

If it's in the Newsletter, it must be true...
Maine Powerchute Association
Newsletter
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www.maine-powerchutes.com

Special "getting older" issue!

When I woke up this morning, it dawned on me - "This is the oldest I've ever been!" After pondering this profound realization for a good half an hour, (yes, I am a member of the Procrastinators Club) I felt much better knowing that the same is true for everybody who woke up this morning.

It also made me feel better knowing that waking up older is better than the alternative! Anyway, we dedicate this issue to the joys of getting older and using all the additional wisdom that comes with (or is supposed to come with) getting older.

I totally take back all those times I didn't want to nap when I was younger.

Clear prop!

It is pretty impressive that we as a group are really good about calling out "Clear" or "Clear prop" before we start our mighty 582 or 912 engines. I think that most of us do that even when we're flying alone and when there's nobody else around. Since getting hit by a spinning propeller will certainly maim you if not kill you, it is a great safety practice as we can't see behind us.

But, here's the problem. Yelling out "Clear" about the same time you turn the key to start the engine does not give anyone standing behind you near the prop enough time to get the hell out of the way! So, you defeat the purpose of this important safety feature!

The old Army aviation technique is an excellent model for us as well - here's how it goes. "Clear -

Two - Three - Four - Turn the key." So you end up waiting about 4 seconds for anyone standing near to realize what is about to happen and actually move away from the danger of a spinning prop. This becomes REALLY important since we often have young kids at fly-in who may not be able to react quickly enough to get out of the way.

In addition to the 4 second delay, an even better safety practice is to have someone who is standing

around give you the clear signal. A quick thumbs-up lets you know both that there's no one behind you, and that no one is on final so you're clear to start the engine and start your take-off roll.



Another terrific Paul Cyr photo, with Gary L, doing his "Fly me to the moon" routine. Yep, it's real - no Photoshop here.

Christmas party

Holy Cow! How time flies! We finally just got used

to summer and we're now talking about Christmas. Yep, Home Depot and Lowe's have put their Christmas trees on display last week. Which bring us to this very important point!

Our infamous annual MPA Christmas Party and membership meeting is scheduled for Sunday, December 7th this year. Clear your calendar and mark this date on it. Cancel everything else - weddings, kids' birthdays, anniversaries, doctor appointments, shopping with the wife, football games (don't forget to record those, however).

Bring your family - yes, you can use this as a "I'm taking you out, Dear" event so you can point to it when she says "You never take me anywhere!" It is usually at 3 PM, and due to the astute handling of our membership funds by our lovely and talented

Treasurer Bonnie, it usually costs us next to nothing for the dinner.

More details about the Christmas party will follow in our next Newsletter and on our web site, www.maine-powerchutes.com.

I got a sweater for Christmas. I really wanted a screamer or a moaner.

Alphabet soup - BFI, AFI, CFI, DPE, SFIE

It is now about 7 years since the new FAA regulations regarding Sport Pilots and Light Sport Aircraft came into effect, so let's take a look at the big picture.

Early history

As you remember in the old days, with two-seater aircraft, you could not legally fly with a passenger unless you were giving instruction. So everybody became a **BFI** - Basic Flight Instructor. A few were **AFIs** - Advanced Flight Instructor, who could make you a BFI after making sure you had a pulse. So obviously it was a sham as very few people actually had the skills or the willingness to provide real training. Many accidents obviously followed this system of poor to no instruction.

LSA

So the FAA created a new category of aircraft - Light Sport Aircraft (**LSA**), into which our powered parachutes belong. They also created a new FAA license - the **Sport Pilot** certificate in addition to the existing certificates of Recreational Pilot, Private Pilot, Commercial Pilot, and Airline Transport Pilot.



Since I'm afraid of flying, I had to have six of these to loosen my inhibitions. Now let's do it!

CFI

To get your Sport Pilot license, you had to have actual training (10 hours for PPCs) from an actual instructor, a **CFI** (Certified Flight Instructor) The CFI had to pass FAA tests and a check-ride, and had to demonstrate actual teaching skills. It was (and is) a rigorous road to get your CFI, and very few people qualified to earn this rating.

DPE

After receiving the necessary training from a CFI and passing a FAA written test, the Sport Pilot applicant had to be examined by a **DPE** - Designated Pilot Examiner (also called **SPE**).

The DPE represents the FAA, and it was even much more rigorous road to get that designation - you had to have a wide aviation background with many flight hours, had to have a background check, had to attend a week-long training in Oklahoma, and had to first become a CFI. Very few people qualified for that rating.



I spent half of my money on beer and women. The other half I just wasted.

SFIE

The **SFIE** (Sport Pilot Instructor Examiner - don't ask me why it's not **SPFIE**) is a DPE who could also examine and sign off CFIs. More qualifications were needed to get that designation.

Summary

CFI - There are two CFIs in Maine (Autrey & Gobel), and three in New Hampshire. A CFI rating is good for 2 years - at that time, the instructor has to take a test to re-qualify. The test is given by a DPE.

DPE - the designation is good for one year. Each year, the DPE has to re-qualify with a FAA ASI (Aviation Safety Inspector). This is done by either going to Oklahoma City each year, or the ASI will come to Maine to inspect the DPE. There is one DPE for PPCs in the northeast region (Gobel) - the next one is in Florida (ex-Mainer Peter Wallace). Several out west and central US. See complete list; http://www.faa.gov/licenses_certificates/airmen_certification/sport_pilot/media/parachute_examiner.pdf

Suggestions only us old folks can do

- *On all your check stubs, write 'For Marijuana'!*
- *Order a Diet Water whenever you go out to eat, with a serious face.*
- *Pick up a box of condoms at the pharmacy, go to the counter and ask where the fitting room is.*

Procrastinators' Club

Unfortunately, we had to postpone the October meeting of our club. It will be rescheduled for some time in November. Also, we forgot to send a notice that the September meeting was also postponed, so we would apologize to those who drove all the way to Ft. Kent for the meeting. Luckily everybody forgot the date so no one showed up.

In all seriousness, we will have a meeting soon. I mean it. Soon. Really.

Old age is having a choice of two temptations and choosing the one that will get you home earlier.



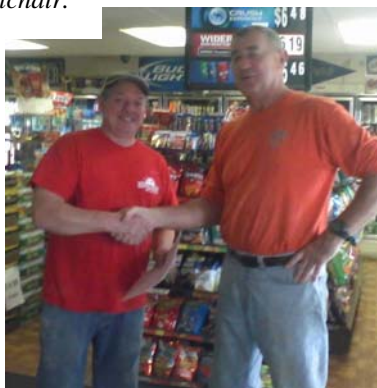
Good move. She is not going to slap an old guy in a wheelchair.

was not possible to reschedule it due to November hunting season, etc. We'll have to move it up on our schedule for next year.

The Bethel fly-in on the other hand turned out beautifully, with good flying weather all three days. The

Event updates

One of our favorite venues, Bingham at Doug's field was washed out for most people - however a few of our intrepid regulars still made it up there for at least one good flight Friday night. Since it was so late in the season, it



Don Warren (left) receiving his Sport Pilot license. His first passenger will be Jan, his wife, after she comes out of hiding.

leaf-peeping was still good, and we had some pretty flights through the mountain. Quite a few of our regular attendees and some whom we seldom sees all made it for this event.

Our last flying event will take place in Presque Isle on the weekend of Oct. 24th at the terrific fields of photographer extraordinaire Paul Cyr. This one is a go in any weather, as we usually have a good time there regardless of flying conditions. I'm bringing my skis however, just in case.

Trailer maintenance

She was pretty. She ran fine. She was spacious, and just totally satisfactory. Yet when you crawled under her wheels, there was a crack in the axle, and had several other defects that eventually would have made her come to a grinding halt probably just at the wrong time. Don't you hate that?

True story above. Of course we're talking about your trusty trailer that carries your PPC to faraway places. Very few of us actually perform a thorough periodic inspection or do preventive maintenance on our trailers. Randy had a good suggestion - when the annual condition inspection is being performed on your PPC, take that time to inspect your trailer from underneath and do any greasing, lubing, or other services that will keep her rolling for another year!

Now that food has replaced sex in my life, I can't even get into my own pants.

Everyday I beat my own previous record for number of consecutive days I've stayed alive.

I don't do drugs. I get the same effect just standing up fast.

Congratulations section

Wow! We have some real achievements this time, so we don't have to be too creative and too liberal with our "congratulations." (By the way, I hate using the word "liberal," but it seemed to fit there...)

Congratulations to **Donny Warren** who finally tired of his perpetual student status and buckled down to earn his real Sport Pilot license. He also deserves kudos for getting one of the highest scores I have seen on his written FAA test - a 98, and for passing his practical exam the first time through!

Congratulations to **Brent Casper**, **Tom Mellucci**, and **Jessica Pollitt** for performing their first solo in a

PPC with flying colors. All three are practicing as we speak, getting ready for the next steps in their (so far) stellar aviation career!

Of course, congratulations once again to our under-appreciated CFI who worked tirelessly with the three new solos and the one new sport pilot to get them to enjoy our wonderful sport safely, **Randy Autrey**. He is a most thorough and knowledgeable instructor, so by the time students gets to me for their practical test, they are really ready to fly!

Congratulations to **Phil Cyr** for his activities in promoting powered parachute flying in the state and putting us all in a positive light. He gave a ride to a wonderful senior lady (we don't use the word "old" any more...) - see the article at <http://wagmtv.com/85-year-old-woman-flies-in-power-parachute-for-first-time/>

Congratulations to a bunch of our members who received their biennial flight reviews over the last several months - it's great to see that we're all trying to play by the rules. This may be a good place to note that we have had no incidents of any significance over the summer, or this year, actually - nice going boys!

My wife and I went to her high school reunion. She kept staring at a drunk swigging his drink as he sat alone at a nearby table.

I asked her, "Do you know him?"

"Yes", she sighed, he's my old boyfriend. He began drinking right after we split up many years ago, and hasn't been sober since."

"My God!" I said, "Who would think a person could go on celebrating that long?"

Student licenses

Since quite a few of our members are flying with their student licenses, here's a quick reminder. The license has to be re-activated every 90 days, which means your CFI has to sign it and has to make sure you still abide by the license limitations - no passengers, staying within your designated areas, cross wind awareness, etc.

Also note that the license is only good for 5 years, after which the whole process of getting a student license has to be repeated. As surprising as this

may seem (OK, maybe not THAT surprising...) there are some in our club who are actually facing that situation!

Re-living fly-ins

We've been putting together short videos of our fly-ins and some other events. They are published on our web site (www.maine-powerchutes.com) under the "Video Clips" tab. Check it out - they're sort of fun, and of course, highly artistic (note - "art" is in the eye of the beholder). The latest one is the Adventure Trip (with Bethel next) click here to see it - <http://youtu.be/jWizJzNKwTc>

When asked the secret to her good health at the age of 97, she said "For better digestion I drink beer."

If after the first date you remember the color of her eyes, her tits are too small!

Advice for Men



In case of appetite loss I drink white wine. In case of low blood pressure I drink red wine. In case of high blood pressure I drink scotch. When I have a cold I drink schnapps."

"When do you drink water?"

"I've never been that sick!"

Disclaimers

The wise-ass comments regarding getting older were of course, made in an attempt to maintain our usual MPA irreverent humor. None of the stories or comments were based actual persons living or dead.

Except maybe three or four of them.

Proofreading is a luxury the club can't afford, so correct the typos in your head.

The End. The End.



I'm just as chiseled now as I was when I was 20! Keep riding!

