



# UTH ROTOR NEWS

Volume 4, Issue 1

January 2010

## Looking ahead in 2010

*Gary Hansen and Brian Peterson*

As we move into the new year, we, at Utah Helicopter, wanted to ensure that our goals and company objectives were being met and that new ones were being set for the entire company.

Obviously the economy has played a role in the decisions and choices we have made going forward into the new year. Although it has affected all businesses, big and small, as a company we can't let it slow us down. We have to continue to pride ourselves on being a top flight school and put our best foot forward in every situation. We are going to continue to keep things positive and upbeat not only for our students but our instructors also.

We have always prided ourselves on the quality of flight instruction we offer. With that comes preparing our students and our instructors for the helicopter industry by helping them not only be top-notch pilots but also have the proper attitude and mentality. We pride ourselves on teaching our students and instructors on

having an "I will do whatever I can do for you, and I WILL do it" attitude. It gives them an upper-hand as they move from student to instructor and from instructor to pilot in the industry.

We also take pride in the accessibility our students have to their accounts and knowing where their money is and where it's going. We are one of the only flight schools in the nation to offer daily accounting software that students can access from any computer so they can download or print off an invoice anytime they choose and know where their money is being spent. We also offer all of our students their own e-mail addresses that can also be accessed from anywhere they have Internet accessibility. As technology becomes more advanced, we will continue to keep up with the times and do what is necessary to keep every student and employee with the latest software developments. This creates integrity for the company that is of utmost importance to us.

Our goal has always been and will always be to keep a positive atmosphere where all of our students are concerned. We pride ourselves on the availability of our instructors to our students. We want our students to get the best training and education possible. We have an excellent safety rating and will continue to make safety a top concern.

This year we are looking forward to getting our Part 141 certification (FAA recognized flight training school) as well as our Single Pilot 135 commercial operation certification awarded to us through the FAA. And most importantly we will continue to work on sustaining growth at all four of our locations.

We appreciate all of our employees at all four locations as well as our students. Without all of you, we would not be where we are today. We will continue to work towards meeting and exceeding your expectations and do so with pride and integrity. Thank you for all that you provide to our company!





**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**

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

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

**Spanish Fork**  
 Kyle Victor-Commercial pilot

**West Jordan**  
 Mindy Braithwaite-CFII  
 Shaun Brinkerhoff-Private pilot  
 Tyler Grant-Solo

**Idaho Falls**  
 Brady Andersen-Instrument  
 Walker Schwab-Private pilot

**Pocatello**  
 Daniel Barker-Private pilot

## Utah Helicopter Student Spotlight

His favorite accomplishment to date in aviation is not dying yet. His favorite maneuver to perform in a helicopter is keeping it straight and level. He wanted to learn to fly helicopters because he liked the view and his dream job in aviation would be working in action movies. His most nerve-wracking experience to date was when Chad killed a bird with the main rotor of the helicopter. Who is "he"? **Aaron Thomas.**

Aaron has been flying with us since May 2008 at our Spanish Fork location. He is married to Kristina and as of now, they have no little ones and no furballs...not even a goldfish! Aaron's favorite experience while



flying so far has been flying to Moab and seeing Arches National Park; a much different experience from the air than the ground.

Aaron's first vehicle was a 198 Chevy Caprice Classic and his favorite sport to watch is basketball. He loves the television show The Office and he's a Star Trek junkie. He loves to read political commentary and his favorite music varies from rock to choir. He loves eating pizza but isn't a

fan of brussel sprouts or spinach-I wonder if it's a green thing or a childhood memory thing?! He has two favorite heroes-George Washington and Mike Beaugard, one of our instructors at the Spanish Fork location.

Aaron prefers to see the glass as neither empty nor full, but rather both equal. He loves reading, playing sports and going on vacation. His screensaver currently shows pictures of the many things he loves, from family to vacation photos. If you catch him watching sports, it's likely to be basketball.

Thanks for letting me put you in the hot seat this month, Aaron. Now we all know a little more about you.

## Notes from our Director's of Operations Jason Foote-Pocatello

### Cold Weather Means Icing Conditions

Now that winter has taken over, it's imperative that we take extra precautions when planning flights to ensure that we never fly in icing conditions.

First I would like to address structural icing. All that is required for structural icing to occur is visible moisture and temperatures conducive for icing. This does not mean that the temperatures have to be at

freezing (0°C or 32°F) – only near it. As the airfoil moves through the air, the venturi effect that creates lift also cools the air as it flows over the airfoil. Just add moisture and you have ice.

While flying, icing on the rotor blades is not visible, but you can be sure that it is there under the right conditions. If you see ice building up on the windshield or anywhere else, immediately find a safe landing area and wait it out.

Some pilots think that they should just turn around or fly out of the icing conditions, don't risk an accident thinking you can fly clear of the icing conditions. If you have to make an emergency landing, call Petee or your Chief Flight Instructor after you land safely to ensure they know what is happening.

Carburetor icing, known as induction icing, is often misunderstood and is the cause of a lot of unne-

## Notes from Director's of Operations continued

essary accidents while flying in cold temperatures.

Proper use of carburetor heat when conditions conducive to carburetor ice are known, or suspected to exist, such as fog, rain, high humidity, or when operating near water, use carburetor heat as follows: at power settings above 18 inches MAP (manifold pressure), apply carb heat as required to keep CAT (carb air temperature) gauge needle out of yellow arc, at power settings below 18 inches MAP, ignore gauge and ALWAYS apply FULL carb heat.

First you need to understand how a carburetor works, and how it affects the air flowing through it. That would take quite some time and space to go over, so that part is up to you. Remember Bernoulli's principle: as the velocity of a gas or fluid increases the pressure decreases. As the air



passes through the venturi (which is the inside of a carburetor), the moisture contained in the air condenses on the inside of the carburetor in the area of the throttle valve. Also, as the air passes through the venturi it is cooled tremendously, especially as the fuel is introduced into the flow. Once the temperature inside the carburetor drops to freezing, ice begins to accumulate. The engine will begin to lose power and at some point it will stop running. **CAUTION:** the pilot may be unaware of carb ice formation because the governor will automatically increase throttle and maintain constant manifold pressure and RPM's. The pilot **must always apply carb heat**

**RULE OF THUMB: if you can keep the needle out of yellow arc, then use carb heat. If it is too cold to keep the needle out of the yellow arc, lock carb heat!**

as required when icing conditions are suspected.

A latch is provided at the control knob to lock carb heat off when not required. It is recommended that the control knob be unlatched (to activate carb heat assist) whenever OAT (outside air temperature) is between 80°F (27°C) and 25°F (-4 °C) and the difference between dew point and OAT is less than 20°F (11°C). Days where the temperature is below 25°F and above 80°F, then you can leave the carb heat latch locked.

**AGAIN**, the pilot may be unaware of carb ice formation because the governor will automatically increase throttle and maintain constant manifold pressure and RPM's. The pilot **must always apply** carb heat as required when icing conditions are suspected.

Always remember to check flight conditions for signs of icing and try to always avoid flying in icing conditions and **BE SAFE!!!**

Some information was found at [www.helicopterflight.net](http://www.helicopterflight.net)

© Original Artist  
Reproduction rights obtainable from  
[www.CartoonStock.com](http://www.CartoonStock.com)



"Do these hovering black helicopters have anything to do with you?"

search ID: ndw0144

retor in the area of the throttle valve. Also, as the air passes through the venturi it is cooled tremendously, especially as the fuel is introduced into the flow. Once the temperature inside the carburetor drops to freezing, ice begins to accumulate. The engine will begin to lose power and at some point it will stop running. **CAUTION:** the pilot may be unaware of carb ice formation because the governor will automatically increase throttle and maintain constant manifold pressure and RPM's. The pilot **must always apply carb heat**

### January Birthdays!

Eli Hobbs-January 6

Kevin Anderson-January 17

Shawn Michaelis-January 17

Josh Walker-January 20

Gary Hansen-January 31

Happy Birthday to all of you!



# A YEAR IN PICTURES

