

# *If it's in the Newsletter, it must be true...* Maine Powerchute Association Newsletter June 2012 [www.maine-powerchutes.com](http://www.maine-powerchutes.com)

## Engine warm-ups

Of course, we all know about cold seizures – we have had a number of PPCs quit because of it. Since the piston and the engine block are made of different metals, they expand at different rates, and unless the coolant, the pistons, and the engine block are roughly the same temperature when the thermostat opens, the pistons could seize.



*An impromptu attempt at a group shot, as Ray G. in the tilted chute discovers the joy of mid-air prop blast.*

But we have noted some other warm-up practices that could be equally bad for your engine – mainly going to full power just a few seconds after starting the engine. It is a good practice to go to full power for a short bit before taking off, however only after the engine is nice and warm (touch the exhaust pipe with your tongue to make sure). In other words, going to full power should only happen after running the engine at quarter power, then at half power, then three fourths, and only then to full power. That process before full power should take no less than a couple of minutes, even in the summer (longer in the winter – duh).

## Recent events

Had an excellent turnout at one of our favorite venues – Merrymeeting field at Bowdoinham. Although the weather was pretty windy most of the weekend, and had a big thunderstorm Friday night, we had some great flying weather in the mornings and the evenings. We flew to Brunswick airport Sunday morning where most of us did 8 or 9 touch-and-go-s without ever making a turn. “How,” you ask? On an 8,000 foot runway, it’s easy.

Mark Bowker is the owner of that facility, and he once again was the host extraordinaire – thank you Mark (wait – I’m presuming he actually reads this trash!!!). He asked that we don’t put ruts in his field where we park our campers and trailers. So of course we said yes, then proceeded to put Jerry’s trailer in a spot that was deceptively solid looking but was really mud in disguise.

After about an hour, we got him out. Having learned our lesson, we then guided Steve with his even bigger rig into another solid looking spot, where he quickly sank up to his axles. Having gained all the experience from Jerry’s tow episode, it only took us about three hours to get him out.

Oh yes, the ruts. We developed a technique for filling those in that is so clever that we’re thinking about copyrighting it. It involves jumping up and down on the edges of the ruts until they give in and become sort of level with the field. The exercise is quite elegant, and we named it the rut dance. It is



*Recommended summer flying gear for all female passengers. Acceptable in the winter too.*

captured on video, and you can see it at our annual Christmas party in December.

We switched our Deblois event to Hampden, as we're trying to save some gas money for our big trip to Presque Isle later this year. Jeremy Williams and his lovely and talented wife Sheila were kind enough to invite us again to their field, so we took them up on their offer in this change of venue. Although the weather was a little shaky, we did get some good flights in Saturday morning and evening, and had a nice cup of coffee with all the boys under the awning Sunday morning as we listened to the steady rain while solving the world's problems.

Jeremy and Sheila used to have their annual fly-in at their field for many years, but discontinued it last year, so we welcomed their invitation to the MPA – I guess we provide comic relief and generally don't trash the place.

### Usual reminders

Biennial flight review – surprisingly, this happens every two years. Every pilot including Sport Pilots must have this done within two years of the last one (or within two years of getting your license for the first time). This is a required two-hour instructional session – in other words, you cannot fail it, although the instructor has the right to not sign you off if he thinks you're a menace to society and a danger to all of us good pilots.

We have two CFIs within our club who can perform this relatively painless event – one hour ground instruction (i.e. go over rules, procedures, etc.) and one hour of flight to make sure you can still handle your aircraft safely. The club-member price is only \$80 – see our instruction site at either the INSTRUCTION WEBSITE tab on our web site or directly to [www.ppc-instruction.com](http://www.ppc-instruction.com).

Annual condition inspection – this has to be done to your plane every year – it can be performed by the owner if he/she has had the 16 hour course, or by an A&P mechanic. Luckily, we have an excellent A&P in our club, and he does this for a very reasonable fee.

With those two things out of the way, you are fully legal for another year, so you can crash into trees,

swamps, etc. without getting into trouble with the FAA. What a relief!

### Dear John section

As a public service, we have started a new advice column where our readers can write in with difficult personal problems, and we provide the proper, simple, and real-man MPA solution.

The first letter is from one of our members who owns a boat.

*Dear John: I really need your advice on a serious problem: I have suspected for some time now that my wife has been cheating on me. The usual signs: if the phone rings and I answer, the caller hangs up; she goes out with the girls a lot. I try to stay awake to look out for her when she comes home but I usually fall asleep.*

*Anyway last night about midnight I hid in the shed behind the boat. When she came home she got out of someone's car, buttoning her blouse, then she took her panties out of her purse and slipped them on.*

*It was at that moment, crouched behind the boat, that I noticed a hairline crack in the outboard engine mounting bracket. Is that something I can weld or do I need to replace it? Signed: Perplexed.*

### Response from our MPA Advisory Board:

*Dear Perplexed:*

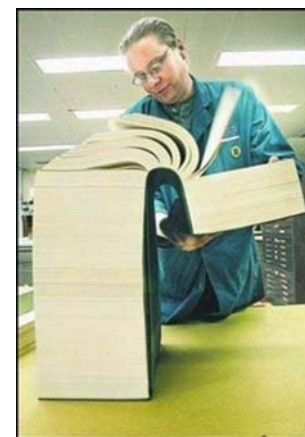
*You're right – you have a very serious problem. The crack in the bracket will get worse from vibration – have it welded immediately! And don't forget to thank your wife for helping you catch this problem early!*

### Great News - Just Released!

The book we've all been waiting for has just been released in a soft cover edition. The male author's name has not been made public due to the many death threats he has received. Look for it at your favorite bookstore – the title is "Understanding Women." The picture on the right shows Volume 1 of 7.



*One of the many eager young ladies we had to reject for membership because of improper flying gear.*

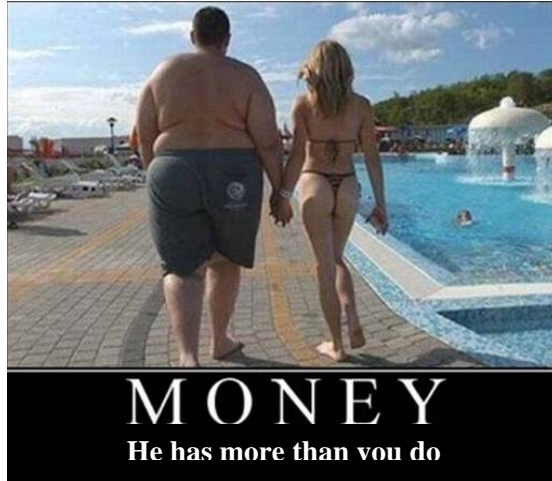


**Upcoming events**

Industry, ME – our 4<sup>th</sup> of July event is on 7<sup>th</sup> of July this year, since the fourth had the ill manners to fall on a Wednesday. This is our second year for this venue – last year turned out quite well with a large MPA presence and some decent flying. By “large,” by the way, I mean many chutes, not that we had big butts or anything like that.

**Maine aircraft permit**

Just when we thought we were out of the woods with all the governmental stuff, we have to remind you of one more. So let’s recap – you need to REGISTER your aircraft (i.e. powered parachute) with the FAA (that is your “N” number. Then you have to have your AIRWORTHINESS CERTIFICATE, also from the FAA. You have to have your OPERATING LIMITATIONS. OK, we have all three of those, so that aircraft is perfectly legal to fly, right? Well yes, as far as the federal government is concerned. However, the State of Maine wants you to register your aircraft with them too, so they can issue you a permit to be stuck to



*man’s treasure,”* we can often say that “*one man’s achievement may be another man’s embarrassment.*” However, thrown in with all that are some REAL achievements – it’s up to you to decide which is which!

Congratulations to Gary Williams for his first solo flight, which is always a memorable experience for anyone who has ever flown. Nice job, Gary! Not only did Gary walk away from his first solo landing, but he could also use the plane again!

Congratulations to Jerry Sukeforth for doing a magnificent job in remodeling his “sort of 103 legal” Eagle One machine – super paint

job, brilliant seat configuration, great accessories. As an additional bonus to his congratulations, on its maiden flight, he flipped it on his takeoff roll, so he went back and re-did the super paint job, the brilliant seat configuration, and the great accessories all over again.



*As a public service, one of our cheerleaders showing just another great use of PPCs - drying your hair!*

one of your tubes. Luckily, it only costs \$10, and can be done through e-mail. Contact this e-mail address, and the very nice lady will send you the stuff for you to fill out – it is pretty darn simple, actually. Then your plane is truly legal with everybody. The address is [Jenny-Jo.Everett@Maine.gov](mailto:Jenny-Jo.Everett@Maine.gov)

**Congratulations section**

In our never-ending quest to elevate this Newsletter out of the lower bowels of a sewage treatment plant, we are once again innovating by adding this new section where we congratulate achievements by some of our members. Achievements are of course, relative – similar to “*one man’s trash is another*



*What REALLY happened to the dinosaurs*

Congratulations to anyone who actually reads this Newsletter – your lack of common sense is more than offset by your ability to force yourself to do very difficult and unpleasant things!

Congratulations to all the wives and near-wives of our MPA pilots who tolerate all the silliness in which we engage and who actually understand that it’s a “guy thing.”

Congratulations to Randy Autrey for still being alive after teaching dozens of totally rookie students to fly a PPC. I still think the totally white hair you developed over the last few years, the ulcer, the three heart attacks, the four strokes, and that constant twitch in both your eyes is a very small price to pay for all the happiness you brought to your ungrateful students!

Congratulations to Steve Goulet for having great faith in his fellow MPA guys at Bowdoinham. His friends led his huge and heavy camper to be hopelessly sunk in a muddy field, making it worse with each new brilliant idea to get him out. However, the last hare-brained scheme we tried actually worked to everyone's amazement. Steve was the model of confidence through all the tries, again to everyone's amazement!

Congratulations to all the dairy cows who let their teats be pulled every day just so we can have ice cream. We owe you!



*Fun at Bowdoinham – John G. performs a perfect smoke ring while Kevin O. tries to draw a sky-snake and while the innocent bystanders see how long they can go without breathing.*

**Aircraft are dangerous!**

Unfortunately, the Maine aviation community had two fatalities in the last month. One was in a Stinson 108, which is considered an antique aircraft that apparently lost power and went into Casco Bay – the pilot was seen swimming away from the crash, but shortly after died of injuries.

The other was a fixed wing ultralight that the pilot just built, and crashed into the trees about ten minutes into his first flight. The plane sat on top of a tree, and he was OK, but then tried to climb down the tree from about 60 feet when he fell to his death.

Many of us remember one of our MPA members Red Higgins, who also crashed into the top of a tree and was fine until he tried to climb down, when he also fell to his death. Even more sadly in both cases, there were people on the ground ready to help while encouraging the pilot to stay where he was, and rescue personnel were on their way.

While it is tempting to climb down a tree such as many of us have done as kids, it is very dangerous as limbs will break, gaps can be too large, and mostly because we're not kids any more – not as limber, maybe not as strong, and maybe weigh a few more pounds.

It may be a good safety practice to carry a container of dental floss in your PPC bag, which can be used to bring up a rope from the ground – your chances of getting out of a tree are much better with a rope attached to a strong limb. However, the best safety device still sits between your ears – think ahead, have an escape route, and don't take chances where your odds of success are limited. While our PPCs are safer than any aircraft, don't substitute an open parachute for an open brain! Hey – I like it – we may have just devised a new MPA safety slogan!

**Disclaimer**

All the test subjects used in the creation and the testing of this Newsletter were volunteers over the age of 18. The management regrets the small amount of psychological damage to some of them allegedly caused by the reading of the draft copy, but such is science! We sincerely hope that the generous \$5.00 fee we provided will aid in paying for the years of therapy that is usually needed in these cases.



**The End.**

Yes, once again, it is the highlight of the Newsletter. Be sure to read the next Newsletter to see the REST of the picture!