Helliprops
Helicopter Professional Pilots Safety Program
PROMOTING AERONAUTICAL PROFESSIONALISM & SAFETY

A Critical Decision at the Last Second

By Joel Alexander Zelle
jetcopter760@comcast.net

About the Author

As WJR NewsTalk 760's first pilot/traffic reporter, Joel has been a regular morning and afternoon mainstay helping Detroit area commuters for 30 years, with more than 18,000 hours flown. A graduate of Emerson College in Boston, Joel was also an on-air personality for radio stations WBZ in Boston, KDKA, Pittsburgh and WSB in Atlanta. He's very active with numerous charitable organizations. He and his wife of 36 years, Lynne, have 2 daughters and a granddaughter.

It was late January and the morning traffic patrol was more than two hours old as we crossed another busy suburban Detroit freeway on the way back to our home airport. Flying straight and level with an airspeed of 80 knots and 900 feet AGL (above ground level), everything was normal onboard.

Suddenly, there was a strange, loud noise that sounded like someone humming one steady note. It also resonated in the airframe. Instinctively, I looked down at the instrument panel. But before my eyes could even begin to focus on the gauges, the nose of our Jet Ranger yawed to the left. That yaw motion was accompanied by the engine out annunciator panel light and the very loud pulsating tone of the engine out warning horn.

This was it, I thought. The emergency procedure all helicopter pilots study, train for and practice, but hope they will never have to perform for real, just happened. I initiated an immediate entry into autorotation by lowering the

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collective while putting in lots of right pedal just to get the nose straight. Here we go!

Engine Quit, Need to Land

The cockpit was eerily quiet. I started to ask the front seat reporter to retract both of our TV microwave antennas, but then I just reached forward and flicked the mini-toggles switches "up." It was just quicker to do it than say it. The airspeed was now 60 kts, and as I moved my eyes from the airspeed indication to the N1 (Gas Producer) gauge, I finally confirmed there was no indication of a running engine; all gauge needles stopped moving. Not wanting to lose any more airspeed, I instinctively lowered the nose of aircraft. The hunt for a landing spot had begun.

I eliminated any thought of landing near the large business office complex on the north side of the crowded interstate beneath us. All of the parking lots looked full and were surrounded by huge piles of plowed snow. I had to bank the helicopter sharply to the right in order to get on the south side of a heavily wooded area. What luck! Two potential landing zones appeared in view just past the trees ahead. The opening was a large community college campus. Great!

We were now down to about 400 feet AGL and still maintaining 60 knots airspeed; perfect. Even better, when I banked left to get back on an easterly heading, I was lined up straight into a 15 knot headwind. My first choice for a Landing Zone (LZ) was abeam the entrance to the school. But just when I thought this was going to be our landing area, I spotted moving cars in the driveway and dozens of students walking to class. In addition, the pine trees and flagpole situated in the median made the LZ even less inviting.

The second LZ was an unoccupied, ten foot wide service road that was about as long as a football field. It was coming into my view directly beneath us. Then the helicopter was now 200 feet AGL, in a steady state autorotation with good airspeed.

Unfriendly Terrain

Suddenly, I realized things were not good because of the terrain changes I detected in my peripheral vision. The service road was sloping downhill at around 10-15 degrees which meant I needed to get to the end of the service road near the edge of the school parking lot which appeared to be level ground.

In an effort to reach the level portion of ground still ahead of me, I pulled the collective up enough to extend my glide. This was a technique I had practiced with our Chief Pilot and Check Airman on my last FAA Part 135 check ride some six months earlier. It was the perfect control input to pull out of my Jet Ranger "autorotation bag of tricks."

Extending my glide distance allowed the helicopter to reach the level landing spot and not worry about striking the tail during the flare; then possibly sliding or rolling down the hill after touchdown. I was able to accomplish this without losing Nr – Rotor RPM or airspeed. Remember, not all helicopters enjoy the same high energy rotor system inherent in the Bell 206 Jet Ranger. It allowed me to bleed the rotor RPM down and stretch my glide which was performed within rotor RPM limits.

Brace For Impact

At about 100 feet AGL, I remember telling my two passengers to brace for impact as I pulled back on the cyclic for an aggressive flare. "Initial pitch-pull of the collective, lower the nose…level…hold it, hold it," I told myself. I pulled everything I had while cushioning with that collective ("use it all, pull!"). The aircraft touched down hard enough that it bounced up about six inches while sliding forward three to four feet. And that was it. Those 20 seconds of terror were over. But wait... what was that thick, black smoke?

I popped open the pilot›s door, looked behind the aircraft and there was a lot of fire. I yelled for the passengers to "get out" and away from the helicopter while I shut off the Fuel Valve, and grabbed the fire extinguisher next to my left shoulder. I then realized the battery was still on, so I flipped the overhead panel BATTERY switch before running to put out the fire. What I discovered was the flames (2-3 feet high) were coming from the exhaust stacks of the Rolls-Royce Allison 250 engine and were quickly diminishing in intensity to just a puff of

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Heliprops

Helicopter Professional Pilots Safety Program

The HELIPROPS HUMAN A.D. is published by the Training Academy, Bell Helicopter Textron Incorporated, and is distributed free of charge to helicopter operators, owners, flight department managers, mechanics and pilots. The contents do not necessarily reflect official policy and unless stated, should not be construed as regulations or directives.

The primary objective of the HELIPROPS program and the HUMAN A.D. is to help reduce human error related accidents. This newsletter stresses professionalism, safety and good aeronautical decision-making.

Letters with constructive comments and suggestions are invited. Correspondents should provide name, address and telephone number to:

Bell Helicopter Textron Inc.
John Williams, HELIPROPS Manager
P.O. Box 482, Fort Worth, Texas 76101
817.280.3688, fax 817.278.3688
or the Comment/Feedback link at: www.heliprops.com

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TEXTRON Sigma

smoke. The last of the fuel in the engine was spent. I didn't have to spray the extinguisher. But wait… now there was another issue.

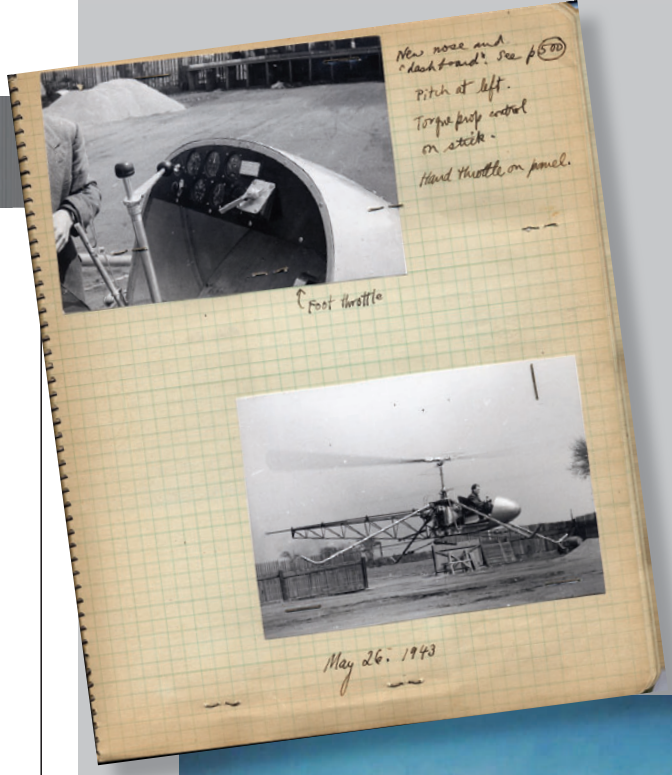
Another Potential Disaster

The main rotor was still spooling down when I saw a gentleman running right towards the spinning tail rotors. It was a campus security guard who was screaming that he had called the Fire Department! I screamed back, even louder at him while swinging my arms, «Get away from the tail!» He did, thankfully, and later recounted how he first wondered "why we were flying so low?" That was until he saw that the ship was on fire and belching smoke all the way down to the ground.

Everyone was safe. We started making those emotional calls to our helicopter company base, the local FSDO and of course our loved ones to tell them we were all okay. The engine teardown later revealed that the Spur Adapter Gear Shaft had failed at the forward spline (cold end), causing the engine failure.

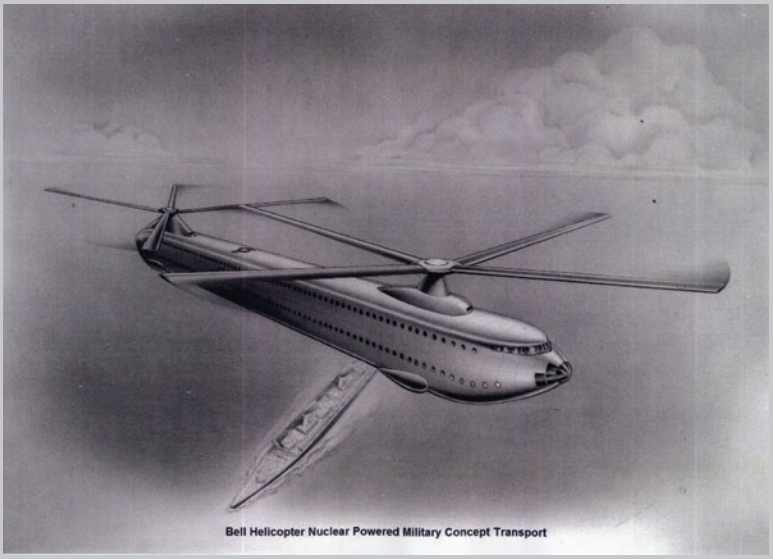
It is always a very good day when a potentially disastrous outcome is averted. But, it makes one pause to reflect on how the correct actions were taken and no one was injured. I'm so thankful for the good training by my helicopter company and instructor pilots at the Bell factory. They all helped me acquire the skills and confidence which led to the "outcome of being an incident," as the FAA inspector said, "instead of an accident." It really pays dividends to learn your own helicopter's performance capabilities when the engine is running and most importantly when it isn't.

A Page from Bell's History



Page One of Bart Kelley's flight test notebook now residing in the Smithsonian.. The Model 30 was piloted by Floyd Carlson.

Photo of a Bell 47B-3 in front of the Bell Aircraft Corporation Headquarters located at Niagara Falls, New York, in 1947.



From the 1950s, a concept design of a nuclear powered helicopter, was later dropped as being too impractical and dangerous.

Speaking of Safety

By John Williams • jwilliams2@bellhelicopter.textron.com

At the time of an emergency, it's too late to learn what to do…so prepare

If you have ever been confronted by a life-threatening helicopter emergency you know there is the potential for a delayed reaction as the pilot tries to determine "what just happened?" or "this cannot be happening to me." This normally takes place before the training kicks-in and action is taken. The experience can raise emotions as well.

If a pilot hesitates for any amount of time or reacts improperly on the flight controls, survival then rests on the forgiveness of the aircraft and how quickly the pilot can respond. For instance, if the pilot does not quickly lower the collective on some helicopters, how long the rotor remains within limits can impact the success of the emergency procedure. At some point the rotor RPM may be unrecoverable. Some helicopters lose rotor RPM much slower than others and would thusly be considered, more forgiving.

Obviously, the lower the altitude where emergency occurs, the shorter time the pilot has to deal with the problem, not to mention dealing with their own emotions. In order to survive and get on with the emergency procedure, this denial reaction should be short in duration. But is that really something you can control? Absolutely!

If a rigorous and consistent training regimen has been followed, the pilot's reaction time to deal with the emergency ought to be relatively short and seamless. Confidence in dealing with any emergency comes from hard work and a self reliance in one's own abilities gained from repetitive training exercises. Competence in performing good emergency procedures is a quality the pilot must have or they might be considered as "just along for the ride."

I encourage you to look for the lesson found in Joel Alexander's Zelle's article, "A Critical Decision at the Last Second." Helicopter pilots are often dealing with seconds, not minutes when reacting to an emergency. So, it is imperative that the pilot's reactions be immediate and correct.

Proper responses to an in flight emergency come from performing the maneuver correctly over and over in training until the procedure becomes second nature. Remember, should one have an emergency close to the ground there is generally no time to perform much analysis. In Joel's lesson he would encourage any pilot to learn as much as they possibly could about their helicopter through study, then go to a flight school where they can practice the proper reaction to an emergency situation. Prepare in advance for the emergency well enough so that if it ever occurs, the correct procedure is second nature.

Loren Doughty — Wright Brothers Master Pilot Awardee

Part of a Safety Manager's job includes recognizing individuals for significant achievement. Although Loren Doughty retired from Bell Helicopter in 2000, much of his influence can still be felt by his students, former employees and the industry as a whole.

After 50 years as an FAA certified pilot, Loren was recognized for his many years of flying by receiving the Wright Brothers Master Pilot Award during a ceremony at the Bell Training Academy located at Alliance Airport, Texas. On behalf of the FAA the Dallas-Ft.Worth Regional FAAST Team Program Managers, Steve Buckner, Steve Norred and Frankie Hammond made the presentation to Loren in front of a large audience of family, friends, customers and well-wishers. For information on how to obtain the award go to the following link: https://www.faasafety.gov/content/MasterPilot/MPA.pdf.

What Professionalism Is All About

In one of the very first issues of the HELIPROPS newsletter, Loren Doughty wrote this 1988 article which is just as pertinent now as it was then. To prove that human nature in the cockpit has not changed drastically, I reprinted his article in what I consider to be one of "the Best of Heliprops."

Looking Back

I am pleased to share some early photographs of Bell Helicopters that were acquired from the Niagara Aerospace Museum (http://wnyaerospace.org/) taken from the Bell Aircraft Archives collection. Numerous, forgotten photographs have been recently discovered and copied to an electronic medium for preservation purposes. One such discovery was not of a photograph, but rather of a Larry Bell interview where he describes the future of tilt rotor aircraft and other aerospace technologies that have long since come true. The interview was conducted about one year before his death in 1956 and has a rare recording of his voice. Thanks go to Paul Faltyn, retired aerospace industry executive and Bell Aircraft historian, for his many contributions at preserving Bell helicopter history.

Share Your Story?

Most pilots have stories to tell especially when problems occur during flight. It may be weather related, a mechanical failure or dealing with unexpected situations that sometimes develop during the flight. So if you have "discovered your limits" while flying in any make or model helicopter and feel others might gain from your experience, send me your article or drop me a note and we can talk about it. If you would like to speak directly to me about your idea, please call at 817-905-1234, or email, jwilliams2@bellhelicopter.textron.com. Maintenance-safety stories are also highly valued and encouraged.

Patience in Flying is a Strength, not a Weakness

Ready For Alternative, Bio Fuels In Your Helicopter?

By Dave Downey, VP Flight Operations / Safety & Certification
DADowney@bellhelicopter.textron.com

Accurate information about BIO-fuels is very difficult to find. Major aviation news outlets have reported on "green" fuels for transport size jet liners, but when you analyze what you have read these were very limited duration flights with very controlled situations. Multi-engine airplanes were used and the BIO-fuels were isolated to a single gas tank feeding the one particular engine using the fuel. It is interesting to note, there is no FAR (Federal Aviation Regulation) Part 1 definition regarding "BIO" anything; or any reference to fuel. For engine certification, FAR Part 33.7 requires that the *fuel grade or specification* be determined.

The fact is, the Type Certificate Data Sheet (TCDS) is required to show the "*minimum fuel grade and approved alternate fuels*". A review of the Bell TCDS's, shows that we have references to ASTM, NATO, Canadian and conventional US Military fuel standards. However, in each case the conventional nomenclature is used for example JetA, etc. The fuel reference on the TCDS is to an existing FAA and/or Transport Canada Civil Aviation approved fuel standard.

Recent press reports talked about demonstration flight by large airplanes where a variety of "BIO" terms were used. Missing from these reports are references to any approved fuel specification because, at that time, there were no approved standards. The reality is, there are two accepted fuel standards in the BIO-component area Bioderived and *future alternative fuels*. The American Society of Test and Measurement (ASTM) is one source and the UK Defense Standard or Def Stan is the other.

ASTM has been working with the aviation industry and the military on D7566, entitled "Standard Specification for Aviation Turbine Fuel Containing Synthesized Hydrocarbons". Note the absence of "BIO" terms in the title. Approved by ASTM on July 1, 2011, D7566 is termed as a "drop-in" fuel, meaning it is to seamlessly integrate into the infrastructure with no further aviation authority involvement. The ASTM website refers to the fuel as containing "*Bioderived Components*". The rationale for the term Bioderived signifies that the renewable fuel components, called hydro-processed esters and fatty acids (HEFA), are identical to hydrocarbons found in jet fuel, but come from vegetable oil-containing feedstocks such as algae, camelina or jatropha, or from animal fats called tallow.

The pertinent fuel for Bell Helicopter operators D1655 is JetA or JetA-1. What makes it more confusing are the articles that reference D4054-09 (also referred to as Def Stand 91-91), and D4054-09 is the qualification process for D1655 (JetA/A-1).

In 1946, Joe Mashman refills an experimental Bell 47B Model, NX41961 at a Full Service Station.

Under the sponsorship of ASTM, a subcommittee is on a mission to evaluate and qualify Synthesized Kerosene's containing Aromatics (SKA) for use in D7566 fuels. Aromatics are considered necessary in jet fuel at controlled levels for compatibility with elastomeric seals. In addition, they maintain the necessary lubricity of the fuel and help with the sealants in fuel cells. The seals, packing's, O-rings, and fuel tanks sealant compounds are made of materials that swell in the presence of aromatics thus stopping fuel seeps and leaks.

This article is to educate Bell Helicopter customers that there is currently no BIO-fuel approved for Bell products. Bell Helicopter and other manufacturers have yet to be presented with a BIO-fuel for consideration. Another aspect of BIO-fuels is repairs to products. Bell Helicopter products have been operated for the past 30 years using repair schemes for fuel cells, hoses, etc. that is time tested and show no adverse effects. Several press reports have articulated the issues found with some BIO-fuels; just type "BIO-fuel leaks" into a web search engine and read the reports.

Bell Helicopter is aggressively driving continuous improvement in our products and services. As part of this improvement, the focus is on the environment as we mature our comprehensive "green" program. The concern with BIO-fuels is that they have not been tested in an operationally representative environment. Repair issues have not been adequately addressed and the fuels infrastructure is not ready for these fuels. Bell Helicopter is on a mission to change the way the world flies and providing reliable and safe products is first and foremost our goal.

What Professionalism Is All About

By Loren E. Doughty

The general public becomes very concerned when they read the newspapers and see headlines "Near Mid-airs over the Atlantic," "Aircraft lands on wrong runway in Boston," "Aircraft lands at wrong airport," "Pilot turns off both engines on takeoff." In this day and age with all the sophisticated technology on-board to keep the pilot informed of position, altitude and emergencies, mistakes are still taking place; mistakes that are difficult to understand. The pilots are being blamed for everything from complacency to incompetence. Whatever the problem, the general public is losing confidence with aviation and the aviation system. Something needs to be done immediately to turn public opinion around.

The answer to these aviation headlines is "professionalism." Professionalism in terms of the way people conduct their jobs, their daily lives and their flying responsibilities – conducting them in a positive, intelligent and disciplined manner. Pilots should not be offended when it is said "strive to be more professional" because, as professional pilots we must periodically evaluate ourselves to assure 100% performance at all times. This is very important because not one pilot leaves their home in the morning planning to have an accident, but something happens during the course of time that gets them into a difficult position. Either the aircraft gets them into a terrible situation or they get themselves into trouble. Through professionalism and good training, a pilot can get out and stay out of potential trouble.

As professional pilots, there are definite steps and precautions that can be taken to keep professionally fit. The first is a strong, positive attitude. A positive attitude will change a pilot's habits, a pilot's situational awareness and a pilot's approach to their flying performance. Just because a pilot has a lot of hours does not mark him as a professional. There is a lot more to it than that. A good attitude, combined with knowledge and skill are the marks of a true professional.

As professional pilots, we must constantly train and maintain the knowledge we already possess while reaching out and acquiring new knowledge. Pilots should constantly ask themselves if they have the knowledge and understanding of all systems in the aircraft they are flying. Do they know all the emergency procedures of the aircraft? If not, how do they expect to survive if an emergency takes place? Do pilots periodically return to the basic skills of flying? For instance, there is a basic skill of keeping one's head out of the cockpit or flying basic maneuvers upon which advance maneuvers are built. Can the pilots visualize all flight maneuvers prior to initiating them? If a pilot cannot visualize a flight maneuver or procedure, how can he perform one?

Pilots must continually work on developing and maintaining their flying skills both VFR (visual flight rules) and IFR (instrument flight rules). If a pilot plans on an IFR flight then proficiency, not only in skill but in knowledge, is paramount. Pilots cannot go inadvertently IFR and survive unless they are current and proficient in IFR flying.

Professional pilots must discipline themselves to work in today's complicated aviation system. Pilots must stay abreast of the current FARs (Federal Aviation Regulations) and the FAR changes.

They must read and study the aircraft flight manual frequently. Pilots must know what their capabilities are and must discipline themselves not to exceed them. When their limits are reached, they must not push themselves beyond that point and into a dangerous situation.

As pilots, we have three common failings. First, pilots tend to be prouder of their willingness to take a chance than of their observance of caution, conservation and carefulness. Second, pilots tend to use powers of logic and reasoning to find justification for things they want to do, rather than determine what is best to do. Third, pilots will risk losses out of all proportions to possible gains if they feel that through their skill and luck they can probably avoid the loss.

If you were to sit with a pilot in his or her living room and present them with the above three failings, they would tell you they would do the safe thing. When in reality, the chances are excellent they would gamble for it is human nature. It comes back to the old conflict of knowledge versus desire. Being a pilot is a hazardous profession, but it is only as hazardous as you want to make it. Control or discipline the desires and temptations and be aware' of the traps human nature has laid for you. It may save your life – and that is what professionalism is all about.

50 Years of Aviation Excellence

By Penny R. Kuhnmuench
pkuhnmuench@bellhelicopter.textron.com

Loren Doughty, a retired Bell Helicopter employee who served here for thirty-three years, is often referred to as the "Father of the Training Academy." He earned the title because of his significant contributions to Bell Helicopter's flight program as a flight instructor, pilot and eventually director. Additionally, Loren was a regular contributor to the HELIPROPS newsletter.

The story of how he got here is simple. He graduated from the State University of Iowa and was commissioned as a 2nd Lieutenant in the U.S. Army for three years. He joined Bell Helicopter in 1967 as a production test pilot on the UH-1H and AH-1G Cobra helicopters. In the spring of 1970, the Bell Helicopter Training Academy (BTA) at Hurst was built and Doughty named Chief of Flight Training, the first since the Bell Helicopter move from Buffalo, NY.

He served in that capacity for 25 years until he was promoted to Director. He also established Bell Helicopter Customer Training facilities in Johannesburg, South Africa, London, England and Brisbane, Australia. The growth of the BTA under his guidance was nothing short of remarkable. In 1970, 239 pilots and mechanics attended the Training Academy with a professional staff of 23 people. Today, customers from over122 countries have come for pilot or maintenance training at Alliance airport. More than 3,500 people attend every year to expand their working knowledge of rotorcraft with the help of 75 professional staff.

On Monday, May 16, Doughty was honored by the Federal Aviation Administration who awarded him the prestigious ***Wright Brothers Master Pilot Award***. This award recognizes pilots who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 years or more. Recipients are awarded a certificate and a lapel pin and are recognized in the ***Wright Brothers Master Pilot Award – Roll of Honor***.

The award was established in 2003. Of the 754,263 former and currently certified FAA pilots and only 1,861 have received this award, including Neil Armstrong and August A. Busch III.

The ceremony was held in front of an audience that included guests, family members, Bell customers, BTA pilots, other BTA employees and special friends of Doughty including past president and CEO of Anheuser Busch brewing company, August A. Busch III and his son, Steven. Also present were customer/students from the Nigerian Police Force, South Florida Water District, Coverton Charter, Bristow Helicopters, and Air Life in San Antonio, who all were currently attending class.

August Busch, long time friend and Wright Brothers Master Pilot Awardee, stands with Loren Doughty following the ceremony.

Trey Wade, current Director of BTA opened the ceremony by stating that while Larry Bell was "Father of the Bell Training Academy," which he established in 1946, it was Loren who carried the academy forward into the turbine age and made it into the premier training academy it is today. He likened Doughty's abilities and skills to some very famous individuals. "What Picasso could do with a canvas and paint, and Michelangelo with stone and sculpture tools, Loren could do piloting a helicopter," Wade said.

Doughty is an unassuming man. He doesn't fly anymore as a result of a stroke suffered a few years ago. He is engaging and has many stories to tell. He said that in 33 years at Bell, he met, trained and worked with some very famous people, including Charlie Pride, Harrison Ford, Ernest Borgnine, author Patricia Cornwall and more.

As a pilot with more than 50 years of service, Doughty has served as a FAA Designated Flight examiner, received many prestigious awards, including the Helicopter Association International (HAI) Pilot of the Year Award, HAI's Certified Instructor of the Year Award, and the Joe Mashman Safety Award for his outstanding contributions in the promotion of safety and safety awareness throughout the helicopter industry.

"I am very humbled to receive this award, and I just want to say, thank you, thank you," he declared.

Awards & Recognitions

BELL HELICOPTER AWARD PROGRAMS

Many Bell pilots and operators have requested information on what type of Bell Helicopter wings and safety awards are available to them. There are two ways to obtain recognition for pilots who fly Bell helicopters. The first recognition is a Pilot Safety Award issued on the basis of safe flying hours in Bells. The second is a wings award based on the pilot's flight hours in Bell helicopters. It is possible for a pilot to obtain both awards.

Bell Flight Time Wings Award

The second recognition is for a pilot's flight time in Bell Helicopters. The Bell Training Academy issues this Certificate of Achievement and a Wings Lapel Pin in the following flight time hours:

1,000 hrs. plain wings pin + certificate
5,000 hrs. 5,000 hr. wings pin + certificate
10,000 hrs. 10,000 hr. wings pin + certificate
15,000 hrs. 15,000 hr. wings + certificate
20,000 hrs. 20,000 hr. wings + certificate

Example: If a person had 6,500 hours in Bells he would receive a 5,000 hour pin, although the certificate would read 6,500 hours. Their next opportunity for a higher hour level pin would be at the 10,000 hour level.

For the hour level recognition to be awarded, the pilot (or company) must provide the following: Name of pilot as they would like it printed on a certificate, a verified flight time in Bells by either the Chief Pilot or a Company Administrative Official. In the case of an individual pilot making the request, a signed copy of the page in the pilot's log book that verifies the hour level for the wings requested. Mail or email the information (including copy of documentation) to John Williams at: jwilliams2@bellhelicopter.textron.com. Bell Helicopter Textron Inc., John Williams, HELIPROPS Manager, P.O. Box 482, Fort Worth, Texas 76101 USA

Pilot Safety Award

Recognizing an individual pilot for flying safely is far too rare. Most pilots only hear of mistakes made by another pilot in an accident. Bell provides a Pilot Safety Award certificate for hours flown without an accident in a Bell helicopter. This can be achieved in either military or commercial aircraft. The award is given in thousand hour increments to recognize those pilots with a proven commitment and history of safe flying. To apply for this recognition certificate, please send a request letter from the chief pilot, CEO, military commander, or other individual who can confirm how many accident-free flight hours you have flown in Bell helicopters. If you are an individual pilot/owner, you can write the statement yourself. Let us know how you would like the name to appear on the certificate. If you want to include a military rank, you need to indicate that.

The award is maintained through the Bell's Flight Safety Department within Bell Engineering; Richard Wright (rwright@bellhelicopter.textron.com) is the Bell point of contact. His mailing address is: Bell Helicopter Textron Inc., Attn: Richard Wright, Dept. 9A, Group 59, P.O. Box 482, Fort Worth, TX 76101 USA

The pilot's name and safe flight hours are posted on Bell's Flight Safety web page www.heliprops.com. Follow the link to the Heliprops Pilot Safety Award Program.

Significant Achievements

MI Helicopters Safety Manager, Peter Clatworthy presents Bell Flight Time recognitions to company pilots Kevin Clark for 3,280 hours and Dan O'Dwyer for 2,419 hours in Bell Helicopters. Not pictured is Brett Anderson who received a 1,305 flight hour recognition during a separate presentation.

Bell Helicopter recognizes mechanics and flight engineers who have worked on Bell Helicopters for at least 15 years with a Certificate of Recognition. Subsequent awards are issued in five year increments. Anyone qualified to receive this award may send me a request. It is ideally sent by an owner or manager (or equivalent) who can verify the applicant's years of service. Send to jwilliams2@bellhelicopter.textron.com, or FAX: 817-278-3688, or Bell Helicopter Textron Inc., attn: John Williams, Dept. 9S, P.O. Box 482, Ft. Worth, TX 76101.

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