





BEST OF 2019

BEST OF SAFETY — USHST EFFORTS ARE BEARING FRUIT AND FOCUSED ON ELIMINATING FATALITIES

The U.S. Helicopter Safety Team (www.USHST.org), a cooperative effort between industry and government, promotes safety and works to reduce civil helicopter accidents and fatalities nationwide. Formed in 2013 as a regional partner within the International Helicopter Safety Foundation (www.IHSF.aero), the team has grown to nearly 300 safety experts and has become a leader in safety education and advocacy.

“Over the past two decades the U.S. helicopter fatal accident rate has been cut in half, from 1.32 fatal accidents per 100,000 flights to 0.60,” explains Wayne Fry, FAA division manager for GA Flight Standards and government co-chair for the USHST. “But we have hit a plateau during these last two years. To reduce the number of fatal accidents even more, the USHST has been working diligently on developing safety enhancements based on the accidents we have analyzed. Many of them are now ready to be advanced forward.”

- During 2019, the USHST promoted a white paper showing how UAS can supplement and support manned helicopters in high-risk operations and environments.
- The USHST is ready to release a best practices document offering guidelines for preflight inspections and final walk-arounds.
- A USHST team also is completing work on a proposed advisory circular regarding the use of simulation to rehearse at-risk scenarios and develop safe decision-making.

- Another team is completing research papers providing extensive safety information for pilots about enhanced vision systems and stability augmentation systems.
- The USHST is collaborating with the General Aviation Joint Steering Committee to promote a new reference tool for pilots about the impairment that can be caused by certain over-the-counter medications.
- In order to reinforce a culture of safety among pilots within the helicopter community, the USHST is working with the FAA Team to present a nationwide series of “Go Local” workshops. The two-hour session dives deeply into one specific helicopter accident, discusses the tragedy of lost lives, and helps pilots see that many operational decisions are not black and white choices.



This list is just a portion of the safety enhancements being pursued by teams within the USHST. There are 16 active safety enhancements that USHST experts in the industry and government are focusing on.

“All of work during 2019 is coming to fruition as part of our crucial list of safety actions,” adds Fry. “It’s time for pilots to make safety their first priority and their first mission. We want a fatal accident to become a very, very rare occurrence in the helicopter community. Working together, I think that can be accomplished.”





BEST OF EDUCATION — HELISUCCESS SPEAKERS

On Oct. 14-15, 2019, *Rotorcraft Pro* produced the 12th annual HeliSuccess Career Development Seminar and Job Fair in Las Vegas. The event – sponsored by REACH Air Medical, U.S. Customs AMO, Air Evac Lifeteam, PHI Inc., and Helicopter Institute – featured 15 speakers covering 16 topics. In addition to dozens of pilots landing jobs, \$5,000 in scholarship money was given away to attendees.

Although *Rotorcraft Pro* greatly appreciates every speaker who contributes to the yearly event, we would like to recognize a handful of them who have selflessly contributed their time for many years in an effort to educate the next generation of pilots.

SPECIAL THANKS TO:

Randy Rowles — Helicopter Association International Board Member, MBA, Pilot Examiner, ATP, Gold Seal CFII, Master

CFI, and owner of Helicopter Institute. For over 12 years, he has spoken on such topics as careers in law enforcement flying, professionalism and attitude, as well as career advancement.

Mark Schlaefli — ATP/CFII, Sundance Helicopters director of operations. The nine-year speaker covers the topic of careers in tour flying.

Barry Lloyd — Former helicopter program manager for Cal Fire, and a multi-decades veteran helicopter pilot with experience in both civilian and military operations. For 12 years he's spoken about careers in firefighting.

Marc Stanley — Helicopter Association International board member and a former Army aviator currently flying the AW139 as a corporate pilot with Mass Mutual. An eight-year speaker, Stanley has spoken on transitioning from the military to civilian aviation in addition to providing resume consults.

Stacy Sheard — Helicopter Association International board member, and a former U.S. Army Huey and Black Hawk pilot. Sheard also has experience in charter, tour, ENG, EMS, and



corporate aviation, and a bit of Screen Actors Guild movie flying. A former Sikorsky Aircraft production test pilot, Sheard is currently a corporate pilot for Jet Aviation, flying AW139 helicopters. An 11-year speaker, she covers the topic of networking in addition to consulting with women seeking a career in the helicopter industry.

Dave Tibbals — The native of Tennessee is a veteran of the United States Marine Corps and has 30-plus years of military, HEMS, and recreational flying experience. Tibbals retired as an IFR offshore S-76 captain with CHC Global. He recently came out of retirement to take a position as a float pilot for Med-Trans Corporation. The eight-year speaker covers careers in international flying.

Janie Foster — Former AW139 pilot with Era Helicopters and also experienced in the areas of Medevac/SAR, wildland firefighting, logging, utility, and offshore operations. Currently with Air Evac Lifeteam as the aviation recruitment manager, the 10-year speaker covers the topic of industry networking in addition to consulting with women seeking a career in the helicopter industry.

Tim Lynn - The retired Huntington Beach Police pilot is currently an ENG pilot/ reporter with Angel City Air and KTLA Sky5 in Los Angeles. The 8-year speaker covers careers in electronic news gathering.

Randy Mains — A 13,000-hour, 44-year ATP helicopter pilot and a decorated veteran U.S. Army helicopter pilot. He was a simulator instructor/examiner with Abu Dhabi Aviation in the Middle East, and now is an ATP pilot examiner and CRM/AMRM instructor with a bachelor's degree in journalism. The nine-year speaker covers the topics of "Industry Survival 101" and careers in international flying.

David McColl — ATP, CFI, British airborne forces veteran, and helicopter pilot specializing in external loads and power line operations. A five-year speaker, he covers the topics of careers in utility, longline, and vertical-reference flying.





Connor Genteman (middle) hosts Connor's Car Show with Eli Malloy (left) with a Longhorn Helicopters B206 and Brandon Harrell (right), owner of Harrell Whitetail Ranch and the MD 500. The car is a 1965 Ford Mustang GT restomod. Connor's Car Show was started by Connor's father Ty Genteman to raise awareness about Down Syndrome and autism, and to raise money for charities and hospitals that support research and treatment. Connorscarshow.com Photo: Chad Terrell

BEST OF PEOPLE — **TY GENTEMAN AND CONNOR'S FOUNDATION**

In this issue's Executive Watch column, we highlighted the career and life of Boeing Global Services' Ty Genteman. In speaking with him, we learned how his can-do attitude and organizational skills spill over into his personal life to benefit many families with special needs children.

In 2008, Genteman and his wife Lydia excitedly prepared for the arrival of their first born, but a routine sonogram changed the way they would look at life forever. They learned their still-in-the-womb son not only had Down Syndrome, but also a heart defect that might require surgery shortly after birth. Following the momentary joy of their son's birth, joy shifted to survival as Connor was immediately moved to the neonatal

intensive care unit (NICU). The family soon endured a nine-hour heart surgery to close the holes in Connor's young heart.

Genteman reflects back on the first six months after Connor's arrival as one of the most challenging times of his family's life. "In these types of life experiences, you can either let it crush you or use it as motivation," he said. The Gentemans chose the latter.

After three years and several surgeries, Connor began to stabilize and the Gentemans then focused on day-to-day living with a special needs child, and on how their family could help others in similar situations. One and a half years prior to Connor's birth, Genteman bought a vintage Ford Mustang with the intent to restore it. That project was put on hold until Connor was 4 years old. Finally, by the time Connor was 8, the car was restored and ready to roll. Genteman began hitting car shows as a hobby, and he and his friends began kicking around the idea of holding their own car show to raise awareness and benefit families of

special needs kids. Genteman says the goal of the first "Connor's Car Show" in 2014 was to gather 100 cars and raise \$10,000. Approximately \$16,000 was raised after 196 cars showed up.

Over the years, Connor has developed into an ambassador for the event, and he impacts people's lives with his infectious smile. "If you're not happier after Connor smiles at you, something's not right," says his proud father. "He has a pure joy about him that's so impactful, and in some way it reminds you of what's really important."

In 2019, the Connor's Foundation car show featured 500 cars, 20,000 spectators, and two helicopters, raising over \$70,000 for the cause. It should also be mentioned that many of the coveted trophies at these events are custom made and donated by helicopter companies including Dallas Airmotive, H+S Aviation, Cadorath, and AeroMaritime to name a few.

The Genteman family is an inspiration. Go Connor!

BEST OF LEGACY —

GEOFF PAINTER

A few days before July 4th, 2019, an AW139 owned by coal tycoon Chris Cline departed the coast of Florida and flew several family members and friends to Cline's private island estate on Grand Cay in the Bahamas to celebrate the holiday weekend.

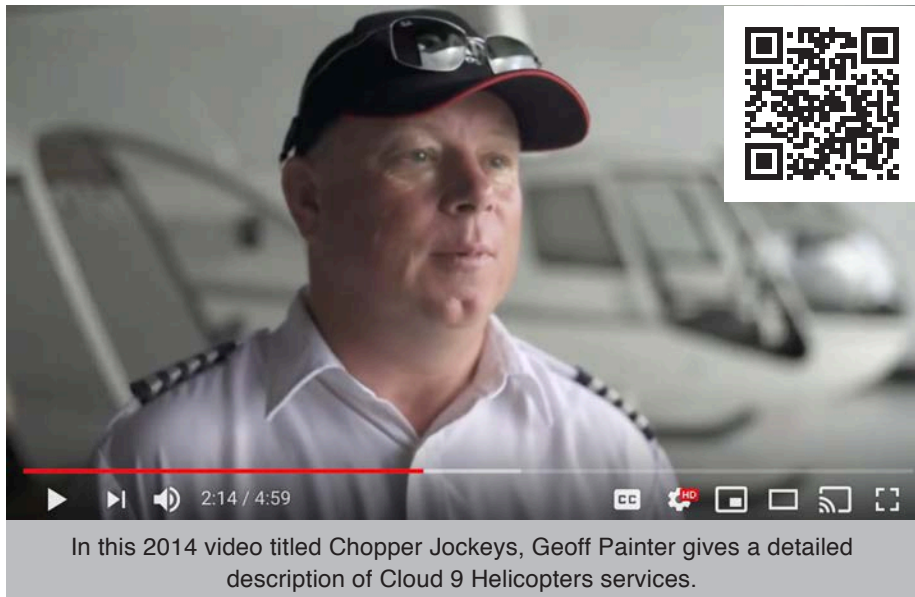
In the evening hours of July 3rd, Geoff Painter and David Jude, crewing the AW139 that night, were asked to fly to Grand Cay to pick up Cline, his daughter (who had fallen ill), and her three friends to return them back to Fort Lauderdale International so the daughter could be taken to the hospital.

The IFR flight from Florida to Grand Cay was uneventful. At approximately 2 a.m., just a couple minutes after departure from the island on the return flight towards Fort Lauderdale, the flight went down in the ocean where both pilots and all five passengers were killed. One witness indicated that shortly after departure, he saw the aircraft lights rotate several times before going down in the ocean. The accident is still under investigation by the FAA.

Geoff, 52 at the time of his passing, was originally from England and served as an officer in the Royal Air Force stationed at RAF Cranwell in Lincolnshire, England. Upon departing the Air Force, Painter had a 10-year stint as a business owner before eventually transplanting to Florida in 2003 to become a helicopter pilot. In 2005, Painter and business partner Jude started Cloud 9 Helicopters, a popular training academy in West Palm Beach, Florida.

Painter was well-known in South Florida helicopter markets, and appreciated by his students and staff who helped him build his business. "He was always generous with his time and energy, and encouraged and facilitated the dreams of others, helping them realize their full potential. Geoff will be greatly missed by all that knew him," said Richard Whybrew, who got his first job as a new helicopter flight instructor from Painter.

Virginia Sinicki, a local radio personality and friend said of Painter, "He loved helicopters.



He loved to fly — he breathed it. It brought him so much joy,”

According to one writer, “Geoff was a friend to everyone he met and a mentor to many.”

Geoff Painter – husband, helicopter business owner, and teacher of pilots – is survived by his wife Debbie, son Mark,

mother Janet Painter of Little Weighton, England, and cousin Alison Wells of London.

Blue skies and tailwinds, Geoff.

