grassia at (508) 650-9252.

PHONETIC ALPHABET USABLE FOR AIRSPACE DESIGNATION

Phonetic pronunciation of letters can be used to clarify the class of airspace. In accordance with FAA Order 7110.65 and paragraph 4.37 of the Airman's Information Manual, use of terms such as "Class Bravo Airspace" or "Class Charlie Airspace" can be used in order to clarify a message or instruction. When in doubt, do not be reluctant to exercise this option.

ENDSTROM 'S TO BE MANUFACTURED IN CHINA

Under an agreement with the Chinese city of Wuhan, all four (4) current Endstrom models, the F28F, 280FX, 480 and TH-28 will be manufactured in the Chinese city. The agreement calls for an annual production capability of one hundred (100) helicopters. Wuhan is the fourth largest industrial city in China.

FAA SAYS GENERAL AVIATION IS OK

A recent FAA report concluded that the benefits of general aviation "are significant and far-reaching and extend to all corners of the Nation's economy." According to the study, general aviation generated approximately forty-two billion dollars in economic activity. Three point five billion of this figure was generated through "time saved." The document also concluded that general aviation's benefits "create a minimal impact on society in terms of safety, cost, environmental and other [adverse] impacts."

CROSS-TRAINING RATES HELOPILOTS BEST

A recent report suggested that helicopter pilots, especially ex-military candidates, make the best transition to jets in corporate, military and airline aviation. The study went on to say that helicopter pilots seem to possess somewhat higher desire and motivation levels and make excellent candidates for cross-training in any type of aircraft.

MEMBERSHIP MEETING NEWS

The Association held its May meeting at the Burlington Marriott. The meeting was well attended and the accommodations more than acceptable. President Tom Grassia opened the meeting at 7:40 PM with an apology for the late newsletter mailing which had been caused by difficulties associated with the printing process. The Secretary and Treasurer's reports were read and accepted. Several new members and guests were introduced and the membership was reminded that the meeting qualified for the FAA Wings Program.

A brief discussion was held concerning the Massachusetts Aeronautics Commission whose acting Director had addressed the prior meeting. The President felt that the Commission was now populated with aviation friendly personnel and that a new and more beneficial relationship with NEHPA would hopefully result. The President also announced that he had met with the Director of Aviation for Massport and was attempting to open a new dialogue concerning the establishment of a permanent heliport facility at Logan Airport. The President was pleased with his conversations, but cautioned the membership to adopt a "wait and see" approach.

Mr. Bill McDonald, of J & W Marketing Associates then addressed the membership concerning Active Noise-Cancellation Headsets. Mr. McDonald demonstrated the Sennheiser HMEC 200 which appeared to give excellent noise cancellation while weighing less than twelve and one-half ounces. "Mac" explained the process by which active noise canceling headsets lessened the decibel output of sound waves in a certain frequency range. He also explained that the lower range sound waves are the subject of the noise canceling process because the headsets cannot yet function fast enough to deal with the high pitched tones. These higher tones, however, are more readily dealt with through passive noise deadening systems. At the end of his discussion, Mac spoke briefly about the Experimental Aircraft Association's Young Eagles Program and urged NEHPA to participate. The President noted that NEHPA is extremely active in its educational programs, bringing speakers and helicopters to schools and other public places as frequently as it is able to.

The meeting adjourned at 9:00 PM.

OVERHEARD

Ivan J. Jaffe

"Daddy, what work do you do?"

"Baby, I'm a helicopter pilot, you know that."

"Yea, but what work do you do, Daddy?"

"You'll be surprised at how much work that really is, baby."

"My friends fathers all have real jobs, Dad."

"Flying expensive machines like helicopters is certainly a real job, especially with paying passengers or students on board."

"My friends fathers all worry about their work and have grey hair or no hair, but you smile all the time and buy me toy helicopters."

"I worry about my job, but I guess I like what I'm doing."

"Are you supposed to like your work, Daddy?"

"If you can enjoy your work, then you will probably do a good job at it, honey."

"Are you good at your job, Dad?"

"I think I am, but that may be a matter of opinion, or ego."

"What's ego, Dad?"

"It's being a helicopter pilot, baby."

"Is that your work, Dad?"

"It pays the bills, dear."

"That's not what Mom says."

FALL/WINTER ALERT

Fall and then winter means shorter and colder days are fast approaching. Its time to re-check those parts of your aircraft, your personal gear and the landing sites you frequent in preparation for the new seasons.

NEW FAST BLADES WIN AWARDS

Westland Helicopters recently won the Queen's Award for Technological Achievement for its composite rotor-blade technology. A Westland Lynx fitted with prototypes of the new blades set a world speed record of two hundred forty nine point 10 (249.10) miles per hour in 1986. The 1994 blade is made of carbon and glass fiber and is protected from erosion by titanium and nickel shields.

QUIETER ROTOR INTRODUCED

McDonald Douglas has introduced its experimental Active Flap Rotor System which it claims can reduce main rotor blade vortex interaction (BVI) noise by between five (5) and ten (10) decibels and also promises to smooth out main rotor vibration. The system consists of small aileron-like devices at the tip of each blade which are connected by a cable to a sealed roller bearing running around the inner surface of the hub which has been formed into a cam. As the blade passes through the leading portion of the rotor disc in forward flight, the cam surface in the hub causes the bearing to pull on the wire displacing the flap and momentarily reducing lift. By reducing the load at the blade tip, flight energized through the vortex is lowered and the characteristic BVI is reduced.

SCHWEIZER INTRODUCES NEW INSURANCE PROGRAM

Owners and operators of Schweizer aircraft may be eligible to participate in a new company insurance program. For more information, call 314-421-1525.

SCHOLARSHIP WINNER

Rebecca L. Carner of Reading, Massachusetts was awarded this year's New England Helicopter Pilot's Association Scholarship Award. Rebecca will be attending Tufts University this fall.

MEMBERS PARTICIPATE IN FAA ACE PROGRAM

Wiggins Airway and the Air Wing of the Massachusetts State Police both represented the New England Helicopter Pilot's Association at a recent Bridgewater State College FAA Ace Program. Students and teachers from the college were able to learn more about rotor craft aviation from the look, listen and feel season. Wiggins, the State Police and NEHPA all received Certificates of Appreciation from the college and the FAA for their participation.

GUADALCANAL A POSSIBLE HELIPORT

New York City is contemplating the purchase of the Navy Helicopter Carrier Guadalcanal which was scheduled for decommission in August of this year. New York hopes that if the acquisition is accomplished, the heliport could be operational by 1995.

HAZARD ALERT

A Windmill Farm consisting of twenty (20) wind generator units has been proposed for a site located approximately six thousand (6,000) nautical feet north of the Hyannis/Barnstable Municipal Airport. The proposal will exceed the Obstruction Standards (part 77) for the horizontal surface above airport elevation within a radius of the Hyannis/Barnstable Municipal Airport. The structure will be one hundred and sixty (160) AGL and two hundred and forty (240) MSL. Refer to Aeronautical Study 94-ANE-238-OE.

Generating Plant Stack, New Bedford, Massachusetts 380 AGL 470 MSL Aeronautical Study No. 94-ANE-030-OE 2.01 nautical miles north northwest of New Bedford Regional Airport.

Antenna Tower, Paxton, Massachusetts 285 AGL 1655 MSL 2.35 nautical miles north northwest of Worcester Municipal Airport. Aeronautical Study No. 94-ANE-033-OE.

Guyed Antenna Tower, Barnstable, Massachusetts 420 AGL 570 MSL, 2.95 nautical miles north northwest of Hyannis/Barnstable Airport. Aeronautical Study No. 94-ANE-062-OE.

Antenna Tower Extension, West Yarmouth, Massachusetts 415 AGL 425 MSL, 2.9 nautical miles southeast of Hyannis/Barnstable Municipal Airport, Aeronautical Study No. 92-ANE-1990-OE.

Guyed Antenna Tower, Barnstable, Massachusetts, above-ground 420 MSL 570, 3.2 nautical miles northwest of Hyannis/Barnstable Municipal Airport, Aeronautical Study No. 94-ANE-062-OE.

Antenna Tower Extension, Williamsburg, Massachusetts, 350 AGL, 980 MSL, 3.9 nautical miles northwest of Northampton Airport, Aeronautical Study No. 93-ANE-433-OE.

Power Plant, New Bedford, Massachusetts 380 AGL, 470 OMSL, 2 nautical miles northwest of New Bedford Regional Airport, Aeronautical Study No. 94-ANE-030-OE.

Antenna Tower Increase, Sudbury, Massachusetts, 1,5049 AGL, 1,700 MSL, 2.5 nautical miles northeast of the Marlboro Airport, Aeronautical Study No. 93-ANE-425-OE.

HIGH FLYING KITES

Paul Boucher, President of the Michigan Helicopter Association recently reported that kites attached to new and improved 100 pound lines are reaching up to 1,000 feet and can be found over public parks, recreation areas and the like. We are thankful for his advice.

LOGAN HELIPORT AGAIN IN DOUBT

Recent discussions with Federal and State aviation authorities suggest that Massport is once again disinclined to offer rotor craft a place in the Massport Aviation community. Boston and Logan Airport are virtually the only major city facilities in the United States without such an operation. Discussions with Massport are ongoing as of this time.

NEHPA WELCOMES NEW MAILING LIST MEMBERS

The New England Helicopter Pilot's Association has modestly expanded its mailing list to include other pilot and rotor craft associations across the United States. It is the hope that these organizations will reciprocate by adding our Association's name to their mailing list thereby expanding our knowledge of rotor craft activities nationwide and expanding our network for information, travel and safety related purposes.