



UTH ROTOR NEWS

Volume 5, Issue 8

August 2011

Inside this issue:

- Base Manager: 2
Rick Manning
- Student Spotlight: 3
Jacob Olson
- UTH 3
Recognition
- Contact and 3
Locations

BE A LEADER IN SAFETY

By: Erin Hudman, Regional Manager
 Since the beginning of 2011 there have been six high-profile cases regarding Air Traffic Controller's fatigue. The FAA reached a deal with the National Air Traffic Controllers Association this month that would allow ATC's to listen to the radio or read between the hours of 10:00p.m. and 6:00a.m. as traffic permits. President Paul Rinaldi of the NACTA stated, "We supported the FAA's action to enhance aviation safety by eliminating single staffing on the midnight shift, and we fully support these recommendations that address fatigue." With so many FAA Air Traffic Controller's being in the news



regarding sleeping on the job we've had to ask ourselves what actions are we taking to insure the safety of our pilots and students. It becomes easy to refer back to the "I'm Safe" Checklist. This checklist asks the questions:
I (Illness)
 Do I have an illness or any symptoms of an illness?
M (Medication)
 Have I been taking prescription

or over-the-counter drugs?
S (Stress)
 Am I under psychological pressure from the job? Worried about financial matters, health problems or family discord?
A (Alcohol)
 Have I been drinking within 8 hours? Within 24 hours?
F (Fatigue)
 Am I tired and not adequately rested?
E (Eating)
 Am I adequately nourished? Our pilots also participate in monthly safety meetings as well as an Annual Safety Seminar held with all employees. Safety is our first priority. And through regulation, education and training we strive to maintain our safety record.



By: Kyle Victor, CFI
 The old saying goes, "It's better to be on the ground wishing you were flying than to be flying wishing you were on the ground." As summer rolls in-full force-so can the severe weather. As instructors, we make the final call as to a "go" or "no go" decision. Let's not pass up this opportunity to teach our students to make this decision on their own. A student asked me recently if they could cancel a check-ride flight if they felt uncomfortable with the winds. This is one of those teaching moments. I questioned

CFI TO CFI

this student asking, "What if the examiner says he can't make it back for another month?" It's important for us as helicopter pilots to stick to our guns when making a critical "no go" decision and to help our students understand and develop the same, safe attitude. There will be that day when all of us will be pressured to fly in conditions that we wouldn't normally dare. We must recognize this emergency situation before it occurs. Take a moment and envision it. Imagine what you would say. Imagine what your employer will say. This is the proper technique in handling these situations. Remember - **If you fail to plan - You plan to fail!** Another emergency situation takes

place when someone says, "Hurry up!" Remember these words and let them haunt you! Never ever let yourself be hurried while doing a x-country flight plan, weather briefing, or pre-flight. When rushed, we tend to skip over important details - this is a life proven fact that you wouldn't want engraved on your tombstone! If you've ever been in an accident or received a speeding ticket you find yourself saying "If only..." Regret and remorse are some of the hardest lessons learned in life. As pilots, let's avoid this at all costs. Safety leads to success and it starts today... with you! You are Utah Helicopter. You are setting the standard for quality and performance... one pilot at a time!

BASE MANAGER: RICK MANNING



By: Rick Manning,
Base Manager

What do you do for a living? It's a question I pride myself in answering. A Helicopter pilot, what a career! Its definitely not a job that you have to hang your head about. Then almost automatically I get the next reply. Its always one of two: No way! or where did you serve in the military? I love ex-

plaining to people what I do. I didn't take the military route. I wanted to make sure that I would be able to fly and wasn't willing to devote that much time of my life to the military. I did it civilly with Utah Helicopter. A helicopter pilot is a job that everyone knows is out there. They have either seen helicopters in movies, museums or just flying around. Although, almost always, people have no idea that it is possible for a normal person to get into and work as a commercial pilot without taking the military route. Before my brother Cory introduced me to Utah Helicopter's Flight Academy I didn't realize that flying was an option. It wasn't something I considered doing while I was making a decision in high school of what I wanted to do for a career.

I finished high school and was pretty set on doing something in sports medicine. I went to school for just over a year and talked with some physical therapists in the area to try and figure out their thoughts on choosing that career. I talked to a couple guys and all of their replies were pretty similar. They told me that if they could do it all over again, they would choose some sort of trade school. They were saying you would be better off in the long run and it would be a shorter amount of time in school. You will spend about the

same amount of money and make the same, or even more money throughout the year.

Also, it's such a diverse career. They can and do use helicopters for almost anything you can think of. They have your starter jobs like instructing. Instructing is the gateway to the helicopter industry and is most likely the first job you will get after you finish your training. As an instructor you will get to train others how to fly. You will cover students ground instruction. Ground covers things you need to know as a pilot. You learn how to read sectionals (basically a map), understand airspace that cover the United States, and the rules that govern aviation. Then, you break down the helicopter part by part to fully understand how a helicopter moves and operates, among some of the many other things you will learn. You learn how the helicopter beats the air into submission. Then flying, the part that makes this job, THE JOB. During the flight the instructor will show and explain to you how to properly maneuver the aircraft and then evolve the training as you progress.

It takes anywhere from a year to two years before you reach your magic number of a thousand hours. These hours are accrued during your time as a flight instructor. This is the amount of hours most insurance companies require pilots to have before companies are willing to pay for your insurance to cover you while you fly. This is when you would be able to move on in your career if you choose to leave instructing. From this point, you could do almost anything. I will name a few of my top favorites: filming, fire fighting, and life flight. Filming has almost an endless possibility in itself. I would like to help film movies. A lot of the cool shots you see from above are from helicopters. Getting to some of the spots that they use in movies are only accessible by helicopters. Filming motocross is probably one of the most enticing options for me because of my love of motocross. Then, not to

mention, all of the amazing helicopters they fly with all of the cool maneuvers they do like flying under bridges or near the special effect.

Fire fighting: now that would be a rush. You would be carrying the fire fighters up near the fire and dropping them off and flying into an area where most people would be trying to get out. As a pilot, you would be fighting all of the updrafts created by the heat rising off of the flames testing your skills: swooping down into a near-by river or lake, filling up your bucket, and going at it again and again until the fire has been depleted.

The most popular of the helicopter jobs: EMS, or more commonly referred to as Life Flight. These guys definitely don't have a dull job. They only get calls when it's a dire emergency and every second counts or when it's a difficult area to get to by land. They are landing in some of the craziest places. With this job, you would be able to get that self fulfillment of helping others. I know from some of the pilots that they are very hands on with aiding the flight nurses. Most are required to have CPR and other training.

Filming, Fire Fighting, and Life Flight are just a few of the amazing jobs that a helicopter pilot can choose from. It's a rewarding, diverse job with many opportunities to grow and advance your career. The beginning step is finding a flight school and there is no better choice than Utah Helicopter Flight Academy. This flight school has some of the most well trained, quality instructors in the industry. The company is always evolving with its training program. The instructors here are very passionate about what they do. We truly care about our students and their personal goals and success. If you want the best training, you need a pilot with these attributes. Come to Utah Helicopter and finally have a career that you can be truly passionate about.

"The instructors here are very passionate about what they do. We truly care about our students and their personal goals and success."



STUDENT SPOTLIGHT: JACOB OLSON

Jacob Olson is an enthusiastic, glass half full, 'never give up' type of guy! He is married to a gorgeous woman named Arli Olson and has been told many times that he married 'up' and agrees. They do not have any children yet, but he's hoping to have many. His two black labs, Ellie and Jessie, are his best buds. His hero is his dad because he is the greatest father anyone could ask for and he hopes to grow up to be a great dad like he was to him!

Jacob's first vehicle was a 1993 Ford Explorer called *The Great White Tuna* that was pretty trashed in the end. He currently owns his favorite vehicle, which is a Jeep Wrangler. He would like to bungee jump and sky dive someday. He enjoys riding dirt bikes and snowmobiles. His favorite smell is of campfire because he loves being

in the woods, camping, making fires and goofing around. He enjoys grilling and eating burgers, steaks, hot dogs, fish and more! He loves all types of cereal but you won't catch him eating Italian food.

Jacob loves reading! He has many favorite magazines such as *Outdoor Life*, *Field and Stream*, *ESPN*, etc. He considers himself a Harry Potter nerd and has a picture of him on his screensaver at home. He likes country music-especially Kenny Chesney, Josh Turner, Keith Urban and Garth Brooks. He enjoys watching football, *The Office* and any movie that has Kevin James or Steve Carell in it. If Jacob could meet one person today it would be LeBron James because he is the most amazing athlete he's ever seen!

After hearing a Utah Helicopter radio commercial, Jacob decided to check out our Idaho Falls facility. Once he completed a Discovery Flight he was hooked! His first experience hovering was a little nerve racking and reminded him of riding a bull. He hasn't decided what his favorite maneuver is yet, but we were very excited to watch him solo for the first time recently! Jacob would like to have a variety of positions within the industry and really is not too concerned with where he ends up as long as he is flying a helicopter. He is "living the dream and loving every minute of it!" We enjoy being a part of that experience with him!

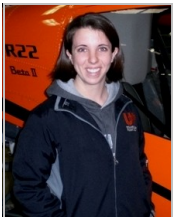


UTH RECOGNITION

Welcome New Students:

Bryant Henricksen
Jonathan Mullen
Cache Crnkovich
Tiffany Skaar

Employee of the Month:



Mindy Braithwaite

Congratulations:

Solo:
George Kimball
Mark Bozzell
Jake Olson
Chris Hayes

Private:
Josh Dalley
Aric Bergendorf

Instrument:
Dave Hyde
Andy Koch
Daniel Barker

Commercial:
Justin Wollam

CFI:
BJ Belnap

Happy Birthday!

Brian Peterson
Scott Banning
Mike Robinson
Wendy Harris
Steve Jessop
Anthony Hillstead
BJ Belnap
Jared Simpson
Boyd Brown
Milo Pabawena
Daniel Barker
Tiffany Skaar

Be sure to
check out our
website at:
www.utahhelicopter.com

And check us out on
FACEBOOK
by searching
'Utah Helicopter'

CONTACT AND LOCATIONS

HEADQUARTERS:

2050 NORTH 300 WEST
SPANISH FORK, UT 84660
801.794.2480

SOUTH VALLEY REGIONAL AIRPORT

7220 SOUTH 4450 WEST #203
WEST JORDAN, UT 84084
801.561.7972

POCATELLO REGIONAL AIRPORT

1503 A FLIGHTLINE
POCATELLO, ID 83204
208.233.4365

IDAHO FALLS REGIONAL AIRPORT

2381 FOOTE DRIVE
IDAHO FALLS, ID 83402
208.227.0300



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