

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

Maine Powerchute Association

Newsletter

January 2022

www.maine-powerchutes.com

Special New Year's issue

Preamble

How exciting! We made it into another year! And with it, we welcome another great opportunity to make and break New Year resolutions. The downside, of course, is that we have all become a year older from this time last year.

So in this issue, to celebrate getting a little older and a lot wiser, of course, we will look at the light side of old age. Or extended middle age, as we seniors like to call it. And naturally, it will be done in the irreverent and humorous way we look at everything within our jolly group.

And of course, we'll celebrate the new year by making our annual new year's resolutions.

and got to talk with our fellow PPC pilots and friends that we haven't seen in a while. We even invited a guest we met on one of our trips, Mary Build, who is a minor aviation icon in this region.

We also did a short memorial video to honor one of our long-time members Jerry Sukeforth, who passed away last year.



A loud thank you to George for finding the place, and to Darlene, Kelly, Randy, Mike C., Steve & Rachel for the pictures. And to Bonnie for managing our finances so we could pay for the whole thing and still have money left over (I think).

Just add throttle..

MPA Christmas Party



We tried a new venue this year (actually, December of last year) – the High Tide restaurant in Brewer. We'll continue our egalitarian ways of alternating the sites for our annual get-together closer to our northern members and our more southerly ones – going to Augusta or even Lewiston.

We had a nice turnout as usual, and did our regular highlight video, annual membership meeting, a very nice dinner, showed our collection of pictures taken throughout the year,

*I told myself that I should stop drinking.
But I'm not about to listen to a drunk who talks to himself.*

Fly-in schedule for 2022

The process to identify the locations, set the dates, and contact the field owners has begun. Our schedules in the past included a winter fly-in, but since that seemed to be as popular as Covid, we'll omit it in this year's schedule. Although a few of our he-man pilots will still get out to one of our many frozen lakes to ~~suffer~~ (I mean enjoy) the

beauty of Maine outdoors. Hint (from experience) – if there are trucks on the ice, it's safe to land or do a touch and go. Otherwise, not so much.

Oh, one more hint (from experience, again) – skis on our machines seem to prefer snow on top of the ice. Glare ice, not so much. Some silly physics rule about torque. Delicate touch is recommended.

We'll aim to schedule about 6 or 7 events, to include locations that are nicely distributed throughout the state. We'll add one or two locations that we haven't visited in several years to keep it exciting.



With the virus in retreat, we hope to have many of our members attend our events. While we love our core group of 7 or 8 “regulars,” it's nice to have some more of our many members(29) come join us. Flying is fun and exciting, but we really

do it for the social aspect, i.e. deep conversations interspersed with mindless chatter (will not try to lie about what the proportion of each is), education about aviation, flying, mechanical stuff, and lots of laughs.

In addition to all that, fly-ins are a good opportunity to get your biennial flight review done as well as your annual inspection. And if you have weird things that your machine is doing, we always have many many wanna-be mechanics to troubleshoot and fix it, along with one mechanic who actually knows what he is talking about.

*I don't want to say that I'm old and worn out.
But I make sure I'm nowhere near the curb on
trash day.*

New members

Apparently the aviation community forgot the joys and excitement and thrills of being an MPA member, so we added no new members to our jolly group over the last few months. However, one new member joined us last September, so we welcome Russell Pelham from Litchfield, NH – hope to see you either over the frozen lakes or at some of our events next year, Russ!

LODA-s

As everybody knows, LODA stands for Letter of Deviation Authority. It is issued by the FAA. It does not grant you the authority to be deviant (or more deviant). It does however grants you the authority to take lessons (or give lessons) in an Experimental class airplane, which most of us have.

As explained in a previous Newsletter, some lawyers at the FAA found that since getting or giving lessons involves a fee, it is not allowed in Experimental Light Sport Aircraft, only in machines that have Special Light Sport Aircraft designation. So that means you cannot take your biennial flight review, or get lessons in your own aircraft.

To correct his very unsafe ruling, they are issuing these exemptions. Very simple and quick process. Email me and I can send you the information to do this.



Just a nice autumn scene. Can't think of a funny caption...

Night flying

As we all know, you need to be at the Private level for night flying, not at the Sport Pilot level.

If you already have a Private license from a previous life (i.e. fixed wing days), all you need is 3 hours of night instruction from a Private rated PPC instructor, followed by a check ride from a similarly rated Examiner. Luckily, we have both those individuals in our club.

If you're only at the Sport Pilot level, you need to start instruction (again, from a rated pilot as above) working towards a PPC Private rating. Which means a log book endorsement from the rated instructor, allowing you to fly solo at night as part of the instruction. This is done after receiving at least one lesson at night.

OK, so why would you want to do this? I have no idea.

Well, possibly because it's quite a thrill and often quite beautiful, peaceful, and very different. Especially in the winter, with the moon reflecting off the snowy landscape. And with enough clothes on, and with your warm and heavy headgear, you won't be able to hear the chattering of your teeth while being awestruck at the allure of it all. I should take up writing poetry.

Sometimes I talk to myself. Then we both laugh and laugh...

Why are scantily clad girls in Newsletter?

Been asked that a few times before. After serious and deep ponderings over that question, it dawned on me. Fully clad girls are just not that interesting.



How safe is flying PPCs?

Some interesting statistics were compiled from data from the NTSB, AAA, FAA, EAA, AOPA, USPA, and RAGGMOPP. If you don't know what all those letters stand for, you're not an aviator and you're not old enough. Continue reading, anyway – you've already come this far!

The analysis of the statistics compared powered parachute flying with other (somewhat risky) activities. By the way, the analysis was not done by any of the alphabets above – just their data was used.

This numerical analysis is based on the number of fatalities per year (average over 10 years) per in the various activities. The statistics took into consideration the number of miles driven, and the number of flights taken. So here we go.

Driving a car – safest. Give it a factor of 1. All others are compared to this.

Flying small fixed wing – 10 times as dangerous as driving.

Flying small helicopter – about the same as flying a small fixed wing – 10 times as dangerous as driving.

Flying back-packs (paragliding) – about 11 times more dangerous than driving a car.

Motorcycling – 12 times as dangerous as driving, almost the same as flying back-packs.

Skydiving – the most dangerous – about 15 times more dangerous than driving.

Flying a powered parachute – the winner – only about 7 times as dangerous as driving. So try to keep a straight face when you tell your passenger that the trip to the airport was more risky than the flight he/she is about to do.

Giving credit

Karl Marx is a historically famous philosopher, but no one ever mentions his sister, Anya. She invented the starter's pistol.



Practicing proper pre-flight technique, Mike gives his aircraft an encouraging pep talk.

Reviewing 2021

In two words, it sucked. Since the virus and the general shut-down of the world started in March of 2020 or so, we figured that by the summer of 2021 it would be all over, especially since the vaccine was widely available by the spring. Wrong!

In spite of it all, we continued to have our MPA fly-ins, although attendance was somewhat stymied by the reluctance of many due to concern for the virus. We had a number of good flying opportunities, and we still enjoyed ourselves with the camaraderie and laughter of our events. Oh, and we had no accidents!

So what about 2022? Well, the USA is more and more accepting the "new norm," that is treating it like the seasonal flu and continuing our lives as before 2020. So in that spirit, here's to having a fun-filled, flying-filled season with our fellow pilots and friends! (I'm raising my coffee cup!)

Sometimes the universe puts you in the same situation again just to see if you're still a dumbass.



Typical reactions of our passengers after their first flight in a PPC

Public service announcement

Don't let them take your temperature as you enter a supermarket. It's clearly a government plot to erase your memory. I went for a bottle of milk and a loaf of bread and came home with a case of beer and 12 bottles of wine.

I've reached that age where my brain went from "You probably shouldn't say that" to "What the hell, let's see what happens."

Inside every old person is a young person wondering what the hell happened.

New Year resolutions

In case you're having some trouble deciding what to resolve for the new year (here, we're not counting the court-ordered ones), maybe you can get inspired by some of these thoughts on new year resolutions.

Husband: This year, I resolve to procrastinate less.

Wife: Honey, today is January 20th!

Husband: See, I'm better already! Last year I made the same resolution on February 15th!

Incredible Hulk's resolutions:

- Smash legs
- Be nicer to puny humans
- Buy new pants – maybe Spandex

Question: What exactly is the definition of the list of New Year resolutions?

Answer: It's actually a to-do list for the first week of January.

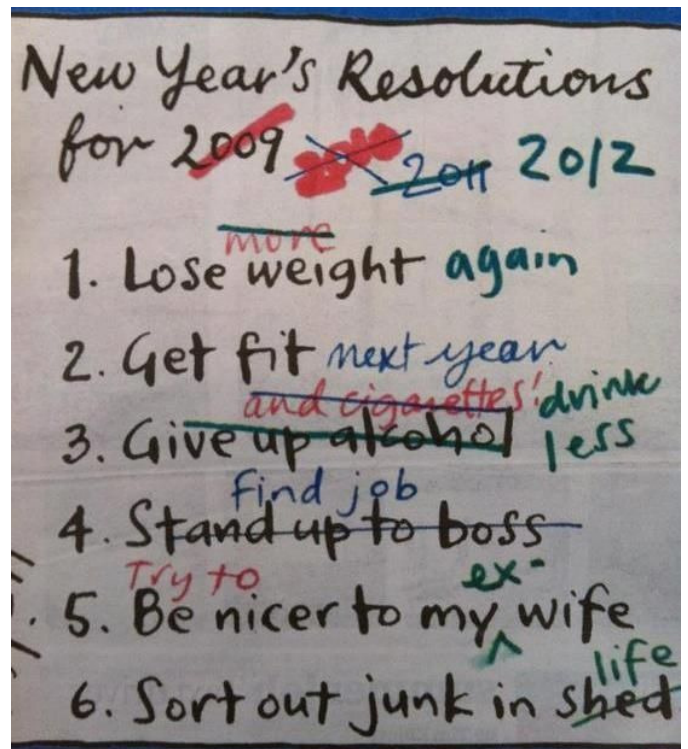
My new year's resolution is to stay out of shape. I should be able to keep this one.

Two women talking:

One: My new year's resolution is stop putting my foot in my mouth all the time. I bet yours is to lose weight!

Two: Glares.

Technical definition of new year resolutions:
Casual promises to myself that I'm under no legal obligation to keep.



The End(s)

