

UTH Rotor News

VOLUME 2 ISSUE 8

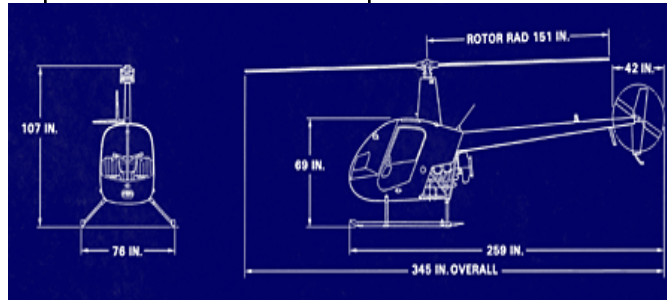
AUGUST 2009

Why use the R22?

Why so many are choosing the Robinson R22, and why for nearly two decades is it the world's most popular entry-level helicopter. Here are the facts: superior performance, outstanding reliability, and exceptional value are just a few of the reasons it is so widely flown. "More than 3,600 R22 helicopters have been delivered to more than 60 countries around the globe. The R22 holds major performance records in its weight class including speed and distance."

"The R22 is a classic example of design excellence. No other helicopter in its class can match its speed, reliability, affordable price, and low operating costs. The R22 has fewer accidents due to aircraft or engine failure than other light helicopters, and Rob-

inson's commitment to the highest quality in design, materials, and craftsmanship make it the enduring choice for flight training, radio traffic watch, power line patrol, and other applications that require per-



formance, dependability, efficiency, and easy maintenance."

Robinson Helicopter's are always advancing in knowledge and technology. They offer safety courses that provide the

pilots and mechanics additional information to use. The pilot safety course description includes: "The Flight Instructor Safety Course conducted by RHC is a 3-1/2 day course, which includes 2-1/2 days

of classroom instruction and 1 day devoted to maintenance, pre-flight inspections, and flying with an experienced RHC pilot in the R22 or R44." <http://www.robinsonheli.com/r22main.htm>

R22	1
FAA	1
Jake Allred	2
Dave's Delusions	2

August Birthdays!

- Scott Banning 8/2
- Jake Allred 8/8
- Daniel Barker 8/10
- Brent Allred 8/11
- Wendy Harris 8/12
- Mike Robinson 8/16
- Travis Van Den broeke 8/23
- Brian Peterson 8/29

FAA Approves Advanced ATD Certification For ELITE S623 Helicopter

The ELITE S623 Helicopter received FAA certification as an Advanced Aviation Training Device (AATD) with the maximum flying hour credits that can be awarded to a helicopter FTD. The S623 previously received numerous certifications in several countries and is being used in South America, Europe, Australia, New Zealand and Africa. The S623 is a dual control, single engine turbine helicopter trainer designed and modeled after the Eurocopter AS 350. Optional equipment includes EFIS, GPS WAAS navigation, Flight Directors and radar altimeter. A twin engine turbine model is currently in devel-

The certification includes 20 hours flying credit toward the instrument rating, 25 hours toward the commercial rating, 25 hours to the ATP rating and the device can be used for instrument proficiency checks (IPCs), instrument currency requirements and 2.5 hours toward the helicopter private pilot's license.

"In addition to being a fully capable IFR training device, the fidelity of the aerodynamics and precise functional cockpit details gives this

It is a great tool for risk management, crew resource management and emergency procedures training that is not practical or cost effective in the actual aircraft," according to Robert McGraw, President/CEO, FlyHelos, LLC, Sanford, Florida.



Upcoming Events!

- Chubbuck Days:
- August 8th
- Idaho Falls Duck Races:
- August 8th
- Bannock County Fair:
- August 12-15th
- Idaho State Fair:
- September 7-12th



Headquarters: 56 East 3450 North, Spanish Fork, UT 84660
Phone: (801) 794-2480 / Fax (801) 794-2470

7220 South 4450 West, Suite #203
West Jordan, UT 84084
Phone: (801) 561-7972 / Fax (801) 563-7148

2381 Foote Drive, Idaho Falls, ID 83402
Phone: (208) 227-0300 / Fax (208) 227-0318

1503 A Flightline, Pocatello ID 83204
Phone: (208)233-4365/Fax (208)233-4369

Congratulations! Check Rides, Solos, and New Employees

Spanish Fork

Kyle Victor passed his Private

Jon Witt passed his Instrument

Bernie Hewitt

Commercial

Brent Allred

CFI

Ben Shelton

CFI

West Jordan

Drew Baum

CFII

Kade McRae

Commercial

Idaho Falls

Mike Robinson

Instrument

Ryan Parson

Commercial

Patrick Danielson

Private

Ben Michaels

Private

Robert Dennis

Private

Dustin Keller

Commercial

Pocatello

Kevin Anderson

Instrument

Jake Allred

Commercial

Jake Clark

Solo

PIH Spotlight: Jake Allred

Jake Allred started his training in IF, but now is continuing his training in PIH. His wife's name is Brandi and he recently had a daughter named Aliza Kaye.

One of his favorite maneuvers came after a lot of practices, are the 180 Autos. He is most proud of his instrument rating. When asked what his dream job would be, he quoted, "at this point in my career just getting paid to fly would be a dream come true." His favorite sport to watch in Nascar. First vehicle was an 1979 GMC Truck, but his favorite vehicle is a snowmobile. His favorite things to

read are snowmobile and dirt bike magazines, he likes to look at the pictures. His most nerve racking experience was on his second solo, he took off from IDA and did a gauge check then looked up just in time to see a hawk flapping it's wings so



hard, so it would not get stuck in the rotor disc. Then I thought to my self, "I don't remember being taught about this." Luckily it didn't go through the rotor

"Helicopters are wicked AWESOME!"

disc. He likes Mexican food and the smell of race gas. He does not however like the smell of Simplot making early morning patterns and PIH. To Jake, the glass is always half full kind of guy. Final comment: Flying to me is my six year old self's dream come true.

Dave's Delusions



What does it mean to be a pilot? What does it mean to be a safe pilot, or to be a good pilot? I believe it starts at the beginning of our training. We have all started somewhere! Everyone remembers or is currently going through the joys of learning how to hover. Hearing our instructors tell us to keep it steady... to stop "stirring the pot." The frustrations of watching our instructors lightly touch the controls and stop all of our erratic movements of the helicopter. I had the enjoyment of learning to hover with one of our old Directors of Operation, Ryan Hudman. Besides being a DO, he is also my brother-in-law. I remember him telling me he was going to be harder on me because I was "family." Those of you who know Ryan know that he can be very direct. Learning to hover was, at times, very frustrating. I remember thinking that all the mistakes of others would never

never happen to me. I was different! I could do it! I remember Ryan pointing out to me that I had the wrong attitude. That I should be thinking that mistakes can and will happen to me and that is why I needed to be even more vigilant and strive to be even safer. Later in my training I realized that Ryan, in his own direct and blunt way, was early on teaching me to avoid one of the 5 Hazardous Attitudes. We all come across these attitudes in our reading as students. We may see them in ourselves or others. Everyone will hopefully recognize these attitudes in themselves and work to improve, fix, change, or leave them behind. These 5 Hazardous attitudes are Anti-Authority, Impulsivity, Invulnerability, Macho, and Resignation. How often can we comment on a recent helicopter accident and say to ourselves "Oh that was definitely pilot error!" or "What were they thinking?" What they were thinking is that they didn't fall into any of these 5 Hazardous attitudes. I think it is important to continually strive to improve ourselves as pilots and

to improve our own knowledge. This includes all aspects of flying like weather, regulations, helicopter limitations, emergency procedures and basic aerodynamics. But all of these relate to our own personal ability to make decisions in the cockpit. Our own Aeronautical Decision Making. The 5 Hazardous Attitudes can lead to poor decision making by taking unnecessary risks while flying. This is why it is important to recognize them in ourselves and strive to improve and leave them behind. I feel that safety should always be our first goal! To do everything that we can as Students, Pilots and Instructors to make sure our flights are as safe as possible. To continually improve with experience will be one of our greatest tools as pilots and help us to reach our goals in the helicopter industry. Don't ever think that you are done learning as a pilot. The industry is always changing as well as experience gained will hopefully always help us to improve as pilots. Always strive to improve your abilities as pilots. **This will only make you more valuable as a pilot!**