

Flightcom Classic ANR headset

Other headset companies had better watch their six, as the fighter pilots like to say.

(In case you don't speak fighter pilot, that means be careful of who is behind you.) At \$389, the Flightcom Classic ANR (active noise reduction) headset appears to offer all the advantages of comparable noise-canceling headsets costing twice as much.

I tested the Classic ANR, so named because of its more traditional design compared to Flightcom's Denali headset, right-side up and upside down. With the aid of another AOPA staff member, I tested the headset through the rapidly changing air-stream and engine noise levels experienced in a Cessna Aerobat during a loop. The airspeed goes from 120 to 60 knots, and engine power varies from full power to nearly idle power. Any electronic noise-reduction circuitry would be sorely tested, but the Classic kept up with the changing decibels. Although a few ounces heavier, it has the same ANR electronic circuitry found in the \$559 Denali. I found that, like all ANR headsets, the Classic canceled mostly the lower frequency sounds, such as the rumbling of the engine.

The Classic was lighter than my more expensive personal headset and as comfortable, canceled noise just as well, and included features I wish mine had-like the drop-in nine-volt battery. Nine-volt batteries usually require a snap-on connection; with the Classic, just drop the battery into its case against two metal contacts. Close the in-line compartment door and the battery is shoved against the contacts. You'll get 20 hours of continuous use from one nine-volt battery, says Flightcom. The battery box has indicators for power-on and low-battery conditions and a stereo/mono selection switch.

For more information, contact Flightcom, 7340 Southwest Durham Road, Portland, Oregon 97224; telephone 800/432-4342 or 503/684-8229; fax 503/620-2943 or visit the Web site (www.flightcom.net)

-Alton K. Marsh

