

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

# Maine Powerchute Association

## Newsletter

[www.mainepowerchutes.com](http://www.mainepowerchutes.com)

July 2022

### Not a very special issue

#### Preamble

We're into the middle of our fairly short flying season, and had some very pleasant fly-ins so far this year. Weather has been cooperating, mostly. By the way, I say "short" flying season, but in fact some of our members extend that to 12 months – winter flying and late fall flying is pretty cool. Literally and figuratively.

Unfortunately, we only have a "core" group of our members who make up the attendance at most of our venues – about 6 or 7 of us, out of our membership of 32. So if you haven't been to one of many events, come on over! We have a lot of fun, flying or no flying!

So in this issue, we'll continue our usual aviation related banter, mixed in with our usual nonsense and funny stuff. But every now and then, we accidentally put in something useful, just to keep you reading.

#### **WEDDING DRESS FOR SALE .**

***Worn once by mistake.***

***Call Stephanie.***

***I used to be indecisive. Now I'm not so sure.***

***TEACHER: Why are you late?***

***STUDENT: Class started before I got here.***

***I put my scale in the bathroom corner, and that's where the little liar will stay until it apologizes.***



#### Recap of history

The first powered parachute was designed and flown by an aeronautical engineer named Steve Snyder in 1981 (41 years ago to save you the math). Steve died at age 64 testing a new jet fighter – nope, not a powered parachute.

After many failed tries, mostly having to do with controlling the aircraft, he and his associates were able get it working. He demonstrated the new device at the Sun 'n Fun, which was received with such enthusiasm that he formed Paraplane Inc. to mass produce them. See picture below for the first ones.

Overcoming the torque of the two small engines they used was eventually overcome by having the two propellers counter-rotate, which neutralized the torque problem. Only much later did they start using the differential riser lengths to solve the torque problem when using only a single engine.

For many years, single-seaters were the only ones available. Instruction was done by having a student read all the books, and then the instructor would sit you in the plane, wish you luck, then talk with you via a radio through your first flight. A little hairy. A lot of accidents





**Behind every angry woman stands a man who has absolutely no idea what he did wrong.**

**Behind every successful man stands a very surprised woman.**



### Recent fly-in events

Our first scheduled fly-in of the year (Knox County on Apr.22) was cancelled due to weather – not a good start for the year. Maybe that venue should be pushed back to a later date in the future (or moved to Florida?)

Things improved after that with some decent flying at Fryeburg on May 13. Still a little too cold or windy for many of our members, so only the 5 or 6 of our hard-code pilots attended, but had a good time anyway as we always do.

Still a little iffy weather for our next event at Twitchells on weekend of June 3, but still got some decent flying in, with only our usual hard-code 4 or 5 members there

Things picked up considerably at the Dover fly-in on weekend of June 24<sup>th</sup>, with our extended not-so-hard-code group of about 8 or 9 members. Nice flying all 3 days, and of course we had our usual social good time. Got to watch the STOL competition, and toured the town during their annual whoopee-pie festival.



### Good question?

*Attending a wedding for the first time, a little girl whispered to her mother, "Why is the bride dressed in white?"*

*"Because white is the color of happiness, and today is the happiest day of her life," her mother tried to explain, keeping it simple.*

*The child thought about this for a moment, then said, "So why's the groom wearing black?"*

### Got to love New York State

One of our members (Larry) bought a SkyPro trailer from another one of our members (John). Wrote a bill-of-sale, and signed the back of the registration like you're supposed to. Deal done. Simple, yes?

Not so fast! Larry tried to register it in New York state. First, they weigh it. Then they try to read the VIN.

Well, in Maine, they stick a paper/vinyl sticker on the frame, write in a VIN with a pen, and call it good. Naturally, after 16 years on the road, the sticker wears off, so the VIN is illegible or missing.

So New York says "No VIN, so it must have been stolen." They impound the trailer, and get it ready for auction.

After weeks of hassling, no progress. Larry finally wrote to the MPA members, and the six of us who had the same SkyPro trailers verified to the New York inspector that yes, "no VIN" is the case with all of the ones registered in Maine. They finally returned the trailer to Larry.

So Larry wants to thank the MPA membership who were so willing to help him out of this ridiculous government overreach situation. All is well now!



*One of the least recommended ways of washing your machine...*

### Next events

One of our most popular events is coming up during the weekend of July 15<sup>th</sup> at Bowdoinham field – Mark Bowker is the local host, and we always have a good time there. Flights to some of the nearby beaches is one of our standard trips, as well as a trip to Brunswick airport.

Three weeks after Bowdoinham is our annual trek to Presque Isle and Ft. Kent for a our week long "Adventure trip." Plan is to spend 2 or 3 days at PI and then drive over the FTK for another 2 or 3 days. Lots of fun at both these venues, and generally lots of good flying opportunities.

We thank Paul Cyr at PI and George and Kelly at Ft. Kent in advance for their hospitality and for the work they do in keeping these fields in superb condition. This week-long trip is generally the highlight of our flying and social season.

Well yes, the 600 plus mile round trip for many of us is a tad expensive, but hey, when it comes to our toys and hobbies, money is no object, right? What? Your wife disagrees???

### **Pastry shop**

*Woman standing at the pastry counter asks "What do you have with no fat and no sugar?" The clerk answers: "Napkins."*

### **Another bar story**

*A man walks into a bar and briskly orders 6 of the most expensive whiskey shots. The bartender lines up 6 shot glasses and fills them up. The man quickly downs all 6 of them back to back and taps the bar, "again."*

*The bartender looks a little surprised, but lines of 6 more shots. The man quickly downs all 6 shots and hits the bar, "again." The bartender, visibly concerned, fills up 6 more shots and lines them on the bar. The man quickly downs all 6 shots and hits the bar, "again."*

*The bartender says "Hold up man! You gotta slow down!" The man says "trust me, if you had what I have, you'd be drinking this fast too."*

*"My God," says the bartender, quietly leaning over the bar he asks, "What do you HAVE?"*

*"A dollar."*

### **Wingtip vortices**

We've all flown through turbulence caused by what we loosely call the prop wash of another PPC flying ahead of us. So let's look at this phenomenon a little more closely.

The picture below (taken by Mike Caruso at Bethel) illustrates this beautifully. You can actually see the wake turbulence only because I had the smoke on, but obviously it exists all the time, although it's invisible most of the time. So when you fly through that, it will rock you side to side. If you're close enough, it will turn you 90 degrees or more sideways.

Interesting to note that our PPCs also generate significant wingtip vortices as you can tell by

the shape of the smoke, in addition to the prop-wash.



On a calm day, that turbulence will sink, but will stay in the air for up to a minute. On windy days, it will dissipate faster.

So that's a little disconcerting when you're peacefully flying along, and get shaken up all of a sudden. Did something break? Is my machine falling apart? Oh, OK, it's just prop wash...

However, it's a much different story if you get into the wake turbulence of a bigger plane. Now you'll encounter the wing tip vortex, which has the strength of a hurricane. It's caused by the high pressure air under the wing spilling over to the low pressure air on top of the wing at the wingtips.

In 2017, a Challenger 604 business jet flew about a minute behind and a 1,000 feet under an Airbus 380. Getting caught in these vortices, the plane barrel rolled four times before the pilot regained control. The Challenger is not stressed for that kind of maneuver, so they were lucky not to have broken apart.

So what do you think would happen to us in our little machines? Could we do a barrel roll or two?

More practically, we do encounter fixed wing traffic at some of our venues, and these smaller planes also generate wing tip vortices. So give plenty of distance or time before flying through their path. As with prop wash, these vortices sink and dissipate in about a minute normally, maybe a little longer on a dead calm days.

### Movie trivia



*The original idea for the “Magnificent Seven.” After initial bad audience reactions, they decided to go with the cowboy version.*



*They also decided against the MPA recommendation to make it the “Magnificent Four.” No idea why.*

### The usual reminders

Annual condition inspection – this is the annual inspection of your machine (not of you – don’t even think of asking Scott to do that!). If you don’t have the certificate that allows you to do this inspection on your own, contact our Scott Royal who will generally be able to do that at one of upcoming fly-in events. Make sure you schedule this though.

Biennial Flight Review – this is for you the pilot – every two years. It involves an “oral” part which can be done on-line, and an actual flight with a CFI. You can’t “fail” it because it is an instructional event. However, if you really screw it up, the CFI can mandate additional training. Schedule this with one of our 4 CFI-s (Randy, Bill Wallace, Melinda, and John). Again, it can be done at one of our fly-ins.

To get more information on the biennials, go to <http://mainepowerchutes.com>, and select the “Instruction Site” tab on the left.

Registration renewal – your aircraft registration (which gives you your “N” number) has to be renewed every 3 years. The FAA sends you a reminder form. The cost is \$5.00. You **MUST** do this, otherwise the FAA may get very mad at you – very bad idea to have that happen.

That’s all there is to annuals, biennials, and registrations. Very simple, mostly inexpensive, and it keeps us happy and legal, and the FAA ecstatic.

### Seminars For Men (partial list)

1. You Too Can Do Housework
2. Developing a Resistance to Beer
3. We Do Not Want Sleazy Underwear For Christmas
4. Understanding The Female Response To Coming Home Drunk At 4:00am
5. How Not To Act Like An Idiot When You Are Obviously Wrong
6. How Not To Act Younger Than Your Children



Dawn patrol...

### The End (s)

About time...

