



# UTH ROTOR NEWS

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## ***3 dead in 4 separate crashes involving Robinson R-22's and R-44's in one week. Time for a safety check!***

No matter how good we think we are. No matter how many hours we have under our belts, we still need to be aware of the fact that we need to keep ourselves humble and our safety and the safety of our students as the center of focus when we go up in the air and nothing can remind us of that more than the reality that 4 crashes occurred in a one-week period at the end of September, all involving the helicopters that we use in our daily lives.

A 34-year-old instructor and his 23-year-old student based in Irvine, California were practicing auto-rotating in an R-22 when their helicopter crashed. As we all know, it's a common maneuver we use to teach students what to do in the event of power loss. Both of them walked away from the scene of the crash but had to walk over a mile and a half before being able to reach a telephone to contact authorities. They crashed near an old housing area located at the former El Toro Marine Corps Air Station. How's that safety check coming along? Need more?

A man and a woman climbed out of an R-44 near Guejito Ranch, California. The woman used her cell phone to call for help. It was determined that the pilot and passenger were seriously injured in the crash and needed to be airlifted out of the area. They were hoisted almost 130 feet in the air and lifted out of the area. No new details have been released regarding their condition. The reality is starting to set in, right?

### **OCTOBER BIRTH-DAYS**


- **Michael Beaugard 10/18**
- **Brett Beyer 10/3**
- **Matt Oswald 10/23**

**Happy Birthday to all of you!**



PHOTO COURTESY: KEN STEINHARDT, THE ORANGE COUNTY REGISTER





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**Setting the  
standard for  
performance and  
quality...one  
pilot at a time!**

**Congratulations! Check Rides,  
Solos, and New  
Employees**

**Spanish Fork**

Miranda Graves-office manager

**West Jordan**

Mindy Braithwithe-CFI  
Jade Walker-private pilot check-  
ride  
Trent Behunin-commercial check-  
ride

**Idaho Falls**

Ryan Packer-private pilot check-  
ride in R44  
Megan Greenhalgh-office manager

**Pocatello**

Jake Clark-private checkride

Our reality check becomes even more crystal clear when we hear that a man flying an R-22 solo, crashed in the Toronto suburb of Brampton. He crashed around 8 p.m. Witnesses who saw the R-22 crash said it fell out of the air quickly in a nosedive. 1 dead, 2 to go and we are still in the same week in September. 3 helicopters down, 1 more to go.

So, you have 500 hours. Or you have 1,500 hours. Or you have 300 hours. Does that make a difference in how you maneuver your helicopter? A pilot with almost 900 hours of flight time and his student, both certified as helicopter pilots crashed and died in a field south of Forest Grove in Oregon. They were flying an R-22. They crashed in an area densely populated with trees.

No matter how comfortable we get with flying. No matter how many hours we have under our belts. It is still important to remember that anything can happen and that our safety and the safety of all of those in the helicopters with us are our number one priority. We need to continue to remember the 5 hazardous attitudes that need to be checked the second we walk in the door of our office. These 5 Hazardous attitudes are Anti-Authority, Impulsivity, Invulnerability, Machismo and Resignation.

We are all doing our best to create a safe and exciting environment for all of our students; we just can't forget to put safety first. Some statistics to remember: according to the Bureau of Labor statistics there are approximately 31,250 jobs in the industry, as of May 2008. The average annual pay is \$65,340. Pay can range from \$32,020 a year to as high as \$129,580 a year depending on experience and specific job duty.

## Kade's Korner

Alright everybody! Let's discuss professionalism. Everyone has a different idea as to what this means. Some, me included, forget about our language/vocabulary. Remember, just because you can't see someone does not mean they are not within "earshot". The use of profanity and vulgarity should be avoided at the workplace. This reflects poorly on the company if any potential students should overhear.

Professionalism as for the student: be on time. If you are going to cancel, make sure that you have a very good reason for it. A student who is always canceling shows a lack of commitment. This is not a trait an employer is looking for. Also, if you happen to have poor penmanship (handwriting), start to correct this. Why you ask? Well, if you get to the CFI stage and your instructor or students can't read what you are writing, you have hurt your chances to get hired. I have seen it with many of the students in both Idaho and Utah, poor handwriting and spelling. Start to correct the problem now rather than waiting until the CFI training — it will help immensely.

Dependability is another form of professionalism. If your instructor has given you an assignment — no matter how small it may seem — and you say you will do it, and then you don't, this reflects poorly on you and will be taken into consideration when being interviewed for a job. These are just a few of the concerns that we as students and instructors should be thinking about. Remember everyone, just because you spend money does not mean you are entitled to anything. If you want it, you must work for it. This goes for checkrides/ratings and carries over to being a possible instructor for Utah Helicopter.

Thanks everyone, and keep up the hard work!