



# UTH ROTOR NEWS

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APRIL 2011

## SPECIAL POINTS OF INTEREST:

- U42 Open House quickly approaching. Watch for details!
- Scholarship winners to be announced April 15, 2011

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## MARCH MADNESS AT UTH

Utah Helicopter pilots enjoyed a *March Madness* of their own. While the nation (and most of UTH) kept tabs on the NCAA tournaments, students and pilots



also kept tabs on the NOAA, FAA, FSDO, NTSB and more! The aviation acronyms are endless and so are the UTH events!

March kicked off with a very successful Open House in Spanish Fork, Utah. We had a feast of Mexican food and a stream of guests interested in flying helicopters and learning more about our program.



The very next day owners, pilots and students from UTH headed to the world-renown Heli Expo in Orlando, Florida! This event—attended by thousands—was where



they unveiled new aircraft and gadgets only aviation enthusiasts could fully appreciate!

After 4 days of fun in the sun, we were back to work at the ISU Tech Expo in Pocatello, Idaho. Thousands attended this event. Many people stopped to check out what Utah Helicopter's program had to offer. We love being involved in the community and talking about the amazing opportunity of flying helicopters!!!



## Student Spotlight: John Dewey

John Dewey has been a student at our Idaho Falls locations since May 2010. He is married to Maxine, has 3 children and



20-30 outside/farm cats. His first vehicle was a 1961 Chevrolet and now he drives a Chevrolet GMC.

John is a half full kind of guy that

enjoys jet boating and four wheeling. He loves to eat lobster and prime rib! He enjoys listening to country western music, especially Toby Keith.

On his screen saver you will see pictures of the mountains. He enjoys watching Jim Cramer with Mad Money, John's favorite sport

to watch is golf. His favorite movie is *Jeremiah Johnson*.

John initially wanted to learn how to fly because he wanted to "hover like a hummingbird," which is clearly why his favorite maneuver so far is hovering.

His helicopter dream job would be to fly down the Salmon River. To John, "flying is exciting and freedom."

We love having John with us!



# Base Manager: Rick Manning



*“The instructors won’t allow you to be anything but your best.”*

Choosing aviation as a career? Although it was the best decision I made, it didn’t come without some sweat and tears. Before starting school I didn’t come into it with the best attitude. I thought learning to be a helicopter pilot was going to be a breeze. It seemed easy and fun. In my mind I was pumped. Good money, cool job, little effort, how could I go wrong? It wasn’t long after starting class that I knew I was dead wrong and I wasn’t going to get by with this attitude. The first day of class my instructor went over the syllabus with me and started into his lessons. They were very detailed, filled with stories and drawings to help me understand the information he was explaining. It wasn’t that my instructor didn’t explain everything in great detail, rather it was because I had no idea what anything was that he was talking about. Aviation is a whole different world.

The one-on-one training made learning this new information easier. It also made me feel comfortable in asking questions, even when I felt that it was a dumb question. The best part was my instructor was able to understand my personality and more times than not he would know if I understood it well enough before we even moved on to assure all my questions were answered. He made things easy for me to

understand by relating to things I was already familiar with and correlating with things in my everyday life. An example was torque, the whole reason that a helicopter needs a tail rotor. He would explain it to me as a dirt bike doing a wheelie. When a rider twists the throttle, the tire will spin faster towards the ground. This in turn causes the front tire to lift off the ground going upward. Still not getting it? Sit in a chair that allows for you to twist 360 degrees, swing your arms as hard as you can to the left and note what your legs do. Torque. These are just some things that my instructor would do to insure that the lesson was taught thoroughly.

Then, before flying he would pull up the lesson on the computer and tell me before we even took off what we would be doing in the air. He would then explain to me each maneuver on the board, explaining to me what we would be doing and what he would be expecting of me. Then, when we were in the air, he would show me the maneuver- talking the entire time explaining each movement and why he was making each one. Then he would hand me over the controls and allow me to try it. I would try my best to imitate his actions and follow his instruction. Flying a helicopter is a lot harder than I thought it

would be. Every time you make even the slightest movement you have to move something else, then when you fix or try to attempt to fix the problem something else changes. Before you know it you’re out of control and your instructor is taking over the controls and calmly explaining what you were doing wrong and pin-pointing the exact moment the problem was occurring so you would know how and when to make the inputs he had instructed. The path was placed before me clearly and I received the best training possible. The hard part was learning all the new information and studying. I’ve always struggled with studying, but my instructors would give me homework and make sure that I was putting in the time at home. This was hard for me. In high school I could go to class listen to the lecture and more times than not get away with a passing grade. That definitely didn’t work for me at Utah Helicopter. There is so much more to aviation than I ever expected: airspaces, right of way rules, requirements, operations, weather, health, etc. A pilot has so much that he/she needs to know for the safe operation of an aircraft! The instructors won’t allow you to be anything but your best.

For this dedication, I’m sincerely grateful to those who helped me. Now I have the chance to change someone’s life. The path of a helicopter pilot wasn’t easy, but it’s worth it!

## CFI TO CFI:

### ENJOY THE BLUE BIRD OF HAPPINESS; DON’T PROVOKE THE CHICKEN OF BURDEN

By Patrick Danielson

The ability to handle stress during otherwise stressful situations is one of the best qualities in a pilot. Stress and poor responses to stress can easily make or break an entire career in this industry. In certain situations and emergencies there are procedures that you won’t find in any handbook, such as when there is both an engine fire and a loss of tail rotor thrust at the same time. The answer is to unlatch the door and go ask for help and hope the passenger doesn’t flip out while you’re gone. Another one is due to the fact that our aircraft fly at such a slow airspeed. There’s the possibility of a bird strike from behind. You won’t find answers to these in the POH (The correct answer is to note the location and come back to the area later with a grill and some hot sauce). Other stressful situations can be avoided

before they become stressful by proper preflight planning such as an extra good checklist, updated maps and learning to blame every rough landing and takeoff on turbulence. A strong preflight and weather check can save you a big headache once you’re in the air since it will allow you a scapegoat incase the weather turns bad. There are a lot of jobs out there with a higher stress factor than what we do for a living such as brain surgeons and those people who artificially inseminate elephants. Fortunately, we in the aviation industry have a natural stress reliever due to the grand respect everyone has for us. In addition to we’re constantly being invited to all the cool parties and no longer spending our Saturday nights studying in our parents basement. Recently, I got invited to a great party packed with interesting people and great food and boy-oh-boy if

they had remembered to tell me the address I’m sure it would have been fantastic! We’re pilots, we have to be able to laugh things off, stir it up a bit and keep a positive attitude. It’s the only way we’ll make it in this industry. So get out there, get out of your comfort zone, and laugh about your experiences. Then embellish your stories a bit before you tell it to your fellow students or instructors. Throw in a pirate or a blind FAA inspector and log it as a life experience. A few last words of wisdom: Soar like an eagle when you fly, but don’t get sucked into a jet intake. Trust your flight instructor, but keep your seatbelt fastened. And don’t attend a flight school when the billboard outside has a large chunk of it missing.

For more information go to:  
[www.utahhelicopter.com](http://www.utahhelicopter.com)  
or check us out on  
FACEBOOK

# UTH RECOGNITION

## WELCOME!

### NEW EMPLOYEES:

JEN GOMES  
JIMMY COTHREN

### NEW STUDENTS:

JOSH ALBRETSSEN  
BRYAN ONTKO  
MARK BOZZELL  
CHRIS HAYES

### MOVIN' ON:

AUBREE MASON  
CHAD HARPER  
(NOW AT PAPILLON)  
CORY MANNING  
(NOW AT MAVERICK)

## CONGRATULATIONS!!!

### PRIVATE:

Jacobi Spencer

### COMMERCIAL:

Keaton Cheney

### INSTRUMENT:

Jade Walker

### NEW BASE MANAGER:

Scott Banning

### FREE DEMO FLIGHT WINNER:

Mark Carter

## HAPPY BIRTHDAY!

Robbie Hansen  
Steve Wilson  
Trent Behunin  
Walker Schwab  
Robert Dennis  
Matthew Harmon  
Steven Booth  
Mark Bozzell  
Josh Albretsen

## AVIATION ALTITUDE WINNERS!

Robert Winder  
Patrick Danielson  
Blaine Jemmett  
Mike Greene

**CONGRATULATIONS SCOTT AND GRETA BANNING ON YOUR NEW ADDITION! WELCOME JESSICA BANNING!**

We love when local groups come to visit our locations!  
The scouts in Pocatello recently visited the airport and learned all about helicopters and aviation. Looks like we have some future aviators on our hands!



**QUOTE OF THE MONTH:**  
"Success is a journey, not a destination."  
-Ben Sweetland

## CONTACT AND LOCATIONS:

### HEADQUARTERS:

2050 NORTH 300 WEST  
SPANISH FORK, UT 84660  
(801) 794-2480

1503 A FLIGHTLINE  
POCATELLO, ID 83204  
(208) 233-4365

7220 SOUTH 4450 WEST #203  
WEST JORDAN, UT 84084  
(801) 561-7972

2381 FOOTE DRIVE  
IDAHO FALLS, ID 83402  
(208) 227-0300

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