

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

Maine Powerchute Association

Newsletter

www.maine-powerchutes.com

September 2021

Special Humor issue



John seems a little skeptical about George's fascinating story about how he escaped from the murderous Whitefoot Indian tribe...

Preamble

We're sort of strapped for exciting news in this Newsletter, but of course that never stopped us before from filling 3 or 4 pages with material that occasionally actually has to do with powered parachute flying or club stuff.

Oh yes – in keeping with our “Special Humor Issue” theme, we'll put more than usual amount of nonsense into this version. So here we go – some of it is pretty subtle.

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

Upcoming events

We're down to the last scheduled fly-in event of the year – Bethel on the weekend of Oct.1. Due to our superb scheduling (and pure luck), it seems like we'll be hitting the peak of the autumn foliage period.

Great opportunities to take post-card pictures, and to do some exciting mountain flying. Although there are a lot of valleys too for those of us afraid of heights.

The Bethel airport has ample parking for campers and trailers, has a long runway, and a nice grassy area for those afraid of those broad white lines on the runway.

Although our host Randy has cleared the event with the town and with the airport people, remember to be our usual polite selves by minimizing time over the runway, staying on the radio, and clearing the landing area after landing so others can land there as well.

Make sure you check our web site for any last minute changes or other information before you head out – again, in case you still don't know, our web site is: <http://www.maine-powerchutes.com>.

The only other scheduled event for this year is our Christmas party, of course. The date is Saturday, December 4th. Put that in your calendar now! Since all MPA members are so much in demand socially, you want to be able to say “Sorry, I made previous plans – I could NEVER miss our party!”

Not quite sure of the venue for the party this year, so stay tuned for future notices. As usual, we'll try to make it as central as possible to minimize travel for most.



Fort Kent, Presque Isle event

Technically, our annual week-long Adventure Trip started at Loring (previously Air Force base), since we were invited to participate in their Loring Days event. A different venue for us, and we may include it in our future schedules. We spent a couple of days there, then moved onto Ft. Kent..

George and Kelly were once again our hosts extraordinaire, making the 3 or 4 days spent there superb as usual. Good flying generally, and we even had a few thunderstorms which destroyed a few awnings. Leaving them up was an expensive mistake – mine cost \$1,100 to replace. Oh well, I needed a new one anyway (is that what is called “sour grapes?”)

We moved on to Presque Isle and had a great time there as well, catching up with the northern boys, and of course with Paul Cyr, who always makes his wonderful facility available to us rag-tag fliers.



What happens if you get scared half to death twice?

Real adventure trip?

About 18 years ago in 2003, a group of our members made a memorable trip in powered parachutes from Augusta, ME to Kitty Hawk, SC. The event was the 100th anniversary of the Wright Brothers’ first powered and controlled flight.

To celebrate the event, the National Park Service invited one pilot from each state to fly the State flag to Kitty Hawk. We applied and were selected from Maine – I guess our 9 powered parachute pilots counted as one (see picture on right).

After a ceremonial send-off hosted by Governor Baldacci at the Augusta airport, we started our 19 leg trip, and made the 900 mile trip in about 11 days. Memorable event, and a true adventure for us.

While we can’t duplicate that once-in-a-lifetime event, we can come close. Don’t know how yet, but with a bunch of uber-smart MPA pilots, I’m sure we’ll come up with something to celebrate the 20th anniversary of our club’s real adventure in 2023. Maybe a 1’0 day trip covering all of Maine?

This is my step ladder. I never knew my real ladder.

Do you ever get up in the morning, look in the mirror and think “That can’t be accurate.”

FAA updates

In the last Newsletter, we discussed the new FAA rule that essentially prohibited any lessons or biennials in “Experimental” classified aircraft. Which of course affected 95% of PPC pilots negatively, and made our sport more dangerous because students could no longer train in their own aircraft. This applied to CFI-s as well.

However, the FAA provided a exception to this ill-advised rule. You could apply for a LODA (Letter Of Deviation Authorization) which exempted you from this rule.

We had a number of our members apply and receive these exemptions, so they are legal to receive training or receive their biennial flight reviews in their own aircraft. The process was painless and quick – most people received it within days of applying.

Anyone who has not done this, we strongly recommend that you go ahead with the process – it only takes a few minutes. Check out our website for instructions on how to do this.



The flying crew of the 2003 trip from Augusta to Kitty Hawk L to R – Dunbar, Doug, Ken, Mike, Robin, John, Jim, Bill, Jerry.

A crowded elevator smells different to a midget.

New Members

We welcome new member Jacob Bennet from Bethel, ME – hope to see you at our next event(s). As usual, we try to scare new members with horror stories about all the bad things that can happen while engaged in that totally unnatural activity known as flying. See below. Just remember – your \$20 membership fee is not refundable!

The three hardest thing for men to say are:

- 1. I was wrong*
- 2. I need help*
- 3. Worcestershire sauce*

Interesting aviation stuff

Over the last 12 year period (ending several years ago) the NTSB (National Transportation Safety Board) has reported 71 powered parachute incidents (i.e. events that they had to investigate). Of these,

10 incidents resulted in fatalities (14 people killed). 76% percent of these incidents were determined to be pilot errors, usually flying too low, or misjudging landing or take-off distances.



Surprisingly, of all the people involved in these incidents, only 7% continued to fly powered parachutes. I guess the ones that never went back blamed the machine rather than themselves. As the NTSB recommendations point out, better training is needed, as lack of it or insufficient amount of it was listed as the cause most often.

Over the last year, we have added 8 new Sport Pilots to the world of powered parachuting in our area. Most of these were trained by Bill Wallace and Melissa Bliss in Plymouth, and by Randy in Bethel. In addition, we also added Sport Pilot rating to several pilots with Private licenses.



*Typical scene at an MPA fly-in –
“Oh please, please, take me for a ride!”*

Because of Covid, I told my suitcases there will be no holiday this year.

Now I’m dealing with emotional baggage.



Remember to avoid power lines while delivering presents dressed as Santa Claus...

When I offer to wash your back in the shower, all you have to say is “Yes” or “No.”

Not all this “Who are you and how did you get in here” nonsense.

Court transcripts

Attorney: What is your date of birth?

Witness: July 18th.

Attorney: Which year?

Witness: Every year.

Attorney: Are you sexually active?

Witness: No, I just lie there.

Attorney: Were you present when your picture was taken?

Witness: Are you shitting me?

Attorney: So the date of conception (of the baby) was August 8th?

Witness: Yes.

Attorney: And what were you doing at that time?

Witness: Getting laid

A pictorial fairytale romance... from the classics by Bouguereau



I love you Marie! Marry me, we'll have a few children and a wonderful life!



Is this his idea of a few children? No more - I don't care how much he loves me!



I just put in a call to Lorena Bobbitt for advice.



Morning fog always makes for an eerie and memorable flight. Especially exciting if your airfield is covered when you try to get home...

The End(s)

