

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

Maine Powerchute Association Newsletter

www.mainepowerchutes.com

June 2018

Special Summer Cute Girls issue

FAA updates

The FAA's new Compliance Philosophy initiative is now in full bloom. What this entails is a way of promoting safety in aviation by encouraging pilots to report any mistakes they've made, big or small, and in exchange, no enforcement action is taken by the FAA. They reserve the enforcement action for those "bad boys" who intentionally break rules and disregard safety, and who do it repeatedly.

Luckily, we don't have any of these "bad boys" in our group. Ahem.

If we did have some powered parachutists who fell into this category, they would do stuff like fly a passenger without a Sport Pilot license, or not perform annuals on their machines, or disregard doing their biennial flight reviews, or ignore traffic patterns and cut off other pilots in the process, or buzz over populated areas, or do circles around restricted areas or buildings, like, oh I don't know, like the Capital building.

Like I said, luckily we don't have any of those boys in our group.

Erich Hartman was a German fighter pilot during World War II, and he holds the never-to-be-broken record of shooting down 352 enemy aircraft in dogfights. Unfortunately, those enemy aircraft were mostly Soviet pilots and some American ones as well. He flew 1,404 combat missions, and was engaged in aerial combat on 825 occasions. Imagine having a record of 352 wins and 0 losses! And the other guys had guns too! He died at the age of 71 (not in a powered parachute accident...)



Springtime in PI - look at the frozen smile on Gary's face!

Dorothy Stenzel held the record for consecutive outside loops of 69, a feat she performed in the 1930s. That record stood for a long time for either male or female pilots. We don't do too many outside loops in our machines, so this is what an outside loop is: instead of pulling up the nose of your airplane and doing a loop, you push the nose down and do a loop downwards (so your canopy is always to the outside of the loop). Imagine doing that 69 times in a row! She died at the age of 81 (still had the headache from her 1930s stunt...)



History lesson

In our never-ending quest to keep our MPA boys and girls better educated than the average knuckle-dragging mouth-breathing aviator, here are two historical tidbits for you to ponder.

Event wrap-up

Well, we have a pretty poor record so far this year with our fly-ins.

Three of the five events we had scheduled to date had to be cancelled either because of weather, or because nobody was planning on attending. The two that were held (Brunswick and Limington, both one-day events) had a combined total of 6 people.

Of course, those 6 were the best looking, the most daring, the most intelligent, the sexiest, and the best pilots we have in the MPA, but still - only 6?

So what's happening to all those powered parachutes out there, pining to be up in the air while their masters keep them locked up? So let's look at some possible causative factors.

One. Busy, too much stuff at work, can't afford the time. Yes, that happens, but you also have to make time to smell the roses! Get out of the work rut - next thing you know, you're on your death bed wishing you had done a lot more fun things in life.

Two. Weather may be bad. Yes, occasionally, the whole weekend is a wash-out. But really, speaking from vast experience, there is almost always a few opportunities to fly on any weekend. And the rest of the time, well, this is a social club after all!



What do you do when there's nothing but trees everywhere? Donuts, of course! Love it! Can you hear Mike C. coughing as he inhales his own smoke?

Three. Too far to drive. Yep, Maine a BIG state and we have events all over. But gas prices are as reasonable as they've been in the last ten years, so the cost is manageable. And the time to drive? Well, you can finally make your wife/girlfriend/child happy who say you never talk to them - what a great opportunity being locked up in your vehicle for hours. And if you're by yourself, you can appreciate the silence and the fact that you don't have to talk to anybody! Win-win situation!

Four. Family stuff, kids' graduation, grandkids visiting, neighbor's cook-out, etc. Yep, sometimes you can't get out of those. But planning helps - the fly-in schedule is published in February! Also, bring them along - I'm sure they'd have a better time at a fly-in than talking to you for two days!

Five. "I really don't like flying, and it scares me." Hmm. That's a pretty good reason to stay away



from our fly-ins. So sell your machine, and take up some other safer adventure, like walking, or playing bridge.

Six. The guys and gals at these things are just so much wittier than I am, they're so much smarter, they're so much better looking, and they know so much more about flying - I just don't feel comfortable with all these extraordinary specimens. Hmm. Have you actually been to one of our fly-ins?

By the way, here's another point. Most of our fly-ins are hosted by one of our MPA members, who spend a good amount of time and effort to set up the event, to make sure the facility is available, and plan the whole thing.

This is just a personal view, but I feel if a friend goes through the trouble of planning an event and invites me to it, it's sort of rude of me to just blow him off. Like I said, that's just a personal view.

Male logic

A wife asks her husband, "Could you please go shopping for me and buy one carton of milk and if they have avocados, get 6.

A short time later the husband comes back with 6 cartons of milk.

The wife asks him, "Why did you buy 6 cartons of milk?"

He replied, "They had avocados."

Female logic

WIFE: "There is trouble with the car. It has water in the carburetor"

HUSBAND: "Water in the carburetor? That's ridiculous "

WIFE: "I tell you the car has water in the carburetor"

HUSBAND: "You don't even know what a carburetor is. I'll check it out. Where's the car?"

WIFE: "In the pool!"

Next events

In lieu of an extended adventure trip this year, we are doing something different. Since the 4th of July falls on a Wednesday this year, we will be having a



quasi-adventure at a long fly-in at Ft. Kent, hosted by George Dumond. He did a super job last year, and we look forward to another great event this year, starting Friday, June 29th through Thursday or Friday (July 5th or so), or sooner if you have to get back.



On the weekend of July 21st, we have our annual trek to Bowdoinham airfield, with Mark Bowker and his lovely wife opening up the place for us. This is one of our most popular events, so we hope to see you there.

Following that, on the weekend of Aug. 11th, we go to another favorite venue, Deblois air strip and the blueberry fields.

Fun flying, and fun event. Also, we always seem to have good weather there.

Wisdom bits

* If I agreed with you, we'd both be wrong.

* I didn't say it was your fault, I said I was blaming you.

* I used to be indecisive, but now I'm not so sure.

* You can tell a lot about a woman's mood just by her hands. If they are holding a gun, she's probably very unhappy.

* Why are they called "stands"....when they are made for sitting?

* Why are a "wise man" and a "wise guy" opposites?

* If work is so terrific, why do they have to pay you to do it?



Be a better pilot

If you had a good instructor when you were learning to fly, you probably heard the advice "Stay ahead of your aircraft!" over and over. In case you never asked him/her what exactly that meant, or if you were never told that, here's an important explanation.

Being surprised is nice on your birthday or at Christmas, but never while you're flying. Surprises are seldom if ever good in the air. For example, the silence that comes from running out of fuel is a very bad surprise. Your sunglasses going through the prop is also a bad surprise. Not being able to climb over the tall trees ahead of you is a really really bad surprise. Not being able to climb with your passenger is bad and probably painful. You get the idea.

So staying ahead of your aircraft means "Think ahead!" Plan your next move, and have a failsafe component built in to your planning.

For example, on take-offs - find a mark which will be your abort point - if I'm not flying by the mark, I'm cutting the engine. Why? Because from experience, you know that it will take a certain distance to climb high enough to clear the obstacles at the end of the runway. If you go past your abort-point, you may not clear the obstacles.

Coming in for landing - visualize how you're going to enter the traffic pattern. See what other traffic there is in the area, and plan who is going to go first, second, etc. And communicate!



Plan how long your flight is going to be, and make sure you have enough fuel to make it. For a short, 30 to 40 minute flight, a half-tank is adequate, but not if you're having so much fun you decide to stay another hour. Stay ahead of aircraft, and know when it's time to come home!

If you have enough fuel for a two hour flight, it does not mean you fly out for one hour, and turn around and fly home in the second hour. Staying ahead of the aircraft means knowing if your outbound trip had a tailwind, so your return trip into the headwind will be much longer.



So the bottom line of what your instructor was telling you, and what now you should be telling yourself, my aircraft is pretty dumb - I need to think for it by always planning its next move.

Yes, we hate airborne surprises!

Recent laws

- * Law of Mechanical Repair: After your hands become coated with grease, your nose will begin to itch or you'll have to pee.
- * Law of Probability: The probability of being watched is directly proportional to the stupidity of your act.
- * Law of the Result: When you try to prove to someone that a machine won't work, it will.
- * Law of Logical Argument: Anything is possible if you don't know what you are talking about.



Kitchen advice

How to prepare Tofu in two easy steps:

- A. Throw it in the trash.
- B. Grill some meat.

Promoting our club

It's important that the aviation community understand that powered parachutes are legitimate aircraft with the same rights and privileges as most other aircraft. Also, that the people flying these machines (i.e. us!) are responsible pilots who understand the rules by which everybody plays.



So how do we achieve these goals?

Well, most importantly, do in fact be a responsible pilot, and don't piss off other pilots by doing dumb things like cutting them off, by buzzing populated areas, by blocking their access to the active runways, and with a dozen other inconsiderate acts.

In addition, we've done a number of presentations to aviation groups this year that explain our sport and our activities and capabilities - Maine Aviation Advocacy event (Augusta), Maine Aviation Forum (Knox County), two EAA chapters meetings

(Moltonborough, Limington), and a few other smaller venues.

As part of these presentations, we show videos of powered parachutes in flight, as well as providing facts and figures. All of these have been very well received, and inevitably a few will say afterwards what a fun sport it seems, and how they had no idea of the PPC role in the aviation world. Look on our web site to see these video clips.

In case you still don't know, our web site's address is <http://www.maineppchutes.com> - click on it.

This month's puzzle



Any ideas?

Winner to be announced next month.

Health warning!

Look at the picture on the right. This is what can happen if you do too many sit-ups! So be careful - limit your exercises - no more than 200 sit-ups per day.



No, not that! Look below them!

Geez! What's wrong with you!

The End

Since this is the most popular part of the Newsletter, we have a double for this issue.

