

If it's in the Newsletter, it must be true...  
**Maine Parachute Association**  
**Newsletter**  
www.mainejumpers.com  
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**Special Intellectual issue!**

Of course, all our issues of the Newsletter are intellectual issues, but this one is especially so. We will imbue some humor (yes, that's what we call it...) that will take some thinking to get. Trust me, when you get it, it will be funny. Maybe.

**New Home page on our web site**

We have had the Home page on our web site for many years and alas, it has served us well (I always wanted to use the word "alas," and it seemed to fit here!) However, like our many body parts that have also served us well over the years, the time has come to accept the fact that it just doesn't have the same zing it used to, so it's time for a change.

The new web page is cleaner, less cluttered, easier to navigate, and more compact. That's the redesign criteria, anyway. It still has just about all the content that the previous one did, but somewhat better organized.

So take a few minutes and check it out - leave a message in the Guest Book if you have some constructive suggestions. In case you're not sure, "constructive" means things that can actually be done, not stuff that is anatomically impossible.

By the way - most Internet browsers are set to "cache" pages, meaning they will keep the version that you viewed so the next time you view it, it can give it to you faster. Also, most browsers are not set to automatically get the latest version of a webpage. In that case, you have to "refresh" the page to get the latest version - you can do that by hitting F5, or by clicking on the two little crossing arrows on the very top. Our website is updated at

least weekly, so if it seems old, make sure you refresh it!

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*No matter how much you push the envelope, it is still stationary.*  
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**Fly-in protocols**

Since all of us are generally considerate of each other at fly-ins, we set very few rules for these events, except where we have certain flying area restrictions. However, at one time or another, we do some stuff inadvertently that is sometimes just annoying to others, but at times can be a safety issue. So here are some things to keep in mind:



*OK - let's see - to turn left, push the LEFT pedal, to go up you push the thingie on the right forward, etc, etc. - OK - this doesn't seem that hard, I think I'll try it...*

Flying over chutes - the guys who take off before the others will usually hang around the area and often buzz the field several times. That is fine, except when you fly over someone who has his chute laid out nicely, getting ready to take off. The prop wash from your plane creates a

whirlwind funnel that DESCENDS and will cause the chute on the ground to billow up. Even flying at 50 to 100 feet over a laid out chute, the effect is significant. So do NOT fly directly over a laid-out chute - go off to the side by at least 100 feet to avoid the effect, or stay at least 100 feet over the chute.

Repeated low passes - one or two low passes over the families and pilots who are still on the ground is cool (especially with smoke!), but doing it over and over becomes very ANNOYING! Yes, we saw how well you control the plane, how pretty your chute is, and how steeply you can turn, but really - we don't have to see it 10 times!

Annoying the neighbors - while we're generally good about this, we do have to keep in mind that not everybody wakes up at 5:30 on weekends. When we take off at early hours to take advantage of good weather, let's make sure we avoid flying over houses at low altitudes - it's simple enough to veer off to one side or another to avoid houses. We have tons of space elsewhere to do low flying. Yes, we have the right to do it, but it's much better to have people look at us and our sport as a bunch of good guys having fun instead of being viewed as pain-in-the-ass inconsiderate dumb asses (even if that's true...).

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*Time flies like an arrow - fruit flies like a banana.*

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Crossing real runways - those times when we fly at airfields that have other GA traffic, we have to be extra careful as approaching aircraft are often hard to see since they'll often be flying over 100 mph. When we cross the ends of runways (approach or departure end - doesn't matter), the danger is multiplied many times. So, after takeoff, turn away from the field, and if you need to cross the runway, get some altitude and cross it at mid field at 500 feet or so. Arriving aircraft will be ON the field at that point, and departing aircraft will NOT be at that point in the air yet, so that is the recommended way to cross. Of course, monitor the airfield frequency and announce your intentions when crossing. If you have to cross at either end for some reason, make sure you double and triple check for other traffic, and definitely announce your location (at that field's frequency, of course!).



*The only reason I debase myself by being in this trashy Newsletter is that it's the Intellectual issue.*

### Knox County fly-in

After a couple of weather postponements, we finally pulled off our first fly-in of the new season at Knox County airport. The local chapter of the EAA is on site there, and we can't thank them enough for their hospitality, their friendliness, and for just being "good ole' aviator boys!" Unfortunately, we missed their monthly pancake breakfast by a week.

We had a few good flying opportunities and we took advantage of those - it's always awesome to fly near the ocean and the many bays in that area,

especially around sunrise and sunset. The winds aloft near water are generally strong (but not gusty), so we had to plan our trips so we head into the wind so we can come back the same day. OK, the word "plan" maybe a little strong - it consists of taking off, see which way the ground is moving REALLY fast, and going the other way.



*Our obligatory pretty PPC flying picture for this issue, since this is PPC newsletter, after all..*

We all brought our winter gear for this event, but as it turned out, we did not need it. The heavy headgear, however was useful after flying - it did a good job of hiding our faces, we were told by some ladies who were passing through.

See the short video of the event on our web site - [www.maine-powerchutes.com](http://www.maine-powerchutes.com) under the "Video Clips" tab.

### Speaking of videos...

Our website has two tabs - "Annual Highlight Videos" and "Video Clips." The first one keeps all the Highlight videos that we put together every year and that we show at our annual Christmas party. We have the videos from the last 4 years there. The second tab, "Video Clips," has just the short one to three minute videos from our recent events.

If you haven't flown for a while, and you want to get psyched about flying again, take a look at some of these to get you back in the game! Or to ask yourself "How did I ever get involved with these guys in the first place?"

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*Wife says to the husband - "Dear, go to the store and pick up a loaf of bread, and if they have eggs, pick up a dozen."*

*A half hour later, the husband comes come with a dozen loafs of bread.*

**Aircraft registration renewal**

This is important, as many of us learned the hard way! The FAA will send you a little notification telling you to get on line and renew your registration (that's the "N" number thing document that you're supposed to carry in your plane at all times - a small white light cardboard paper). Of course, being master procrastinators, we generally ignore stuff like that, and since it's not due for another few months, we totally forget it.

The deadline given on the notice is about two months before your registration expires, but don't let that fool you! If you don't get it renewed by their deadline, you will not be able to do it on line, and will have to fill in and send in some paperwork. While they're processing it, your registration will have expired and you won't be able to fly it legally.

So, the lesson in all that is, according to the new FAA protocol, your registration expires every three years, and you have to renew it when they send you the notice, not at some later time! The good news is that it only costs a few bucks - about \$6 or \$7.

**Repairman course**

We finally submitted the 16 hour repairman course to the FAA for review again - as soon as we hear back from them, we'll schedule it for our MPA members (although others can attend as well). Completing that course will qualify you to do your own annual inspections on Experimental class aircraft - yours only, i.e can't do it for others.

However, if you have any serious work that needs to be done, or if you want a real professional check of your plane every now and then, you should still contact our super A&P qualified mechanic, one of our MPA guys Scott Royal (who will be teaching most of the class, with Randy doing some parts of it as well). In case you're not familiar with it, A&P stands for Airframe and Powerplant mechanic, who is a person qualified to work on almost all aircraft. Scott is also an Inspector, which takes more hundreds of hours of training and experience to achieve.

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*A man walks on the beach, and finds an old bottle. Of course, he rubs it, and yes, a genie appears. the genie says, "Thank you for freeing me, but since I've been here for thousands of years, I've lost most of my powers and can only grant you one of two gifts - I can give you superior intelligence, or I can give you an unlimited supply of money."*

*The man says, "People always thought of me as not very bright, so I'll take the superior intelligence." And whoosh, the genie granted it to him.*



*The man sits around for a few minutes, thinking, and says "I should have taken the money."*

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**Next events**

The weekend of May 31st marks the return of Patten on our schedule. We've gone there several times before in the past, and it's a wonderful facility with two intersecting grass runways, very little traffic, and a great host - Craig Morse and his lovely family. There is a restaurant right at the airfield also. It is on Rt. 11 off I95, pretty much in Patten itself. While it's a good haul for the more central and southern located boys, it's a good opportunity to see some of our northern friends who don't get to come to some of our other events.

A few weeks later, on the weekend of June 14th, we'll be going to bar Harbor with Mike Keene and Jackie hosting that great event. Flying there is very different, with the real ocean everywhere - a nice 20 mile trip around the whole island is usually an adventure that we love. We're planning a pig roast there as well, so we're doing this rain or shine - dead pigs don't wait! (is that a movie???) We're not quite sure of the exact field where we'll be stationed, so check our web site as we get close to the date.

Another few weeks later, the weekend of July 4th (the 4th is a Friday this year - yeah!), we'll be up in W. Farmington to do our annual big Independence Day extravaganza, with Kevin (The Firecracker) Oliveira hosting us. Lot of interesting flying there as well, as we have a great facility with no other traffic available to us. A terrific family event, so bring kids and grandkids. If you don't have any, many of us have more than enough so we can rent them to you for a very modest fee...

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*After both suffering from depression for awhile, the wife and I were going to commit suicide yesterday. But strangely enough, once she killed herself, I started to feel a lot better. So I thought, screw it, I'll soldier on!*

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**Odyssey batteries**

Most of us use these high tech glass batteries in our planes, as they're supposed to take the vibrations and unusual attitudes better than other batteries. However, many of us were very disappointed in that

they only seem to last a couple of years at the most, so we have to fork out \$110 or so every two years while some others last much longer. So after exhaustive research by Randy, the factory gave us the full scoop - they are so high tech that ordinary battery chargers and even the alternator/regulator on our planes do not properly charge them, so they die.

So while the factory claims that these are definitely the best out there, they have to have a special 3 stage charger to bring them back to life, and to charge them periodically and especially when not used for months. We have proven that to be true - the Odyssey chargers will bring a pretty much dead battery back to life. So the decision to buy the chargers for about \$60 makes more sense since with it, the battery should last 7 or 8 years according to the manufacturer.

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*There are 5 kinds of people - those who understand binary, and those who don't.*

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**Gift certificates**

We have some copies of gift certificates on our web site that you can print out (under the tab "Gift Certificates", cleverly enough). We have 4 kinds - a 30 minute and a 45 minute given by a Sport Pilot, and a 30 minute and 45 minute given by a CFI. The 30 minute version includes a 15 minute flight, and the 45 minute version includes a 30 minute flight. The rest of the time is spent explaining the safety aspects, and other stuff about powered parachutes and the sport itself.



*The only reason this picture is in here is to celebrate Spring! Really!*

As noted on the web site, as a Sport Pilot in an Experimental aircraft, you cannot charge money for flying other than the cost of fuel and maintenance. So the flight portion cost of the gift certificate is small - the rest of the money that we charge is for your time in explaining all the stuff about PPCs.

The recommended fee for a 30 minute session is \$50, and the 45 minute session is \$75. Of course, you can charge whatever you like. And, of course, if you're giving the gift certificates yourself, the fee is zero (or whatever you want to pay yourself).

**Web site updates**

The "Here's the Latest" section on our Home page has up to the minute (OK - up to the day) news about upcoming events and other stuff in which you might be interested. Make sure you check that before you leave for any event, in case there are any changes, or in case you need to bring something (like a bib for the pig roast) or a reminder NOT to bring something (like your Speedo bathing suit).

If you have an item you'd like to put on that site that is of interest or importance to the rest of us, please notify me and I can get it up there within minutes (unless I'm doing something important like taking an old-man nap, in which case it will be hours).

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*The prospective father-in-law asked, "Young man, can you support a family?"*

*The groom-to-be replied, "Well, no! I was just planning to support your daughter - the rest of you will have to fend for yourselves!"*

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**Congratulations section**

We don't really have any great accomplishments over the last couple of months. But that hasn't stopped us before, so once again, here are some bottom of the barrel congratulatory events.

- Congratulations to Steve Goulet for designing and building a new and improved version of the device that slides under your PPC axle during transport to minimize the movement of the plane and to save your bearings and springs.

- Congratulations to Scott Royal for finally figuring out how the zipper on his flight suit works - see the video clip for details.

- Congratulations to Jerry Sukeforth for several uneventful landings and takeoffs at Knox County fly-in, and for successfully test flying his totally own designed and manufactured PPC - both of those are indeed noteworthy accomplishments!

**Disclaimer**

No laboratory animals were used while testing the content of this Newsletter. The animals who proof-read it were volunteer farm animals who did it in their spare time while laying eggs or being milked (not both, which would not be humane, and would also be difficult).

**The End**

Typical attire worn at most MPA fly-ins. Even the girls wear these sometimes...

