



UTH ROTOR NEWS

VOLUME 4, ISSUE 6

JUNE 2010

SPECIAL POINTS OF INTEREST:

- **LOOK FOR US IN THE PARADE AT OREM UTAH'S SUMMERFEST!**
- **PLEASE JOIN US JUNE 26TH AT POCATELLO IDAHO'S AIRPORT DAY! FOOD, FUN AND HELICOPTER RIDES!**

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The World Record Helicopter Team Flies Again

By: Travis Reid as told to Donna Reid courtesy of Verticalmag.com

When I was 16 years old, and two weeks shy of my private rotorcraft pilot rating, the USA Academy of Aviation in Murrieta, Calif. offered me the opportunity of a lifetime: flying with three other pilots (including USA's owner and multiple world speed records holder, Johan Nurmi) from San Diego to Savannah Hilton Head and back in an attempt to beat the existing record. The chance to fly almost nonstop across the country with the World Record Helicopter Team was so exciting; I thought nothing I'd ever do could possibly be more cool or challenging. And we beat the record, to boot. That was in 2008.

Then, Johan asked me to fly with the WHRT again this spring, on a similar route, this time from LAX (Los Angeles International Airport)... with a goal of beating the existing record by 25 hours! I'd gotten my commercial rotorcraft rating just seven days earlier; I could afford to miss a few days of school; my always-supportive Dad said he'd subsidize it; and we would be flying to benefit St. Jude Children's Hospital. I had to go. This was an adventure I had to check out.

So, in the wee hours of the morning on April 9, 2010, backed by a big crescent moon and my mom's applause, chief pilot Johan Nurmi, Brent McNevin (owner of the Robinson R44 Clipper that we flew in) and I departed from French Valley Airport, and headed for L.A. International.

At LAX, we landed at the rooftop helicopter pad,

parking structure 4, where Brent and I finished our post- and pre-flight inspections and checked our checklists, while Johan raced to the tower to secure signatures for the paperwork that officially started the Race Clock at 6:04 a.m.

Under the intense lights of a local TV crew covering our takeoff, and determined to beat the exist-



The World Record Helicopter Team lands at French Valley Airport in Murrieta, CA about an hour after its world-record-setting landing at LAX. Photo Courtesy of Donna Reid.

ing record, we were psyched up and ready to fly: LAX to Savannah/Hilton Head and back, IN RECORD TIME, or bust!

As we lifted off and headed toward Thermal, Calif., we talked about the days ahead and the ever-present, critical topic of weather. We had chosen our departure date because we needed a three-day "clear-weather window" between California and Georgia, and April 9 showed near-

perfect conditions over our entire NAA-recognized course.

When you're flying that long in a vehicle the size of the Clipper, you really appreciate its celebrated smooth, balanced handling, plus great seats and amenities, and you also appreciate calm winds aloft. Let's face it, even in a craft as fantastic as a Robbie 44 Clipper, when you're flying for 55 hours, your spirits stay maxed when the turbulence stays minimal. So, we hoped the weather would hold.

It's easy to describe what we did during the next 55-plus hours, but tougher to describe how it felt. As for the former, we did all the basics: we flew two to three hours a hop, landed, fueled up, rushed to bathrooms, searched for vending machines, did pre-flights, and took off again. And again. We napped when we could; shared navigation and PIC responsibilities; discussed fuel consumption; studied maps; kept our eyes on the topography; monitored the dark with our NVGs; and took a variety of steps to fight off fatigue.

That's what we did. But how did it feel to be doing these things around the clock and across the country? I won't say it was easy, and we never assumed it would be. We knew there would be high and low moments, and that our resolve and as well as our endurance would be tested. We knew we'd get tired of beef jerky and energy bars, and eventually savor the glorious taste of a vending machine hotdog. We figured we'd man up and deal with no time for showers. Above it all, we were determined to stay positive, think strength, and rely on our knowledge about, and confidence in, our R44. Continue to page 2...

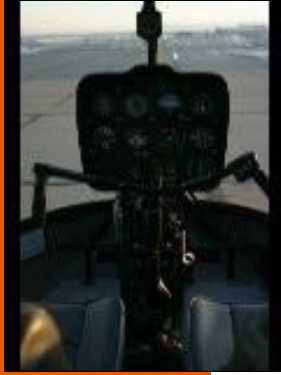
KADE GOURLEY: U42 LOCATION MANAGER

Hello again everybody. We here at Utah Helicopter conduct ourselves as professional pilots. This translates into the way we train our students. We also want to be as safe as possible. Safety is most important, right? If we start to overlook the little things, or "let them slide", safety can be compromised. Who enjoys flying? Hopefully, we all do. Otherwise, this is not the career for you. Who likes to go home to family, friends and loved ones at the end of the day? Once again, I hope the answer is everyone. Besides doing a

thorough preflight prior to every flight, what is one of the most efficient ways to make sure we have a safe and successful flight? Current supplies! I know that this can be inconvenient, buying a new Airport/Facility Directory, Approach Plates and Low Altitude En-Route Charts every 56 days but the information contained in these is crucial to being a well informed, safe and PROFESSIONAL pilot. Information in this industry is constantly changing. This requires every one of us (instructors,

students and beyond) to make sure we have the most up-to-date information possible. Some documents such as the Sectional and TAC are good for 180 days. The WAC is good for a year! There are so many resources available to pilots to make this process easy. To the extent that every time one of your supplies expires a new one is mailed to you. Take advantage of these methods. Please remember if we want a long and successful career in this industry we all need to... "Set the standard for quality and performance... one pilot at a time."

The World Record Helicopter Team Flies Again Continued...



There were moments of major gratefulness for good Samaritans along the way who helped us out, such as the airport employee in Savannah who offered us a ride that saved us a 10-minute walk to the tower. Or the guy in New Mexico who helped us with operation of a fuel pump when we were really nervous that we wouldn't be able to get it going and thus not be able to get fuel there. And the mechanic in Texas who drove 80 miles at midnight to do an inspection and then pronounced us ready to resume our world record flight attempt.

There were moments of high anxiety when we fought never-ending high winds that slowed us down and taxed our energy; and, there was a great moment of elation when we finally made it out of there. There were hours of trepidation when we flew in almost

complete darkness above areas with no highways to offer the orientation of guiding lights. There were times when our fatigue threatened to get the better of us and someone would suddenly declare, "Your controls!"

There were minutes when our patience wore thin and we'd debate subjects that weren't otherwise controversial. There was one time when I cursed the fact that I'd forgotten to charge my cell phone. And all of us were thankful, all the time, for a connection to home and family in the form of our cell phones.

On Sunday afternoon, April 11, 2010, we were so happy when we set down at LAX and learned we'd set a new world record. From the beginning, our goal had been to achieve a time that would be virtu-

ally unbeatable in the future. The existing record, set in 2005, was 88 hours, 43 minutes. Ours turned out to be a record-buster at 56 hours, 24 minutes, beating the clock by more than 30 hours. (Note: at press time, official time was pending final certification from NAA and Federation Aeronautique Internationale.)

All three of us feel satisfied that we achieved our goal, and we hope the flight was good publicity for St. Jude Children's Hospital as well.

This year, for my 19th birthday, no presents were necessary: this adventure with my mentor, Johan Nurmi, and new friend and flight sponsor, Brent McNevin, with the ticket paid for my dad, Bruce, was the gift of a lifetime. Again.

Student Spotlight; Justin Wollam

His hero is anyone that has completed their CFII because they have heart and determination.

Justin Wollam started at our West Jordan, UT location late last year. He is currently working on his Instrument rating and is a very strong and dedicated student.

Justin is not married and is child free except for his dog, Allie.

He loves cheese and beef jerky but dislikes boiled spinach and raw fish. Guess he won't be joining us for sushi.

He likes classic rock, especially Creedence Clearwater Revival.

He likes to watch football and "Sons of Anarchy" stating "it's different." And he loves the movie "Tombstone" because "I'll be your huckleberry".

Justin has a picture of his

boat as his screensaver.

His favorite website is 'Stick Bow' which is a traditional archery forum. He likes to read Vertical Magazine or anything non-fiction or science fiction.



His first vehicle was a 1979 GMC pick up but he would love to own a 2010 Duramax.

It has always been his childhood dream to fly helicopters. He loves to do slope landings and is most

proud of soloing the aircraft.

His most nerve racking experience was when a plane cut him off on his first solo. His favorite experience was seeing the deer and elk up in the foothills, west of the airport. His dream job would be anything in Alaska and to him flying is "the most awesome thing I have ever done". His heroes are anyone that has completed their CFII because they have heart and determina-

tion.

Justin is not a 'glass half full' or 'glass half empty' kind of guy. He likes to see things for what they are. He would say, "that is a half of glass of water". We love having him with us!

Utah County Open House

Thank you to all who attended our Utah County Open House!



It was a lot of fun and we enjoyed meeting more new people!



UTH RECOGNITION

WELCOME NEW STUDENTS:

OAKLEY FARRAN

JOHN DEWEY

ANDY KOCH

HAPPY BIRTHDAY!!!

- Dave Rasmussen
- Chad Harper
- Rick Manning
- John Perl
- Dustin Keller
- Darren Telliho
- Jared Daylong
- Kyle Victor
- Keaton Cheney
- John Dewey
- Miranda Graves

CONGRATULATIONS!

Jared Daylong and BJ Belnap on your first solo flights!

Eli Hobbs on passing your Instrument rating!

Kyle Victor and Jake Allred on passing your CFI's!

CONTACT AND LOCATIONS:

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