

UTH Rotor news

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Heli Skiing-the Champaign of Skiing

With the development of hi-tech and advanced ski gear and equipment skiing has been made available to the general public. Imagine the look on the faces of these early pioneers if they could see how people are getting around the mountains now. Having a helicopter lift you from the base and drop you on top of the world would have surely impressed them. Helicopter Skiing has always been an elite skiing sport. With the use of a helicopter, small groups of experienced skiers and their guides' access wild and unpatrolled mountain terrain. The helicopter drops the group off and they are guided to a pick-up point where they are flown to another area to ski another run. This is an exclusive adventure sport enjoyed in different corners of the world. This modern day skiing activity also referred to as heli-skiing has gained immense popularity not only in North America but also in other parts of the world. Helicopter skiing attracts adults who have tremendous levels of endurance and a passion for the freedom offered by helicopter skiing. Many areas that are used for helicopter skiing are remote and have no

other access besides by air. The main draw of this sport is the miles of untracked powder snow, considered the Champaign of skiing. Helicopter skiing involves a group of advanced skiers, two guides and of course the pilot and the helicopter. There tends to be more of a hurried pace with helicopter skiing. This is because the cost of a multi-day tour is several thousands of dollars and even as much as \$30,000 to \$50,000 a week. With this kind of cost there is pressure to ski as much as possible to maximize the tour cost. The pace can get hurried and slower skiers can even upset other skiers. You have to have a fairly fit and flexible body if you want to go helicopter skiing. The snow is often quite deep and if you are not physically fit you will find that it is much too difficult to continue with a fast paced group. Having some experience in the powder is also required. If you are paying thousands of dollars to experience powder snow for the first time you need to rethink your holiday. A public ski resort will give you a good taste of the white stuff at a fraction of the price. Numerous well-known heli-skiing areas all over the world provide world class snow and ski operations. There are really two main types of helicopter skiing operations, town based and remote lodge based. The main difference is the nightlife the resort can offer. A town based operation will have a wide selection of

pubs and restaurants. Whatever the town has to offer the public will be available to the skiers after a day on the slopes. However it often means a longer flight each day to get from the town to the first run of the day. A remote lodge based operation often has more appeal since it is based in a remote setting. The lodge is exclusive to the guests skiing at the time. The lodges are self contained with full dining facilities, bars, recreation, etc. Guests usually pay more for a remote lodge setting since it is more expensive to operate this kind of business plus the accommodations are often better. If a true wilderness adventure is what you are craving then definitely opt for the remote lodge. Having a guide and the proper safety equipment is a must when helicopter skiing. Generally a guide is provided by the company that you choose to go heli skiing with. These guides are highly trained to lead groups safely through the mountains. They take special care to plan the ski runs in areas that show less signs of avalanche activity. Guides are familiar with the snow conditions as a whole and can often find great skiing even when conditions are poor. Helicopter skiing really offers it all when skiing is concerned. Skiers are treated to fantastic powder snow, spectacular scenery and great amenities. People pay top dollar and travel around the world to experience this exclusive sport. Since helicopter skiing is so popular tours are often sold out over a year in advance.

Utah Helicopter is excited to announce the opening of a new location in Pocatello Idaho. This location will be open January 2009!

**UTH BIRTHDAYS!
DECEMBER 2008**

Marty Giffs 12/4

Jake Finn- 12/11

John Witt-12/20



U42 Spotlight: Brett Beyer



“ To me, flying is. . . . Groping around blindly in the slime, squirming and struggling and fighting for ultimate domination! No, wait...that’s mud wrestling.” Brett Beyer began his training at U42 in October 2006. Brett’s reason for wanting to fly helicopters is “ I was sick and tired of being sick and tired. Trust me, the only pathway out of the rat race is a Max P: Up and out.” Brett’s favorite maneuver to perform is” flying over swimming pools in the summer and trying to get the bikini clad girls to wave at me.” His greatest accomplishment : “ after performing a pinnacle with Gary Hansen, he had me then land off site and he got to pick up an elk antler. One year later, I

did the same thing with Coby Brown, but he got a deer antler out of it.” Brett’s dream helicopter job: “ A photo shoot for exploding vehicles monthly. Or an expose’ on cute cuddly puppies. Its up to you. ” His most nerve wracking experience: “ My solo flight in Nephi. Mark my words, that place is haunted. You are by yourself, flying in a near black out conditions, nothing above you, nothing below you, nobody making calls...I swear when I clicked on the runway lighting I could see the zombies Scatter.” A few of Brett’s favorite things include: Cat Juggling, Batman, Superman, The flash, Meat and lots of it, Jazz and Classical music. His favorite magazine is Redbook, only while sitting in the bathroom while eating a bucket of chicken. Internet site: anything with a 60 day free

membership! If Brett could meet one person it would be Osama Bin Laden why you might ask “ hey, with the bounty on that guys’ head, I could pay off all my student loans Almost. Brett is married and has three children. His wife Angela, Sam and Rachel 5 years old, and James is 2 years old. Currently he has no pets as “Feldman” later to be known as “Compost” is no longer

“Aaah! They took my freakin’ spleen!”

with he and his family. Brett would rather have a cheeseburger than a glass half full or empty. And his final thought: “ Don’t give up. Some folks are naturals, the rest of us have to work our way one step at a time. Its not like hacking zombies...It’s funner than that.

Inherit The Wind

Wind is possibly the most important atmospheric condition to be aware of every time we lift off the ground in rotary-wing flight. Departing and approaching into the wind is vital to many missions we find ourselves on and unfortunately the local avionics shop doesn't yet stock a “wind direction” indicator. Many low-timers still insist the airspeed indicator registers ground speed. When they finally learn that it doesn't, they also find out the avionics shop doesn't sell “ground speed” indicators either. Your GPS unit can be used to determine ground speed, but your customers might be checking their watches when they see you flying back and forth reading numbers displayed on a box. For single pilot commercial operations, looking outside is still where all of our useful visual information comes from, especially when looking for the wind. Wind Finding should be straightforward when the wind is strong and the signs of it are evident. When the wind is light and variable, though it is almost an art to determine the source. So, how do we find the wind when the signs of it are less than obvious ? Low-timers have a tendency to downplay the wind when signs of it are not easily seen. Less than obvious wind signs do exist, and a list of possible clues could be made as long as a toy request to Santa. These clue include: ripples on standing water, shimmering tall grass, the thin tops of coniferous trees bending to the side, the calm side of obstacles floating on the water, and low stratus moving across the ground. Another creative way to determine wind direction is to circle over the landing area about 40 knots with a consistent bank angle and height. If wind is present , the helicopter will tend to drift over the ground downwind.

A variation on this is to circle over the area keeping it centered below. The section of the turn with the shallow bank angle is into wind and the part with the steeper bank angle be downwind. The next time you find yourself beside a fast moving stream or river, have a look at the water descending downstream along, beside, and around the rocks and other obstructions. The eddies and rough water below the rocks and boulders illustrate how wind can react in much the same way along the terrain you are flying, causing the turbulent areas we find behind hills and ridges. Sometimes the source of wind is elusive enough that putting together a practice approach and overshooting to the target area along the approach path that you feel is inot wind, is the way to get on with things. You should be able to anticipate the approach power settings required in still air considering the weight on board. If your chosen approach can be done at this power or less, then you are most likely into the wind. If the wind where you are working is strong and its direction apparent, lift and buoyancy will be good, but handling the rising and descending air currents on approach might be the challenge. If the wind is light, available power may be the concern, especially if your helicopter is heavily loaded. Finding the source of the wind and making sure you are approaching into it is the reason you are being paid the big bucks! (Verticalmag)



IDA SPOTLIGHT: MIKE ROBINSON



I'm with Mike Robinson today at our IDA location interviewing him for the Student Spotlight. Mike began his training in 2008 at our IDA location the following are his responses to our Questionnaire.

Mike's Personal Quote is by Dr. Viktor E. Frankl " **The longer I live, the more I realize the impact of attitude on life. Attitude to me is more important than facts...We cannot change our past...we cannot change the fact that people will act in a certain way. We cannot change the inevitable. The only thing we can do is play on the string we have, and that is our attitude. I am convinced that life is 10 percent what happens to me and 90percent how I react to it. And so it is with you .. We are in charge of our own attitudes.**

UH: Are you married

MR: Why are we getting so personal right off the bat

UH: just answer the question!

MR: Not that I know of

UH: Children?

MR: Legitimate: none Illegitimate: None

UH: Pets?

MR: If a tape worm doesn't count then NO

UH: What made you want to fly helicopters ?

MR: all the different tasks and jobs that a heli can perform. Always a challenge never the same.. Each flight is unique and the ability to get above and see the surroundings.

UH: Favorite helicopter maneuver?

MR:180 Autorotation... Straight in Autos' aren't to shabby either

UH: What aviation accomplishment are you most proud of ?

MR: just having the privilege to fly because I tried to fly heli's for the air force and I was denied due to supposed color blindness. First time in my life I was stopped from doing what I wanted to do. I'm just glad I got a second chance to be able to be a pilot.

UH: What is flying to you?

MR: Freedom, Excitement

UH: What was your most nerve racking experience in a heli?

MR: Learning to make radio calls to tower knowing that it was being broadcast to other aircraft in the vicinity They're probably thinking what a yahoo, but I gave them something to smile about and Readjusted my ego in the process! Coming in at a close second was Ballard using the "John Wayne" method to teach me how to hover...next to the Red Baron and 2 fuel trucks Don't worry he was ever vigilant for our Safety.

UH: What has been your favorite experience in a helicopter?

MR: The whole experience...Every bit of it. Each moment being unique and memorable.. The good and the bad.

UH: What is your favorite sport to watch?

MR: Basketball followed by football and women's beach volleyball isn't bad either.

UH: What was your first vehicle?

MR: 1990 1/2 ton single cab long box 4 wheel drive 350 white GMC truck...With Spunk.

UH: What is your favorite vehicle?

MR: Are we talking Domestic, foreign or military sport or utility? Domestic=Duramax diesel Foreign=Aston martin v12 vanquish Military:=MI Abram Tank Sport=Porsche 9112 (right now)

UH: What is your favorite movie?

MR: I like movies where they use nifty

gadgets and schemes to steal things.

UH: What is you favorite TV show?

MR: reality shows like wipeout. Because 1: it gives me a good laugh at the end of the day and 2: Lets me know there are others more weird than me.

UH: What kind of music do you like?

MR: Rock, Classic Rock, Alternative Rap,... I play the drums and that dictates a lot of what I listen to

UH: what are your favorite foods?

MR: Thai, Indian, Seafood...I wont turn down a good rib eye steak either

UH: What are you least favorite foods?

MR: a double portion of DRY ,crusty, old brownies with out milk! Makes me sick just to think about it.

UH: Favorite and least favorite smell?

MR: Favorite is new car smell and fresh cut hay. Least favorite is a dairy barn and rotten potatoes those things should be banned!

UH: Who are your heroes?

MR: my family, those in the military doing their best for their country and those who do their best to better themselves and those around them.

UH: Is the glass half empty of half full?

MR: half empty...but at least its only half empty. It depends on what time of day it is...if its morning that sucker is more than half empty

UH: what other hobbies do you enjoy?

MR: dirt bikes, snow machines, fishing, fly fishing, ice fishing, watching movies, and all kinds of sports.

Mike's final comments went something like this : " Thanks to all those who are helping me to reach my goals and become a helicopter pilot. I appreciate all the advice, information, lessons, and "behind the scenes" work that goes into my education. Mike is a great student and we are really glad that he is in the IDA location. His sense of humor always brings a smile to everyone's face!

077 Instructor Spotlight: Chad Harper

Chad Harper began his training at our Spanish Fork Office and is currently a flight instructor in the same location. Chad's favorite maneuver to perform in a helicopter: "I'm going to have to stick with Cory Manning's answer of straight and level if I'm with a student, and even that gets a little hairy every now and again. But I will say I love the feeling of a zero airspeed auto." The accomplishment that Chad is most proud of: "My accomplishment is just learning how to hover. But for accomplishments in aviation, all the guys that learned how to make a helicopter fly." Chad's dream helicopter job would be a Stunt pilot for movies, but in reality her would like to do Life Flight. His most nerve raking experience in a helicopter was: "doing a solo cross country and the helicopter back fired...I had to clean my pants out after that one!" Chad's favorite Experience so far has been "My cross country flight to Indiana in an R22— Long and sometimes boring but a very cool

Experience. Chad's reason for wanting to fly a helicopter: "Pretty much the same answer everyone gives... I've always wanted to fly and what is a better way than a helicopter?" When Chad isn't working hard as a flight instructor you can probably find him spending time

"To me, flying is... NEATO!"

with his wife Heather and his daughter Bentley that is four months old. Chad also has a Boston Terrier named Tobe. Chad isn't a big sports fan, but when he does watch sports you can find him watching Extreme Ping Pong on ESPN 2. A few of Chad's favorite things include: the movie Top Gun, why you might ask "Tom Cruise is so dreamy in that movie."

His favorite TV show is Ultimate Fighter... "those guys are the biggest girls but man they can fight." Chad doesn't read much and he only uses the internet for emailing purposes. Punk, and alternative are his favorite types of music and Pennywise is his favorite band. FOOD is his favorite thing to eat and his least favorite food is any food

that isn't in his stomach! Chad's hero is his dad. "He can do anything...like beat up your dad!" When asked if the glass is half empty or half full "It depends, if it has poop in it

then half empty... then I'm optimistic right, cause a cup half full of poop is pretty nasty." Speaking of that his favorite smell is food and his least favorite...Poop. "Dear Diary.....JACKPOT!" is Chad's favorite quote. He also enjoys hunting, flying, snowboarding, he pretty much likes to do anything. Chad is a very hard worker with a great personality we appreciate everything he does! His closing comment "I just want to thank Brian, Gary, Steve, and Scott for putting this place together and giving me a job. This place is awesome and it doesn't get much better than this. Thanks Guys!

ROBINSON HELICOPTER SALES SOAR!

In 2007 Robinson Helicopter Company manufactured 823 new helicopters, the most civil helicopters ever produced in a single year by one company. The industry record was 806 previously set by Robinson in 2005.

Robinson also broke the record for production of a single helicopter model in one year, producing 664 R44s. The prior re-

cord, also set by Robinson, was 563 R44s in 2005. While the R44 breaks records, the R22 maintains its market niche finishing the year with 159 helicopters produced.

Robinson expects strong sales to continue in 2008. To meet the growing demand, Robinson is focusing on increasing its production rate, which already averages 18 new aircraft per week.

Robinson Helicopter Company is the world's leading manufacturer of civil helicopters. For additional information about Robinson,

Congratulations! Check Rides, Solos, and New Employees

Congratulations to Gabe Henrie on passing his Commercial Check Ride!

Congratulations to Mike Hess on his first Solo!





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

Holiday Days.

We will be closed the following days for the holidays. If you would like to come in on one of these days please speak with your Director of Operations.

December: 24-27
January: 1-3

Petee Pops Off

*A message from Brian "Petee" Peterson
Utah Helicopter Chief Flight Instructor & Owner/Operator*



Hello again, everyone. It has been so nice to see many of you as I have traveled to each location over the last month. I enjoy visiting with everyone as I see the excitement in many of you, as you are making life long dreams a reality...especially those of you close to completing your schooling/training. All our office managers and CFI's are doing a wonderful job. Each of you is the real success of Utah Helicopter. Thank you!!!

This month I find it necessary to inform every one of the increasing struggles with student loans and financing your education. As many of you know the country is in a bit of financial turmoil. It has become increasingly difficult to finance homes, cars, education, any types of credit, etc. Banks and lending institutions are no longer giving money freely, as they once did. They have become much more restrictive - and are projected to remain restrictive - with what they will lend money for, and who they will lend money to. This month's Vertical Magazine has an article written about the credit crunch and how it has affected student loans. A paragraph titled "The roots of the problem" has this to say: The general tightening of the credit market, which has triggered global economic concerns, was reflected in the student loan industry at the beginning of 2008. "Even before the credit crunch evolved, student loans were a problem - same reasons, earlier timing," said Sharon Desfor, president of HeliValues\$, a provider of helicopter appraisal services. According to Desfor, "backlash" from four years of abundant and easy credit,

lending to a rise in borrower delinquencies and defaults, as well as general U.S. economic problems, have contributed to banks "tightening their credit standards at record levels" and loaning out less. I wanted to inform you all on this matter so individually you understand the current dynamics in the lending institutions. They have tightened up. Please understand how important it is to use your student loans for flight training and flight training only (barring minimal living expenses). Always know your current money situation and know when you need to apply for additional funds... usually two months early. You must get to know Erin Hudman on a personal basis so you can stay informed on the different types of loans to apply for, when to apply, and if you will need a co-borrower or not. Call Erin to introduce yourself, if you do not know her yet. She wants to help you stay ahead of the lending game. **DO NOT DELAY GETTING TO KNOW HER.** She should become your best friend while training at Utah Helicopter. Please understand this news about the credit crunch is not a doom and gloom situation. As a matter of fact, it is a very positive situation for those of you who have been able to receive funding. Here is a very

positive excerpt taken from the Vertical Magazine piece about the credit crunch: "Of course, credit crunch or no credit crunch, the industry still needs new pilots. There's such a shortage of pilots, in Canada and worldwide," said Lyle Watts, president of Heli-College Canada in Langley, B.C. "It's the best time in 20 years to get into this." The general consensus seems to be that higher entry barriers could be a long-term plus for the industry, resulting in higher wages and better working conditions for those who do find the financing to complete their training—or have the patience and discipline to save up for it.

Industry experts have been saying the shortage of pilots is only going to become worse, not better. This is great news for all of us. Students, please manage your money very wisely. Keep student loans in a separate account, and always apply for additional loans two months before running out of current funds.

The best way to ensure you get through your training without any pitfalls is to complete it without any delays. The way to delay-free training is to always be aware of how much money you have, and know when to apply for additional funds. Always stay way ahead when applying for loans.

Please know I am here to address any questions, comments, and concerns. Please feel free to contact me via phone or e-mail anytime. I want nothing more than for each of you to enjoy your training while establishing a wonderful career.

Petee

