

# HUSKER ULTRALIGHT NEWSLETTER

THE BI-MONTHLY NEWSLETTER FOR ULTRALIGHT AND MICROLIGHT AVIATION ENTHUSIASTS (NOT JUST PILOTS) IN AND NEAR SOUTH-CENTRAL NEBRASKA. PUBLISHED BY HUSKER ULTRALIGHT CLUB (HUC), USUA CLUB #140.

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**MEETING HIGHLIGHTS...** **11/16/05** 7pm, Hastings main air terminal bldg. Twenty members and three visitors including Shay Graves, a reporter from the Hastings Tribune were present. Minutes read and approved. Lee reported \$1440.49 in bank. Report approved. A late motion was made to accept the bill from Larry Elrod for the purchase of club T-shirts and caps. M,S, Carried. New beige T-shirts and summer caps now available. We discussed the fact that one of our members took off from the apron of the Holdrege airport after our fly-in in October. The airport manager, Lanny Lambrecht, in visiting with one of our members expressed concern about the unapproved procedure. After discussion we pretty well all agreed that for safety reasons and public relations we should all try to follow established procedures in our flying unless specific permission is granted by proper authorities to do otherwise. A motion was made and approved to instruct the secretary to send a note of apology to Mr. Lambrecht and a note to the HUC member .Dave Nissen reported on the progress of the possibility of having a fly-in at Wilber during their Czech Days. We have been invited. Would be on Sat., Aug. 5th No decision made. There was a fairly long discussion of the Quicksilver crash at the Blue Hill football game a week or so ago. It was generally concluded that he stalled at a very low altitude of perhaps 30' to 50' and spun in. We had a discussion of search and rescue with our machines. Lee Meents made a motion to create a "Volunteer Rescue Group". Seconded by Paul Weiler, carried. Lee will serve as chairman and after getting formed will inform local law enforcement agencies of our availability. Tom Yilk suggested we change our name to something like Husker Sport Flyers since so many of our members will become Sport Pilots as well as ultralight pilots. Some suggested that our roots are in ultralighting so name should stay. No action taken.

Delbert Gitchel asked about our interest in having a CPR training course. He has come by a dummy to use. No action taken.

**12/7/05** Husker Ultralight annual Christmas dinner was held at the Golden Corral at 7 pm. Twenty people enjoyed the meal and evening together. Following the dinner Jerry Littrel called the meeting to order. Minutes were read and approved. Lee Meents passed out the treasury report. It shows a bank balance of \$1349. We also have some shirts and caps inventory on hand. Alan Zwink brought up the ultralight crash at Blue Hill. The discussion centered on the charges which were being brought against the pilot vs. the charges that would have been brought if it had been a car accident with some property and people injured. As a result of the accident the club will be giving an informational meeting on ultralights for the press sometime this spring. Doug Camplin is involved with this. Duane Ransdell's name has been inadvertently left off of our membership list. It will be added back on and Dave Nissen will inform him accordingly. MSC to locate a hidden key for the club trailer so members can get in for emergency use. *These notes were furnished by Leslie McHargue, Sec.*

**"ALTITUDE IS YOUR FRIEND"...** We've all heard that aphorism dozens of times, but it still holds a lot of truth. Just this week (Jan. 9<sup>th</sup>), a flight instructor and his student died when the Cirrus SR20 they were flying crashed while they were practicing touch and goes at a Lancaster, CA airfield. The airplane's ballistic chute was found deployed in the wreckage, but witnesses quoted in early reports disagreed as to when it was deployed. In practice, low and slow in the pattern is a dangerous time for something to go wrong and even if chute use is attempted, there may not be time for it to help. Depending on attitude and airspeed, it can take about 300 feet -1,000 feet to fully deploy a recovery chute. If we do something stupid, we at least have a chance of remedial action if we're flying high, but none if we're low and slow.

**THE VERY NEXT DAY...**after the above-mentioned crash BRS, the ballistic parachute manufacturer which got its start building recovery chutes for our ultralights, announced that it had

received FAA approval (STC) for a chute on a new general aviation craft, the Symphony SA 160, a 2-place high wing certified aircraft. Of the 20,000 parachute systems sold by BRS so far, 2,500 are located on certified aircraft. 181 people have reportedly been saved by this style of parachute. See what a safety trend ultralight pilots have started?!

**NEXT MEETING...**of **HUSKER ULTRALIGHT CLUB** is 7:00 p.m. Wednesday, January 18 at Hastings' Lincoln Park Fire Station meeting room. This is just east of the Highways 6 and 281 junction. Showing of an FAA video is planned.

### **Current Club Officers...**

Jerry Littrel- President, Davenport  
Doug Camplin- Vice President, Grand Island  
Les McHargue- Secretary, Central City  
Lee Meents- Treasurer, Wood River  
Dave Nissen- Newsletter Editor, Hastings

### **FLY MART...FLY MART...FLY MART**

**FOR SALE-TITAN** Tornado. 1998 titan 20' wing, 618 Rotax, 286 hours, 3 blade Warp prop, Full instrument panel, Grand Rapids EIS, Electric trim. Color is red/white/blue. \$20,000 Call Dean 402-560-9755

**WANTED**-Would like to borrow 4-stroke ultralight engine which will be used for display purposes only at the 16-hour PPC repairman course in Lincoln (see details below). Can be left attached to your UL if you wish, and will be gently treated. Contact Larry Doehling (details below).

**FOR SALE:** 2001 BUCKEYE DREAM MACHINE, PPC, with 120 fun filled hours. Engine Rotax 503, manual start. Updated to latest model with larger fan cage, heavier motor mounts, 3-68" prop, new style strut assists. **OPTIONS:** 3/1 "C" drive gear box, strobe light, mirror, saddle bag, under seat storage, front brake, line trimmers, EFI instrumentation, ceramic powder coated exhaust. **CHUTE:** Choice of APCO MARK II, or Chiron high performance elliptical. Helmets and intercom available at extra cost. Price: \$10,500. Leslie McHargue, 308-946-2913, 940-1442. Central City, NE. [lmcchrg@hamilton.net](mailto:lmcchrg@hamilton.net).

Items for FLY MART must be submitted by the 5th of the month in which the newsletter is published (Jan., Mar., May, July, Sept., and Nov.) ONE free ad (100 words or less) per category, per issue, and a new ad must be submitted each issue. Ad photos are charged at \$3 each.

### **UPCOMING EVENTS...**

**Feb. 15** Wednesday HUC meeting 7:00 p.m. at 3009 Colorado Ave., Grand Island, NE. This is Dean's construction site.

**Saturday Feb. 25th and Sunday Feb. 26th** HUC member Larry Doehling advises the Powered Parachute Repairman's class in Lincoln is full. You may, however, audit the class for free (without earning any credit or certificate). Please contact Larry for further info. [ld35904@alltel.net](mailto:ld35904@alltel.net) or (work) 402-466-8515.

**March 15** HUC meeting 7 p.m. at community room at Home Federal Bank(Southwest Grand Island - Stolley Park Road & Webb Road, South of Dinsdale Chevrolet )

**April 19** HUC meeting 7 p.m. at community room at Home Federal Bank (Southwest Grand Island)

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Web site: <http://www.angelfire.com/ultra/huc>

E-mail: [huc140@yahoo.com](mailto:huc140@yahoo.com)

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Dave Nissen, editor  
807 North 5th Ave.  
Hastings, NE 68901