

# UTH Rotor News

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## Why take a Specialty Training Course ?

There are three main reasons why one would take a specialty course of training in the helicopter industry. The first is REGULATORY, the second is CAREER POSITIONING and the third is SAFETY. If you are a career helicopter pilot or are working your way in that direction, you may have set your sights on a specific type of helicopter flying. Each type of flying may have specific skill sets required to do a particular job. Let's take a look at several types of specialty training and what specific sectors in the helicopter industry this training may be of benefit.

**External Load Training** - This may also be called long line or sling load. The most common use of external load skills are used in logging, aerial firefighting, and utility work.

**Mountain or High Altitude Flying** - The skills learned in this type of training become very valuable to pilots who hope to fly and work in the mountain and/or the high altitude environment. This may include Tours, Logging, Firefighting, Training, and

**Night Vision Goggle (NVG)** - In the world of civilian helicopters NVG's are becoming common place in the (EMS) Emergency Medical Services sector.

**R22 & R44 Timebuilding** - If you are considering becoming a career helicopter pilot, then most likely your first job will be as a flight instructor. If you choose to train in the Robinson Helicopter there are Special Federal Aviation Regulations as well as Insurance Company requirements which dictate how much time in these aircraft one must have in order to teach in them. Very often, Pro Pilot Training Programs leave the student short of these requirements and pilots must purchase additional time in

requirements. There are several companies out there who offer helicopter time building programs at 30% - 50% off typical retail helicopter rates.

**Turbine Transition** - This is a course of instruction which teaches a pilot how to operate a turbine helicopter and its systems, which can be very different from a piston helicopter. Most first jobs (Flight Instruction) are in piston helicopters. The next progressive step for a new career pilot will be to transition into a turbine helicopter.

**Training for Career Positioning** - As you can see many sectors of the industry may require (by regulation) a specific amount of flight time or utilize special skills and equipment. It is true that there are several companies may train you in those specific areas such as external load, NVG, or flying turbine helicopters. If you are standing in a group of twenty other fairly new pilots, all with similar qualifications, you want to be the one who stands out. You want to be the one who went that extra step to get that specialty training. ([justhelicopters.com](http://justhelicopters.com))



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*Open House!  
March 4, 2009  
in our West  
Jordan Office!*

### March Birthdays!

**Ryan Tuttle:**  
3/11  
**Kade McRae:**  
3/24  
**Drew Baum:**  
3/26

## Dave Ballard Shares Real Life Experience



I've now spent 3 hitches in the GOM with Rotorcraft Leasing Co. and it is getting better each time. I thought I would pass on some tid bits and observations that will help the future pilot succeed in the Gulf. Instrument flying is performed everyday, rain or shine.

Flying over water can play tricks on you and you must rely on your instruments. Depth perception and horizontal references are gone so it takes a little extra care just to maintain an altitude and heading. The large majority of landing zones are no bigger than the helipads on taxiway bravo at #2 and you kick in a little wind (usually 20 to 40 kts in the winter) and a deck that sways back and forth and it makes for an interesting landing experience. You need to know your helicopter, meaning the mechanical workings of a turbine aircraft

So far, I've found that all helicopters fly the same, just a couple differences here and there. This is gone over in training but it helps to have a little knowledge prior on this subject. Finally, no body cares how many hours you have or how good of pilot you think you are. If you are positive and friendly with your customer and fly safe you'll succeed. Over all, it's a piece of cake. You have a lot of time to yourself while on and off duty which I spend reading. You have time to relax and overall, you have time.





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Derek Quirl began his training in our Idaho Falls office in April of 2008. Derek's reason for wanting to fly helicopters: "I wanted something more out of life and I've always wanted to fly!" His favorite maneuver to perform in a helicopter is and ILS Instrument Approach. Derek's greatest aviation accomplishment is receiving his Instrument rating. Derek's dream job : " Since I started my training, I've always wanted to fly EMS."

His most nerve racking experience has been learning how to hover. Derek's favorite experience while flying has been " when I went to Washington for my private check ride and did full down autos with Mike Everett."

Derek has two pets a horse named Hobbs and dog named- Sofie. When Derek's not going to school he enjoys riding dirt bikes, riding horses, hunting, camping, and pretty much anything outdoors. His favorite TV show is That 70's show, and his favorite movie is The Shooter, why ? " Well because it's a good movie. Derek's favorite thing to read is Dirt Rider magazine, and his favorite sport to

Watch is motocross. Derek will listen to pretty much any kind of music, he doesn't really have a favorite. His favorite food is mashed potatoes and gravy and beef roast. His least favorite food is vegetables. Derek's' favorite smell is the smell

*To me Flying is...  
Freedom From Gravity !*

of the mountains and his least favorite is big city smells. His personal quote " Fear is the thief of all dreams" Derek's heroes are his family! " Because they are the ones I look up to the most. (or being that I'm taller, look down on). Derek is a great addition to Utah Helicopter, we are so very glad to have him apart of our team!

Setting the standard  
for performance and  
Quality one pilot at  
a time

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

Rick Manning- Commercial

John Witt- Commercial

Kade McRae-Instrument

Shaun Michaelis- Commercial

Nate Bradfield- Commercial



The most effective and efficient route a student can take during flight training is the fast track; if you have to schedule your training around work, life style, or other obligations you are in for the long haul. I know that work, and family are the big hitters. Everyone has to make ends meet and take care of family, but the more you commit to your training, the sooner you can get to your goal which I'm sure is making money flying instead of paying for it.

A huge issue is finances for training and the best thing to do there is to keep a close watch on your loans, make sure that you know better

## Cory's Corner

*A message from Cory Manning Spanish Fork Director of Operations*

than anyone else where you stand with your money, because we all know that when you run out it, it can be months before you get any more.

My point is the more frequently you come in the less money you'll spend, some examples are as follows

1. If you can only come in three times a week; say it would only take ten flight hours to learn to hover that could be accomplished in one week maybe one and a half (depending on weather), now if you can only come in three times a week, you may be looking at (depending on weather) three weeks to learn how to hover, because your not flying daily your proficiency is suffering, and this goes for any stage in your training, not just hovering.

2. You may run out of money for any number of reasons, then you may spend months trying to come up with more loan money, during which you could have received a rating and/or been working on the next

3. Taking time off due to personal reasons, creates a negative result, because not only are you missing school, spending more money and delaying your goal of completion, that kind of work ethic will be observed, by your potential employer, and is taken into serious consideration.

4. The student that has come in on a full time regiment, five times a week, learns to hover in under two weeks, completes his/her private rating in under three months and is successfully working as a flight instructor in less than one year, and as a result they have spent less money, are viewed as having an excellent work ethic, and are put at the top of the list for potential flight instructors.

I am confident that everyone attending Utah Helicopter has the ambition and drive to complete the goal of becoming a professional helicopter pilot with as little delay as possible due to financial, personnel, and/or work obligations.

*To most people, the sky is the limit. To those who love aviation, the sky is home.-Anon*