

# *If it's in the Newsletter, it must be true...* Maine Powerchute Association Newsletter March 2013

## 2013 Event Schedule ready

Well, we finally identified, collated, sliced, diced, spindled, juggled, and modified all the competing interests within our fun little group, and came up with our list of events for the year. As usual, it is action packed with chills and thrills for everyone! OK, I don't know what that means either.

In addition to the hard copy list that is on the last page of this Newsletter, we have posted the schedule on our web site as well. They should be identical. And at this moment, they are. However, as my dear Dad said after he changed into my dear Mom, "things change," so occasionally we make a schedule change to accommodate life. We hate to do it, but it happens, so ALWAYS check the web site before leaving for an event to make sure somebody will be there. Or, you can make a quick call to me, John at 852-7300 or to Jerry at 691-3800 since we seem to be at most of them. We also try to coordinate the chaos that occasionally arises just before an event with changes due to weather, soft fields, disease and pestilence, and of course civil unrest once the locals find out we're coming to their neighborhood. OK, I was kidding about the Dad change thing – sorry Dad – the Easter bonnet sort of threw me!

As usual, we have scheduled events all over the state to accommodate all our members so you should be able to make it to at least a few of them without having to take out a loan to pay for gas. A number of years ago, it seems like the expense of traveling was never an issue, but all that's changed so that our buddies from the Presque Isle area pay well over \$200 to get to an event near Brunswick – it being a round trip of over 500 miles.

And yes, it costs just as much for the more southern boys to go north – maybe more, since it's mostly uphill! Yep, I know that doesn't make sense.

So to summarize all this, post the hard copy of our schedule on the refrigerator right next to all the crayon drawings from your childhood (or maybe more recent past?), check it frequently, plan your life around it, but still check the web site for any last minute changes. We'll have a wonderful year!

## Dues still due!

Just in case there are any procrastinators out there (I'm making a very small presumption here), the 2013 club dues of only \$20 are still due to continue your incredibly valuable membership in our jolly organization. To avoid the trauma that is sure to be caused by the loss of your membership, send your \$20 to Bonnie Micue, P.O. Box 13, Warren, ME 04864. Once you're paid up, we'll teach you the secret MPA handshake (but only if you're not ticklish).

Wow! I'd do ANYTHING to get a ride in a PPC

And I'd do ANYONE to get a ride in a PPC



*Typical scene at an MPA fly-in. Those pesky groupies are such bother!*

## Safety seminars

We had two seminars so far this year – one in Brunswick on the Rotax engines, and one in Wiscasset on loss of control. These are of course sponsored by the FAA Safety Team, and are attended by pilots of all stripes.

We had large MPA presence at both of them, which speaks highly of our group. These events are not only fun in that we get to chit chat with our fellow MPA guys and with pilots from all sorts of backgrounds, but they inevitably make us safer pilots. We also get attendance points from the FAA, which again goes to show the world that PPC pilots are indeed professional aviators who can share the

same airspace with all the other aircraft zooming around. Did I mention that we get free donuts and coffee as well?

By the way, the session on “Loss of Control” lost several people right at the beginning of the session. After John Wood, the FAA’s superb presenter, announced that the session had nothing to do with bladder control, several of us old guys who went there hoping for tips on bladder and prostate issues promptly left.



*This should be the last winter flying picture for the year, much to the relief of the nice people trying to sleep in on a cold, wintry Sunday morning.*

We will announce any upcoming safety seminars in Newsletters and on the web, so try to make some of them – they are definitely valuable. One of our members, Randy Autrey, is a lead safety representative for the FAA, and he organizes some of these in addition to keeping us out of hot water if we ever need it.



**Snow-bird reminder**

Some of our less manly members (also known as snow-birds, or sane people) travel south for the winter. In case you’re wondering what they do down there while we’re freezing our butts and other parts off, there is a

link to short video on our web site.

**True Story**

*“Darling, do I please you in bed?”*

*“Yes, I love that trick you do with your mouth!”*

*“What trick?”*

*“The one where you shut up and go to sleep.”*

**A great safety practice**

Performing a pre-flight on your aircraft is, of course, just common sense. After all, your life may depend on its performance, so you definitely want to make sure all the parts are there, they’re in the right location, there’s enough of the liquid stuff, and all parts seem to work.

The most critical parts of any aircraft are the control surfaces. Bad things might happen to your engine,

but when that eerie silence sets in (and you haven’t gone deaf all of a sudden), if you can control your aircraft, you have a chance. With our powered parachutes, you have an excellent chance. But if the aircraft is NOT doing what you want it to do (with or without the engine running), you’re in deep doodoo. Even in a powered parachute!

For that reason, all real pilots (the ones that are alive and want to stay that way) will check the free travel of their controls before they take off. In fixed wing aircraft, that’s easy – move the controls around and watch the surfaces react.

A little different in our PPCs since we can’t be sure that we have lateral control until the chute is inflated on the takeoff roll. We can, however, check the vertical control (i.e. your

throttle lever) on the ground to make sure it has free travel before you start the engine, and that it is in the right position (NOT fully open!).

So for the lateral control, all of us sensible pilots (the ones that are alive and unhurt and want to stay that way) will adopt the habit of making sure our pedals



*Our pre-flight stretching drills will be led by our new exercise instructor.*

can easily move unobstructed to their full travel BEFORE you’re airborne. That means on your takeoff roll! As soon as the chute inflates, move both feet forward and back once or twice to make sure your steering lines can move freely. After that, give it full power and you can relax, as no matter what happens, you can steer to safety. Of course, I’m exaggerating a tad about the “no matter what happens...”

**Congratulations section**

In our never-ending quest to elevate this Newsletter out of the lower bowels of a sewage treatment plant, we are continuing this feature again this month and recognize significant achievements by some of our

members. Since it's pretty slim pickings, we are once again pretty liberal with what we consider "achievements."

Congratulations to the several MPA members who attended our three winter fly-ins and did not go through the weak ice, did not skid off the imaginary runway, actually stayed up for than 10 minutes, and remembered to wear gloves. Hmm - when you limit it like that, did anybody qualify?

Congratulations to those responsible MPA-ers who attended the two safety seminars sponsored by the FAA so far. There'll be more to come, so you'll get another chance!

Congratulations to Randy Autrey for buying donuts for everybody at the safety seminar. Oh, that reminds me, he and I were supposed to split the cost! Is there a statute of limitations on that sort of oversight?



OK, this section was not up to its usual standards, low as those may be, since so far this year not much has happened. Stay tuned for more as we start flying!

**Sad story**

*"My wife left me last Wednesday. She said she was going out for some milk, and she never came back."*

*"Gee bro, that's a bummer. How are you coping?"*

*"Not bad. I've been using that powdered stuff."*

**Good news on biennials**

As we all know, the biennial flight review is required for ALL pilots (everybody - private, commercial, airline pilots, etc) every two years. The session must be done with a CFI, and consists of one hour ground stuff and one hour flight stuff. It is an instructional session, not a test, although if the CFI does not think you're safe to conduct flight operations, he can choose to not sign you off until you get more instruction from another CFI.

The ground portion consists of reviewing all the kind of stuff you had on your written test you took before getting your sport pilot license. It is tedious and tiring for both the CFI and for you. So, here comes technology and entrepreneurship to save the day! You can take the ground portion on-line at your leisure and do it until you get it right for only \$29.95. After you've taken it, you can print out the

certificate to take to your CFI, who then will just fly around with you for an hour and you're all set for another two years. Neat, huh? So here's the link: <http://wingsrealityedu.com> - look it up and check it out!

**Next fly-in**

Our first non-winter fly-in is coming on the weekend of April 20<sup>th</sup> at Knox County airport (Owls Head). Jerry is our host, and the local EAA chapter will be making a pancake breakfast and a hamburger lunch for us on Saturday. Lots of fun, so get the dust off your plane. See you out there!

**Medical tragedy**

*"Is this a picture of your wife, sir?"*

*"Yes, it is."*

*"I'm afraid it looks like she's been in a car accident."*

*"I know, but she has a lovely personality!"*

**Disclaimer**

No material in this Newsletter was plagiarized from any other sources, as evidenced by its quality. The lab animals used to proof-read this material unfortunately escaped, although there seems to be some evidence that they were aided by the ASPCA.

***The End***



*In recognition of spring and the start of a new flying year, our usual sign-off ending picture was replaced by a "Hello" kiss from Miss MPA 2013*

# 2013 Fly-in Schedule

Dates are Saturdays unless otherwise noted – most people get there Friday afternoon and stay through Sunday.

**Items highlighted in yellow are MPA PPC-only events – no GA aircraft**

**H – Hosted by**

Feb 16	Brunswick A/P Winter fly-in	H - S.Royal
Feb 23	Bethel Winter Festival	
Mar 16	Wiscasset A/P Safety seminar & chili cook-off	
Apr 9 – 14	Sun 'n Fun (Lakeland, FL)	
Apr 20	Knox County A/P (Owls Head)	H – J. Sukeforth
May 12	Grennel Field, Warren	H – J. Sukeforth
Jun 1	Bowdoinham (& Brunswick A/P)	H – M. Bowker
Jun 22	Bar Harbor (details to follow on the web)	H – M. Keane
Jul 4 - 7	July 4 <sup>th</sup> Big Event – W. Farmington	H – K. Oliveira
Jul 5 - 13	Yankee Fly-in (Greenland, ME)	
Jul 20	MPA Top Gun weekend (details on web)	H – J. Gobel
Jul 29 – Aug 4	EAA Air Adventure (Oshkosh, WI)	
Aug 3	Mainely Sport Planes (Patten)	
Aug 11	Deblois A/P (near Cherryfield)	H – M. Keane
Aug 16 – 18	Lewiston Balloon Festival (from Twitchell's A/P)	
Aug 17 - 24	Annual MPA adventure trip (TBA)	H – J. Gobel
Aug 24	Bowman (Livermore)	
Aug 24	Biddeford Open House	
Sep 7	Gorham, NH A/P	H – R. Godbout
Sep 21	Presque Isle (Cyr's field)	H – R. Paradis
Oct 5	Bingham (Gaddabout Gaddis)	H – D. Sukeforth
Oct 19	Bethel A/P	H – R. Autrey
Dec 8	MPA Christmas Party (Augusta)	H – J. Gobel

U pdated 3/29/13

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