

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

Maine Parachute Association Newsletter

www.maineparachutes.com

February 2021

Spring has sprung issue

Awake from the nightmare?

At one time or another, I think we all have had a dream so realistic that when you woke, you breathed a sigh of relief – thank God that was only a dream! That’s what the year 2020 was like.

Disclaimer – OK, some of us occasionally have a dream that was so good that you wake up saying “Damn, too bad that was only a dream.”

Anyway, hopefully 2021 brings an end to this Covid-19 horror show, and life can get back to normal. Which for us aviator types means BACK IN THE SADDLE!

Belated Super Bowl story

A man had 50 yard line tickets for the Super Bowl. As he sits down, a man comes down and asks if anyone is sitting in the seat next to him.

"No," he says, "The seat is empty."

"This is incredible," said the man. "Who in their right mind would have a seat like this for the Super Bowl, the biggest sporting event in the world, and not use it?"

He says, "Well, actually, the seat belongs to me. I was supposed to come with my wife, but she passed away. This is the first Super bowl we haven't been to together since we got married in 1967."

"Oh, I'm sorry to hear that. That's terrible. But couldn't you find someone else -- a friend or relative, or even a neighbor to take the seat?"

The man shakes his head. "No, they're all at the funeral."



Masks and vaccinations

Given that most of us are not spring chickens (or even *summer* chickens in some cases. i.e. yours truly), we have either become immune to the virus through having contracted it or through vaccination. So we should be able to continue our usual frolic at fly-ins. Or put on a mask, which has the added benefit of improving our looks in most cases (again, yours truly).



Remember flying?

Along those lines, our Scheduling Committee (a highly elite and coveted group – membership is a secret) has come up with our fly-in schedule for the year, and as soon as we clear the dates with the respective owners/operators of the fields, we will publish on our website. We will pretty much follow last year’s venues (most of which had to be cancelled) – fewer than previous years – quality over quantity.

Oh that rust!

One of the many adages in aviation is that “Flying is a perishable skill!” Even the most experienced and skillful pilots will attest to this – airline pilots who were laid off even for a few months have to re-qualify before they can get back in the cockpit.

So when we finally get to charge up our batteries, dust off the seats, get the mice nests out of the chute, add some fresh fuel, and call out the first “Clear prop” of the year, remember the adage. So what does that mean in practical terms?

Checklist! The stuff you may have memorized last year or the year before will have faded from your memory. So while our checklist may only have 10 or 12 items on it (unlike the 160 or so on an airliner), use those. It's safe to say that all of us at one time or another been up in the air and realized we didn't do one or more of the items we normally do before takeoff.

Once in the air, again remember the adage. Just get some altitude, do some normal turns, get comfortable in the air, check your instruments, verify that all engine indicators are in the green. Then do a few touch and go-s. Just fly around until the old comfort level comes back. Take no chances, i.e. no steep turns, no low passes, no formation flying, etc. And very important - take no passengers on that first flight after a long lay-off!



Safety notice – don't let passengers get too close to the prop.

this last year. Of course it can be said that you never did, but let's skip over that for now.

So how do we stay in good standing and receive all the joys and benefits of being an MPA member? (In case you're wondering, the benefits are way too numerous to mention – don't have enough space in this Newsletter).

Method One – send a check to our wonderful treasurer, Bonnie at the address:

Bonnie Davis Micue
P.O.Box 13
Warren, ME 04864

Method Two – bring cash or check to the first fly-in you attend, and one of us will make sure it gets to Bonnie. Make sure there are witnesses – we have some shady guys who will do anything for \$20.

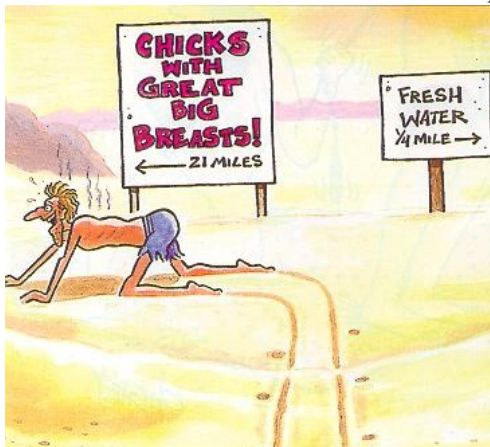
Method Three – pretend you already mailed the check and blame Bonnie for losing it. This has never worked in the past, but hey, you might be the first one!



MPA news update

Hmmm, this is a tough one. If it's true that no news is good news, then we have good news.

Along with the rest of the world, the MPA has had no activity of any significance for the last 6 or 8 months. I have a lot of confidence that we can get back to our usual fun routine of getting to fly-ins, getting back in the air, rekindling old friendships with our MPA buddies, and experience that old adrenaline rush that's part of every flight no matter how many times you've done it.



Yes, men are pigs.

Christmas party (for LAST Christmas)

Due to an uncharacteristic and inexplicable wave of temporary wisdom, we cancelled our yearly event last December, and rescheduled it for this March. Tentative date is March 27 in Lewiston, however that date and place need to be firmed up, which we hope to do in the next week or so. We'll send an email to all our current members as soon as that happens.

The usual video highlight of our flying activities throughout the year was sort of scarce on new material, so I added a "Down Memory Lane" portion which took some of the better (or worst) parts of previous years. So you get to see a younger version of yourself – that's great news! Then you can say what I say daily, "What the hell happened to me?"



This is me in a few years yesterday.

MPA membership dues

Well, it's a good thing our membership dues remain the same cheap \$20 as they have been forever, since you haven't been getting your money's worth over

More unsolicited wisdom

If at first you don't succeed, destroy all evidence that you tried.

Experience is something you don't get until just after you need it.

No one is listening until you make a mistake.

Two wrongs are only the beginning.

The problem with the gene pool is that there is no lifeguard.

A clear conscience is usually the sign of a bad memory.

If you must choose between two evils, pick the one you've never tried before.



Typical scene at MPA fly-in of people waiting their turn as passengers.

Staying legal

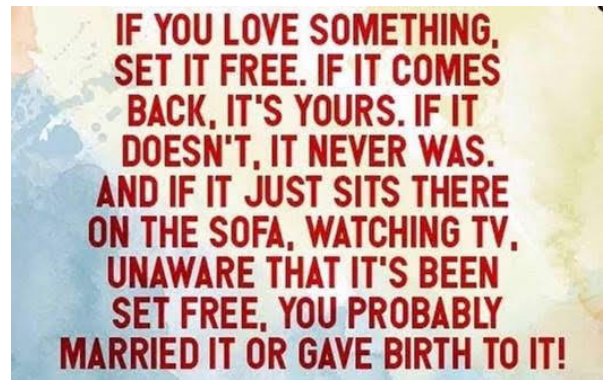
Just the usual reminders.

Your aircraft needs an annual condition inspection yearly (duh). If you have your repairman certificate, you can do that yourself, just make sure you log it. If you don't, it must be done by an A&P mechanic. Luckily, one of members (Scott Royal) is an A&P-IA, and he is about the best in the business, and gives MPA members a special price (Twice his usual fee. Just kidding!!!)

You the pilot need a biennial flight review every two years (duh). This consists of one hour of ground instruction and one hour of flight instruction. This is done by a CFI. Luckily again, we have three of those in the MPA (Randy Autrey, Bill Wallace,

John Gobel). Since the ground instruction is a real pain in the butt for the CFI and for the applicant, the FAA allows that portion to be satisfied by attending a safety seminar. Still have to fly. Since it is considered an instructional event, you can't fail it. But, if you scare the CFI badly enough, he will run away as soon as you land and won't sign your logbook.

For complete information on biennials, see our informative Instruction website at: <http://www.ppc-instruction.com> and click on "Biennials" on the left. You can also get there from our MPA website, <http://mainepowerchutes.com> and click on "Instruction Site" on the left.



For our lady readers...

Disclaimer

As you noticed, due to the scarcity of real flying and MPA news and events, this Newsletter tried to divert your attention from that reality by filling it with semi-humorous bits and very-soft-porn pictures. But, you dear reader (the few of you who have gotten this far) are probably used to that by now. However, to offset the no-news problem, please send me or call me with anything that might be of interest to our MPA members. Email is gobelj@gmail.com, phone 207-852-7300.

The End(s)

