



UTH ROTOR NEWS

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Remembering our Veterans

As we sit at our desks, board our helicopters, enjoy reading our books, make the choice to go to school and study and become a helicopter pilot, or to teach a student how to fly—we need to take a pause and remember the veterans who have fought for our freedoms and our right to make choices.

Our Idaho Falls location had the unique opportunity on Veteran’s Day to fly to a local elementary school with three veterans on board our helicopter. Mike Abbott from the Air Force, Dr. Brigham Redd from the Army and Paul Titus from the Navy joined Rimrock Elementary School students and the Boy Scouts of America in the handing off of our American Flag from one generation to the next.

These opportunities provide experiences for not only our pilots but also the community we are involved with. It’s a great reminder of all that we do at Utah Helicopter to create a great learning atmosphere as well as contribute to our communities.



Pictured above: Travis Van den Broeke, Paul Titus, Dr. Brigham Redd and Mike Abbott prior to departure to Rimrock Elementary School for the school’s Veteran’s Day celebration.

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Happy Holidays!



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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

Kyle Victor-Instrument checkride
Darren Telliho-Instrument check-
ride

West Jordan

Justin Wollam-solo

Idaho Falls

Pocatello
Rick Manning-CFII

Utah Helicopter Student Spotlight

Dallin Hymas! Utah Helicopter's newest student. No sense waiting a few months to get him in the mix—it was time to stick him in the hot seat. Dallin was lucky to start with us in early November. He lives in Idaho Falls with his wife Jaelyn, and they haven't been married for very long. How do I know?! They still have their wedding pictures as their screensaver on their computer, they

don't have any kids yet and no pets.

Dallin came aboard during the B Block semester at UVU. He always thought it would be a fun career to fly (nobody can argue that with him!). Dallin's favorite maneuver to perform is an auto-rotation (I wonder if he thought that the FIRST time he tried it?!) and his favorite experience thus far has been doing off-

airport landings. The accomplishment he is most proud of to date, with just over 10 hours, has been learning how to hover, which also happens to be the maneuver that made him the most nervous.

Dallin enjoys watching Motocross and the movie Superbad and his favorite television show is The Office. His first vehicle was a 1995 Chevy pickup and his favorite vehicle

Notes from our Director's of Operations Dave Rasmussen-Idaho Falls

What is needed to be successful in the helicopter world? I have asked myself this question a lot lately with looking forward to flying turbine helicopters. We all have heard that the industry is growing and that there is a huge demand for helicopter pilots. But with the economy the way it is,



Photo courtesy of Jill Garreffi/
TetonGravity.com

are there still jobs? The answer is yes. Coming into this industry opens you to a new world of work and potential. There are still Vietnam vets retiring as well as compa-

nies growing and buying new helicopters. This leaves a continual opening right now for new pilots. The industry is looking for new, hard-working people to fill these spots. The key point is hard-working people to fill these jobs. I've come across so many people that feel that they are entitled to a job in the Gulf of Mexico or that they deserve to fly in the

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is the new Ford F350. Something tells me Dallin is a truck guy?!

You won't ever catch Dallin eating a plate full of vegetables with a glass half-empty. He doesn't like veggies and he prefers to see the world with the glass half full. He listens to rap/hip and enjoys motocross and snowcross.

"To me, flying is fun," Dallin says, as he heads out the door with his new headset and a smile on his face. It must be time for him to fly!

Welcome aboard, Dallin!

Grand Canyon. Unfortunately, this is an industry like all others that you have to work for what you want. Just like coming up through the ranks as a student, you are not guaranteed a Flight Instructor job; none of us are guaranteed a job in the industry. This is why our attitude as well as our work ethic comes into play.

As a student, we work as hard as we can to try to prove ourselves and earn a job as a flight in-

structor. Companies want dedicated and hard working pilots; intelligent pilots that know regulations and weather. Just getting to your thousand hours may not cut it to be able to move on. I have found that being a helicopter pilot also requires an ever-growing knowledge of the aviation industry. We all need to continue to grow with our knowledge as well as have the right attitude to be able to move on. When we get to the point where we can move on, we should look for jobs that will give us not only turbine time, but jobs that will give us the specialty training that we want to further our careers. Find a company that you can

stick with that has openings for long-line training, NVG training or other specialty training that you want for your career. This is experience that will ultimately make you more valuable as a helicopter pilot. I was talking with one of the Air Med pilots for the University of Utah not too long ago and he mentioned that Air Methods who owns Air Med in Utah doesn't even look for



Photo courtesy of Jill Garreffo/TetonGravity.com

medevac pilots that don't have NVG experience for our area. This is one of those areas of experience that has to come from finding a job that will train you.

We need to have the attitude that we will always have to be working hard, staying vigilant, as well as continuing to build our own knowledge base. This will hopefully help us to become more valuable and a strong asset to our future employers. Don't stop your training with just "getting your ratings" always be willing to grow and exceed your own expectations.

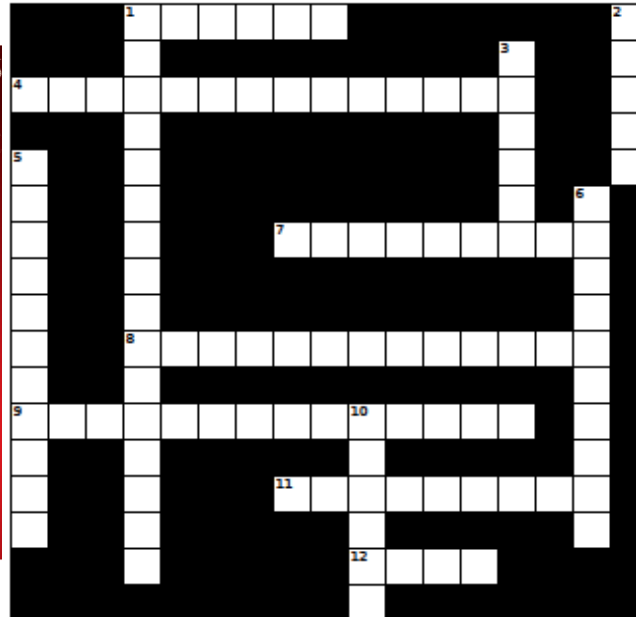
December Birthdays!

- **Kade Gourley-12/1**
- **Mike Hess-12/19**
- **Nate Bradfield-12/27**

Happy Birthday to all of you!



HELICOPTERS!



Across

- 1 The curve of an airfoil section from the leading edge to the trailing edge.
- 4 True course corrected for magnetic variation. (2 words)
- 7 A flight instrument that indicates altitude by sensing pressure changes.
- 8 The angle between the airfoil's chord line and the relative wind. (3 words)
- 9 The traffic flow that is prescribed for aircraft landing and taking off from an airport. (2 words)
- 11 The angular difference between true north and magnetic north.
- 12 A flight condition in which the rate of turn is too slow for the angle of bank.

Down

- 1 A center-seeking force directed inward toward the center of rotation created by the horizontal component of lift in turning flight. (2 words)
- 2 An imaginary straight line between the leading and trailing edges of an airfoil section.
- 3 A downward force caused by gravity.
- 5 Process by which a solid is changed to a gas without going through the liquid state.
- 6 A navigation technique which uses a series of turns into a crosswind to regain and maintain the desired course.
- 10 A forward force which propels an aircraft through the air.

No one can realize how substantial the air is, until he feels its supporting power beneath him. It inspires confidence at once.

— Otto Lilienthal