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

Maine Powerchute Association Newsletter

March 2019

www.mainepowerchutes.com

Spring is in the air!

After a winter that seemed to last about a year, we finally made it to spring (officially, anyway – we'll most likely still get a snow storm or two or three). Cabin fever should be about gone by now, as we watch the snow melt and the dandelions trying to poke their little yellow heads through the frosted ground.

So what does spring mean to us avid aviators? Yep, it's time to visit your lonely PPC hiding in your trailer, which is probably stuck somewhere boxed in by snow banks. Try to start it, then mutter a few obscenities and put the charger on the battery. If you had put stabilizer in your gas tank, you probably don't have to do much to start the engine once you have a full battery, otherwise you'll probably want to drain the tank and put new fuel in it.

What else? Well, time to look at our website (www.mainepowerchutes.com) and look at the event schedule, and then mark up your calendar so you won't miss any of our many fly-ins.

What else? You can semi-retire your long underwear. You can take a walk around the mall and watch all the young women display their spring wardrobe, which this year's fashion rulers declared would be mostly short skirts. You can sit on your front porch and watch all the activities of the birds who are frantically gathering twigs and leaves to build their nests to raise this year's fledglings. After 10 minutes of that, you can go back to the mall and continue your walk-and-watch routine that was so rudely interrupted by the bird watching.

So now that your plane is ready to go, you'll do a thorough preflight, checking all the nuts and bolts and cables and chute lines, and then run it for 15 or

20 minutes to make sure it still works. Then you're ready for another exciting season of flying!

Event wrap-up

Not much to report here. Had a wonderful Christmas party in December with a record number of attendees. Showed our annual highlight video, along with a bunch of pictures from our last year's flying events. Also conducted our lively annual full general membership meeting, discussing quite a few of our club activities in the past and in the future. Fun time.

Several of us did some short winter flights over our many lakes that had some real nice ice this year – nothing bad happened, and although new skis

and new ski attachments were tested out. The ice should be good for another 3 or 4 weeks, so still time for a few more flights.

The annual Wiscasset safety meeting and chili cook-off was held again this March – topic this year was flying with skis – informative meeting as usual. Several of our members attended – good opportunity to satisfy the oral portion of your biennial flight review.

We also attended the annual Maine Aviation Forum at the Owls Head Transportation Museum. This is a gathering of most of the aviation groups in Maine, which includes the EAA chapters, flight schools, aviation camps, and others. We made a presentation about the MPA, and showed a video of what



Any day now – we'll be roaming the skies again!

powered parachute flying is all about. It was very well received – several people wanted to get an orientation flight this summer.

Next events

Just around the corner is our first non-winter event – the fly-in at Knox County airport in Owls Head. This is on the weekend of April 19th. Should be warm enough by then to fly in your T-shirt and Speedos.

After that, our next event is on the weekend of May 10th at Twitchell’s airfield in Turner (also known as Lewiston/Auburn). This also happens to fall on Mother’s Day (Sunday), so you can take advantage of this nice coincidence by taking your lovely wife (or your lovely mother) to the fly-in and play it up as a special gift that you’ve been saving up since last year. See if that works. Have some flowers and boxes of chocolate ready just in case it doesn’t.



Typical scene when Chick-Magnet Mike shows up. Puzzle – whose hand is trying to air out Mike’s shorts?

As you know, your biennial flight review consists of an oral portion and a flight portion. The oral portion can be satisfied by attending an FAA sanctioned safety seminar, or by taking an on-line seminar – see our website for those. The flight portion consists of a flight with one of our three CFIs where you demonstrate that you have mastery of your aircraft, i.e. it does what you want it to do, not what it wants to do. This is an instructional session so you can’t fail it as such, although if you really screw it up, the CFI may determine that you need some more training.

Cost for the annual inspection is somewhere around \$50 or \$60, and the flight review’s flight portion is about the same.

Accident report

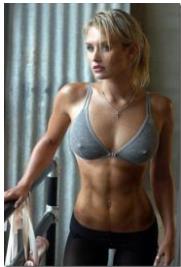
Listening to the cockpit recorder, the NTSB was able to get the list of the crew members aboard the Chinese Airlines Flight 274 accident. These were:

- Captain – Sum Ting Wong
- First officer – Wi Tu Lo
- Chief Steward – Mi Fi Nomo
- Engineer – Ho Lee Fuk

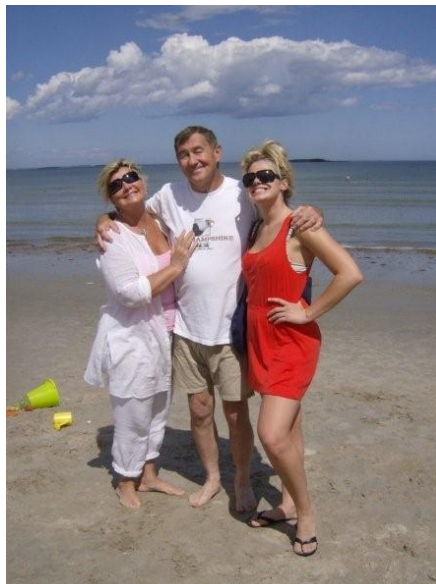


Annual reminders

OK, you have to do only two small things to fly legally with your Sport Pilot license. The first is the annual inspection of your aircraft. The second is the biennial flight review due every two years during the month two years from your last review. Not an unreasonable amount of effort. Having done that and having properly recorded both in your logbook, you can fly with your mind at ease that no matter what dumbass stunt you pull that may get the attention of the FAA, you’re all legal and you’re not risking losing your plane or being fined.



For your annual inspection, our superb mechanic and fellow club member Scott Royal (A&P, IA) can do that for you at any of our events or by appointment if you contact him, and he does it at special club prices which is way better than going anywhere else. Of course, if you’ve completed your Repairman course and have your ticket, you can do the annual yourself.



No, you perverts! In spite of the smiles, it’s not a threesome on the beach! It’s an outing with my sisters...

Dues

Once again, in spite of inflation over the last 22 years, the MPA has not raised its annual dues from the measly \$20 which has been the same since Abe Lincoln was president. This is due in January.

We’re not going to bore you here with listing all the terrific benefits you get for your membership – done that many times before, so we’re not going to again subject ourselves to the ridicule that always ensues when we do that. We learn!

Anyway, in fairness to the nice decent folks who have paid their dues, we're not going to send any more Newsletters or other notifications or invitation to our Christmas party to those who have not paid. But we will publish your names on some kind of Internet delinquent list. So send your \$20 to Bonnie Davis Micue at P.O.Box 13, Warren, ME 04864. You'll sleep better, in spite of just wasting your hard-earned \$20.

Free advice

Relationships are a lot like algebra. Have you ever looked at your X and wondered Y?

You know that tingly little feeling you get when you love someone? That's your common sense leaving your body.

You're not fat, you're just easier to see.

Money can't buy happiness, but it keeps the kids in touch!

Anything is possible if you don't know what you are talking about.



History lesson of the month

Who was the leading ace in World War II? In fact, in the history of flight? Nope, not the Red Baron. Not Jimmy Doolittle. Not Snoopy.

It was a German pilot – Erich Hartmann. He had an incredible 352 confirmed kills during the war, mostly on the Eastern front. He was shot down 16 times during the 3 years he was in combat, captured once by the Soviets (he escaped), wounded several times but came back each time and continued his incredible exploits. After the war, he surrendered to the American forces, after which he was turned over to



Final round in the MPA's annual pocket pool competition



Aerial artistry, brought to you by the letter "J"

the Soviets as was required by the Yalta Agreements. Spent 20 years in Soviet prisons, then was released and joined the West German Air Force. He died at the age of 71.

Recording the highest number of aerial victories during the war for the U.S. forces was Major Richard Bong, who had 40 confirmed kills.

Public service announcements

The Low Self Esteem Support Group will meet this Thursday at 7 PM. Please use the back door.

The Weight Watchers will meet next Saturday at 6:30 PM at the Presbyterian Church . Please use the wide double door at the side entrance.

The monthly meeting of the MPA Procrastinators Club is postponed until next month.

Please don't forget to buy a bottle of wine for your mother on Mother's Day. Remember, you're the reason she drinks.

St. Patrick's Day Special! But one beer for the price of two, and receive a second beer absolutely FREE!

MPA shirts

We still have a few of our coveted MPA T-Shirts available, so if you want to be one of the cool guys and have women swoon at you when you're wearing it, bring \$16 to the next fly-in and get one. See picture on Pg. 4 (of the shirt, not the swooning women).

Disclaimer – the swooning usually stops when you open your mouth, so don't.

Adventure trip

Our annual adventure trip this year is going to be more like a real adventure, so plan your vacation time now so you can participate.

It is scheduled for August 9th (Friday) through August 18th (Sunday). We will start out at Ft. Kent, spend a few days there, go to Presque Isle (fly or drive) for a few more days there, then onto Deblois for the last leg (fly or drive there too).

If your work or your wife can't live without you for that length of time, you can join us anywhere along the route for a shorter adventure. Or, alternatively, you can get a new job or a new wife – check first to make sure the new ones are more tolerant of your aberrant behavior.

Flying tip

Being the stud pilots that we are, we can pretty much avoid, or at least get out of most bad situations we encounter in flying our powered parachutes. However, there is one situation where all your skills count for nothing.

That situation of course is a mid-air collision, with another powered parachute, or even worse, a general aviation aircraft. In that case, you are either dead right away, or your aircraft loses very critical control components such as your parachute, in which case your death will be delayed for 30 or 40 seconds. You can use that extra time to repeat every curse word you ever heard, make peace with your maker, or wish you paid more attention.



Obviously, the most likely place for that to happen is near the airfield where you take off or land. This is where you have possibly many aircraft in the same piece of sky, and the “big sky” theory of flying diminishes greatly.

At almost all the locations where we fly, general aviation aircraft

will also use the field. At some, this happens very seldom, which may be worse because we get lulled into a false sense of security. Because GA aircraft fly much faster than we do, they can be on us before we can take any avoidance maneuvers.

So as soon as you get near your airfield, get on the radio using the field frequency and listen! Most of the time, other aircraft will announce their intentions and their location. But of course, you can't bet your life that they will do that, so look, look, and look again. This is especially true when turning onto final – this is the most dangerous part as somebody already on final may have very little chance of seeing you or avoiding you.

Swivel your head, use your head, and live to fly another day!



This is what we do at a typical MPA fly-in when we're not flying...

Priorities

In the past, we've had a core group of 7 or 8 of us who attend most of our events, while our membership is in the 30 to 40 range. While the “core group” has a good time socially as well as aviationally (yes, I made up that word), we would love to see some of our other members join us for the good times we have.

We have 13 flying events scheduled for this year. (see <http://www.mainepowerchutes.com> for the full schedule). So there are plenty of opportunities for anyone to come fly with us, enjoy the camaraderie, maybe learn a few things about aircraft maintenance and flying techniques, have lots of laughs, and change your routine for a weekend.



Yep, many times real life interferes with our hobby. We all have obligations, work, family, kids, and other commitments. Often, you can combine a fly-in weekend with those – bring the family, bring a laptop and a phone to finish your work possibly, etc. But other times, you just have to plan and set time aside for yourself. And the older you get, the more you realize how short life is, and how you don't want to look back and wish you had enjoyed life just a little more..

The End(s)

