

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

Maine Powerchute Association

Newsletter

July 2021

Special Arts issue

www.mainepowerchutes.com

Preamble

It's been a quiet flying season for us so far, with not much flying activities for most of our members. The virus thing upset the world, and our usual busy summer flying schedule suffered as well. However, nothing stops the Newsletter. Even if we have to fill it up with even more nonsense than usual. So here we go.

Upgrading MPA art culture

Although most people view us extreme-sport pilots as arrogant, sexist, domineering, cocky, impulsive, self-indulgent brutes, there is a gentler side to us. I have no idea what or where that is.

However, in this Newsletter's never ending quest to upgrade our collective culture, we present 3 famous paintings by the old masters. But not the fake way you see them in museums and art galleries.

Instead, after much research, our editorial staff was able to find the actual originals, BEFORE the artist was forced by the early cancel-culture of their age to change them.

So for your enjoyment and further education, the last page of this Newsletter contains the un-edited version of these masterpieces.

By the way, yes, it is true that powered parachuting is considered an "extreme sport."

First solo cross-country flight

Tower: PPC N2956, what is your position?

Student: I am next to a cloud that looks like a lion.

Tower: Can you be more specific?

Student: Simba

Upcoming events

How time flies! It's July already, and our flying season is running out of time. So here are the next few events where you can enjoy the thrills of flying with your fellow PPC pilots, the education from discussions on flying, safety, and engine mechanicals, and the (somewhat dubious) joy of the companionship of your friends in our club.



*Early morning joy ride at Bowdoinham.
That's a contrail, not smoke.*

August 13 through 20th. This is our annual week-long outing (what we used to call our Adventure Trip) – we've trekked up to the terrific venue at Ft. Kent for the last few years, and we'll do it again this year. After 3 or 4 days there, we generally head to either Presque Isle or to Patten to complete the week.

August 28th weekend. One of our more popular events is Deblois, with its huge blueberry fields and great flying. No other traffic, and a peaceful fly-in.



September 25th weekend. A little different flying at Plymouth airport in New Hampshire – great views, nice long grass runway. Since our MPA members and CFIs Bill Wallace and Melinda Bliss work from there with their SLSAs, it’s a good opportunity to get your biennial flight reviews.

Others. We’ll have one or two more events in October, most likely at either Bethel or Berlin. Check our web site for details and/or changes.

December 4th. Our famous annual Christmas party and membership meeting – mark your calendars now, so when your always-busy social life comes up with something that looks like more fun for that day, you can say “Sorry, previous engagement!”

It’s been a bit of a strange day. First, I found a hat full of money. Then I was chased by an angry man with a guitar.

Christmas party

We’ll call it that since it was supposed to happen last Christmas, but it was actually in April. In either case, it was a very successful affair, with our usual large attendance.

The event was held at a new location, Marco’s restaurant in Lewiston (thanks to Rachel & Steve for setting that up), and it was just perfect for our party.

We reviewed the upcoming fly-in schedule, and had several recommendations for new venues for next year. We viewed our highlight video, which by necessity had to use some “memory lane” material due to the lack of new stuff.



Either paying rapt attention to the speaker, or waiting for the punch line (which never came, I’d guess...)



New Members

We added four new members to our group over the last few months, proving once again that people just don’t value their hard-earned \$20.

In any case we welcome you, although we question your standards and sanity in wanting to hang out with a bunch of scruffy old aviators who are highly irreverent, and who’ll do anything for a laugh. Or do anything for an adventure. So welcome to:

Jeff Wheeler, who was trained by Randy, and who successfully soloed (i.e. didn’t break the plane) a few weeks ago. Congratulations, Jeff!

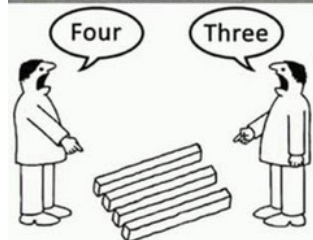
Ed Walsh, from Jay. Ed recently earned his Sport Pilot license, after being trained by Bill Wallace. Congratulations, Ed!

Everett York from Mechanic Falls. New to the world of aviation, recently purchased a PPC and will be taking lessons towards a Sport pilot certificate.

Melinda Bliss from Danbury, NH. She becomes our first female flying member. She recently earned her Sport pilot along with her Private certificate, as well as passing the rather grueling Certified Flight Instructor program to earn her CFI in Powered Parachutes. Obviously, she will experience culture shock if she ever reads our Newsletter.

This is really confusing!!

who is right



It's only fair

It has been brought to the attention of the editorial staff that this Newsletter is borderline sexist by only showing pictures of females. While we feel bad about being only "borderline," we do not want to risk enraging the currently fashionable cancel culture, and will therefore show a few pictures of our typical MPA sexy males below. Hope this resolves the issue.

Camp Kohut flight

As one of our frequent community service events, a small group of us (4) did a fly-by to help the camp kick off its annual program. Of course, we had to show off a little bit, with some nice low passes (with aviation smoke trailing, naturally).

We took off from Oxford airfield, where the FBO and his group providing a most cordial and pleasant reception for our group. A fly-in there next tear?



Many thanks to our MPA members who volunteered these pictures of themselves from their personal photo album. Obviously, one of our members is a liar. Can you guess which one?

New FAA rules

While we generally support the rules of the FAA because they promote safety, we are perplexed by the new rule that just went into effect. So is everybody else.

The new rule states that instruction and biennial flight reviews by a CFI cannot be conducted in an experimental aircraft (ELSA). Previously, that could be done if the pilot being tested or reviewed owned the ELSA. In other words, in your own aircraft.

The effect of the rule is that instruction or a flight review must be done in an SLSA (Special Light Sport Aircraft). Unfortunately, there is only one of those in Maine, and several in New Hampshire. So this pretty much ends legal compliance by most of our members, who are not willing to travel huge distances to get this done.

The results of this rule will be unpleasant. Not being able to get instruction from a nearby CFI will drive people to learn on their own, and as history shows, many more accidents will follow.

Also, not receiving your flight review every two years will result in some pilots getting out of the sport, and some others saying "Screw this, I'll just fly illegally." I suspect that will be the attitude of most of us.

The large aviation organizations (AOPA, EAA, etc.) are appealing this rule, so hopefully some change will be made to make our sport safe again.

Marriage advice

The typical romantic wife sent her husband a text.: "If you're sleeping, send me your dreams. If you're laughing, send me your smile. If you're eating, send me a bite. If you're drinking, send me a sip. If you're crying, send me your tears. I love you!"

The typical non-romantic husband replied: "I am on the toilet. Please advise."



The End(s) (except for the next page)



Updated versions of Old Masters' works



What happened after daVinci told Mona to "Just relax!"



Amidst huge protests by women for this painting which implied that they talk too much, Michelangelo helped his model Luigi escape their wrath.



After staring at this child for 4 days straight, Bougereau decided to ask his wife to help her escape...