

If it's in the Newsletter, it must be true...

Maine Powerchute Association

Newsletter

September 2014

www.mainepowerchutes.com

Special wisdom issue!

Of course, all issues of the Newsletter dispense deep wisdom, but this one does it even more (if that's possible?). Sometimes, the wisdom is so profound and so deep that you may not be illuminated by it right away - it may take some time like hours or years or decades. Do not despair - patience is a virtue (that was the start of wisdom dispensation...).

Contact list

Our website has a tab (Member Contacts) which lists those of us in the club who chose to make themselves available to answer questions, or to talk with people who are interested in our sport and want to get in touch with someone close to their location. Please check this page over, and let me know if the contact information is correct. Also let me know if you wanted to be added to (or deleted from) the list.



Our ace pilot Kevin O. is so good he just points and the plane goes there!

Buzz Crane memorial service

One of early MPA founding members, Buzz Crane, passed away in Florida at the end of last year. A memorial service was held for him in his home town of Minot several weeks ago, which a number of our old-time MPA members and some flying friends of his attended. We'll remember Buzz with fondness, and extend our sympathies to his lovely wife Mattie and to all their children.



Mosquito-control flight. A public service.

Biennial rules (again)

Our flight activities records show that a number of our members are due or overdue their biennial flight reviews (BFRs). If yours expired, you are not allowed to fly your aircraft. Of course, you can, but you're taking a chance that's just not worth it. Just like driving with an expired driver's license.

Our website (www.mainepowerchutes.com) has all the information regarding staying current with your BFR - it is really simple and cheap. Go to the "Instruction web site" tab, then click on the "Biennials" tab. Then you'll know all there is to know about biennials. More free wisdom.

Dyslexia wisdom

As we know, dyslexia is a disorder that interferes with smooth reading ability in spite of the usually above average intelligence of those who have it. A good friend of mine is dyslexic, and he gave me these bits of wisdom to see if we get it. After he explained them to me, it was pretty funny.

"Dyslexics of the world, untie!"

Ponderings of a dyslexic agnostic - "Is there dog?"

Low altitude flying

Being able to safely fly low over trees, lakes, rivers, and fields is one of the many great things about powered parachute flying. However, flying over residences or other structures becomes somewhat of a problem.

Most of us simply don't do it for a variety of reasons. It's not really safe - if the engine quits, you may end up in somebody's house. It can also be annoying if it's done more than once. The noise can scare children inside the residence. However, there are times when we're at a safe altitude and happen to fly over some houses, or sometimes the houses are in the flight path for takeoffs or landings, or sometimes you don't even know there's a house down there.

The great majority of people who see us flying near their homes are friendly and wave and often come out to take pictures. There are always a few however who seem to hate other people having fun, so they shake their fists at us or worse. Sometimes the police are called with accusations of "flew over my house way too low." The police of course have to follow up on complaints, as frivolous as they may be.

Occasionally, the FAA gets called in as well, and they also must follow up on registered complaints. On behalf of the MPA, we have had many instances of explaining to police, to landowners, and to the



I have NO idea why I'm in this Newsletter. But I'm so damn cute, and I never wear underwear, so I find I can go anywhere!

FAA our situation. Inevitably, things turn out well since police and the FAA are reasonable and they understand the rules.

However, while we are completely within our rights, having to explain the facts to the police or to have a confrontation with some angry homeowner just detracts from the

enjoyable time we always have at fly-ins, so it's best to just avoid these type of situations.

But in those cases where the complainer is totally unreasonable or just plain ugly to us, or in cases where the police do not quite understand the rules,

we need to put our foot down. To these few obnoxious people, we need to simply explain the facts of life regarding who owns the skies, and what the rules are that govern our flying. We can apologize for disturbing their harmony just before we tell them to go to hell.



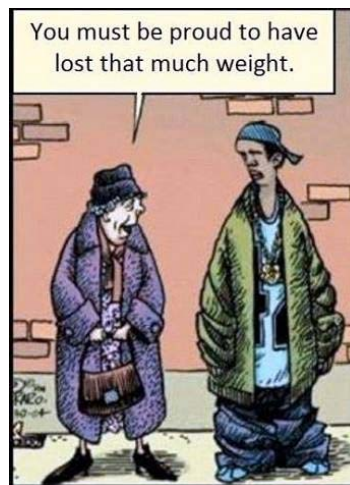
Weather requires that our flight planning stays flexible. This is our new flexibility instructor. Mandatory training for all MPA members. Wear loose clothing.

To aid in this process, we wrote up the definitive facts and figures regarding the whole issue of PPCs flying low. It specifies the FAA rules that reference our minimum flying altitudes, and provides some other facts. Print out the document (one page), make some copies, and use it in those unpleasant cases where we are unreasonably confronted.

The document is on our web home page, in the center under "Here's the latest" section, with the title "Low-altitude flying."

Until you get to that, here are a few quick abbreviated highlights:

"A landowner owns the sky only up to the highest usable structure on the land. The rest is owned by the U.S. government"



"Aircraft must fly at an altitude from which it can make a safe landing."

"Powered parachutes are exempt from minimum altitude requirements (except from the rule above)."

The biggest problem with PPCs

Radios, radios, and radios. We are continually screwing around with fixing them, with being annoyed by them, with trying to make out voices behind squeals, static, and other weird noises. GA aircraft and all other air traffic of course does not have this problem - controlling them without clear radios would be a nightmare as well as super dangerous.

We have many reasons why we have these problems - open air, engine right behind us, grounding often inadequate, antennas are toys, and mostly because our communications systems cost a few hundred dollars - maybe a thousand at most, as opposed to the ten or twenty to hundred thousand dollar commo systems of the big boys. Of course with us, it's not a matter of life and death, it's just annoyance.

Our own Toy King and Inventor Emeritus, Randy Autrey came with up with an ingenious solution - separate the whole commo system (which in our case is a hand-held radio, a battery pack, and an intercom connection box) from the airplane itself. He put the system on a vest, and simply puts on the vest when he's ready to fly. After a field demo a few weeks ago which was less than successful, he made a few tweaks and now it's perfect. See picture below. Talk to Randy if you're interested in more details, and info on where you can buy the vest.



Judicial wisdom

'Mr. Clark, I have reviewed this case very carefully,' the divorce Court Judge said, 'And I've decided to give your wife \$775 a week,'

'That's very fair, your honor,' the husband said. 'And every now and then I'll try to send her a few bucks myself.'

New members

Well, it happened again - more new members. In spite of the fact that these boys actually met some of us, they still joined. Amazing! But even though we question your sanity, we welcome you warmly into our fun-loving group, and hope you can attend as many of our functions as possible.

It's just a lot more enjoyable to fly with other PPCs, and you certainly learn a lot more by hanging around these old-timers with scars on their faces and a limp in their walk. That's called experience, although some would say it's just klutziness. Anyway, we welcome you to the club!

*Michael Jewett, from Glenburn, ME,
Brent Casper form Durham, NH
George Dumond from Fort Kent*

Hope to see you boys (and families) at some of our next events!



Event update

Patten - after missing this venue for a couple of years, we went back there (not quite at the end of the world), and had an excellent fly-in. Our gracious host was Craig Morse and his family who made his excellent grass field fully available to us - a good time was had by all.

Bowdoinham - this is probably our biggest "family" event, with our gracious host Mark Bowker's neighbors, kids, relatives, MPA family members, friends, stray visitors, and street urchins all gathering for the fly-in and the pig roast. As usual, with good

weather, great flying sites and cross country trips, and fun socializing, it was a memorable event indeed.



Wives beware! This is what happens if you nag too much!

4th of July Big Bash - well, it was a wet bash instead - we got rained out. Things happen.

Fryeburg - an entirely new venue for us - the FBO Dave Callinan was most welcoming and gave us lots of space in which to play. Some good flying with pretty scenery at the foot of the White Mountains - we'll do this again in the future.

Adventure Trip - well, since we've been to each of the 3 locations we hit during our week-long trip several times before, it was sort of a mild adventure compared to some previous years. As usual though, we had good weather, good camaraderie, and some exciting moments as well.

We started at Auburn to fly with the balloons at their annual Great Balloon Festival - stayed at Twitchell's airfield for a few days, then drove over to Deblois.

At Deblois we flew over all the blueberry fields - some different flying at that venue. The migrant workers who harvest the blueberries have a gated compound close to our home station, so we visited their makeshift Mexican restaurant for some genuine Mexican food. Some of us thought it was great - a few of us thought it was great until a few hours later when they deeply regretted the whole episode. So did those of us around these guys and girls.

We flew from Deblois to Bar Harbor, which was as perfect a flight as you'd ever want - smooth sailing for the entire 31 mile trip. Some of our "support"

group came to pick us up for the ride back and to get the campers.

Stayed at Bar Harbor at Floyd's field, with Mike Keene and Jackie making all the arrangements. Good weather and some good flying again. Included was a huge lobster dinner, which included some 3 pounders that needed a jackhammer to break open the claw - well worth the effort, however.

Video clips

Another new feature on our web site is the 3 to 5 minute video clips that highlight each of our events throughout the year - usually a week or so after the event. Check it out - www.maine-powerchutes.com, the click on "Video Clips" tab on the left.

If a woman says "Correct me if I'm wrong, but..."

**DON'T DO IT! IT'S A TRAP!
Do NOT, I repeat DO NOT correct that woman!**

Advice for Men



Next events

We still have four events left in our scheduled flying season (Presque Isle, Warren, Bingham, and Bethel) before our annual Christmas party on Dec. 7th, so we hope to see you at some or at all of them!

Disclaimer

The wisdom contained in the Newsletter was so well hidden that no one yet has found it. Except of course, the "Advice for Men" wisdom above. Proofreading is a luxury that the club can't afford, so just correct the typos in your head.

The End

Let's go fishing.

