

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

# Maine Powerchute Association

## Newsletter

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

September 2022

## Deep wisdom issue

### Preamble

I have no idea what wisdom and powered parachute pilots have in common, since being up in the air on a tricycle with a rag over your head does not seem that smart.

However, to dispel the myth that pilots are brutish, macho, over-sexed, irreverent, thrill seeking neanderthals, our Newsletter will once again come to the rescue.

So sit back and read the various bits of wisdom (well hidden) throughout this issue.

**Knowledge is knowing what to say. Wisdom is knowing when to say it.**

### Recent fly-in events

We made our annual trip to one of our favorite venues at Bowdoinham, hosted on a great grass strip by our friend and fellow pilot Mark.

We enjoyed unusually good weather, with calm winds that allowed us to fly to Brunswick airport and attend the EAA chapter's coffee and donut fly-in, and meeting a number of pilots from all over Maine. And importantly, we were able to fly back to Bowdoinham by mid morning.

A few weeks later, the next event on our schedule was our Presque Isle and Ft. Kent trip. After a few days at Presque Isle, the weather forecast was pretty dismal, so our week-long event was cut short and turned into a weekend event. Still a fun time. See Paul Cyr pictures below...



Our next scheduled event was Deblois, but we decided to postpone that to 9/17 and instead go back to Presque Isle again to attend their Balloon Festival and fly with the balloons. Much better weather for the weekend, and we not only got to fly quite a bit but also were able to hold our almost-yearly Top Gun contest. See article below for write-up of that fun event.



Scenes from the Brunswick EAA coffee & donut fly-in. The effect of too many donuts is obvious.

**Don't worry about getting older. You're still going to do dumb stuff, only slower.**

**Top Gun 2022**

We've had some form of our Top Gun competition for many of the 24 years of the MPA's existence. And during that time, only 4 of our members have won it (most multiple times – Rob had the most with 4).

We add a new winner this year with George Dumond winning it all. This was the first time he competed, so some hinted that it was beginner's luck, but he clearly beat all of us veterans of that event. Fun time!

Congratulations, George!

***Maturity is when you stop being surprised by anything. Wisdom is when you start again.***



*Last year's winner, Many Hats Rob, giving The Hat to George.*

**Back in the saddle**

One of new PPC pilots (John Lockhart with a student license, working towards his Sport Pilot) made a mental error on landing at Presque Isle and ended up in the weeds after his touchdown.



The good part of this story is that with the help of some of our members, he set up the machine again and went right back to flying. This time, he made a nice landing And on the runway!

So the lesson here is that if you fly long enough, you will inevitably do some things that you wish you had not done – so instead of giving up flying because the bad event scared you, you get back in the saddle and chalk up the mishap to experience. And you'll definitely be a better pilot because of it. Nice job, John!

***Why aren't the 99% of us who aren't offended by everything, keep catering to the 1% who are?***

**Next events**

During the weekend of September 16<sup>th</sup>, we'll be heading to DeBlois airfield. Even though we missed the blueberry picking, we still have a good time flying at that venue. Hope to see you there.

Three weeks after that we'll be at Bethel on weekend of October 7<sup>th</sup>. This is in conjunction the Maine Aeronautics Association's coffee and donut weekend, so in addition to wonderful foliage (hopefully), we will get a chance to meet some of our fellow pilots from all over Maine.

To wrap up our regularly scheduled events, our annual Christmas party and membership meeting will be on Saturday, December 3<sup>rd</sup> in Brewer.

This is always our most attended event, where we review our past flying year, plan next year, and just have a wonderful time seeing the rest of our group. And of course, we have our highlight video and pictures from all the fly-ins we had during the year. More details will follow as we get close.



***Ban shampoo ads – they are insensitive to bald people...***

**New members**

We welcome James and Deanna Doyle from Gouldsboro as our newest members. Hope you can join us for the remainder of our events!

***A symptom of wisdom is curiosity. The evidence is calmness and perseverance. The causes are experimentation and understanding.***

### Safety notes

The rubber grommet that connects your fuel tank with the fuel line going to your carburetor will dry out over the years, and may start leaking at inopportune times (I speak from experience – happened to me twice now). You should replace that every few years.



While doing that, you should make sure that the metal connector that goes through the grommet has a screen on it. We had a few cases where various pieces of debris in the fuel tank clogged up the outlet, with engine stoppage as the result. The screen should prevent that.

Still on safety, here's an item for powered parachute airfield protocol. After landing, taxi OFF the runway. Do NOT stay in the middle! If you do that, it forces the people behind you to try to get around you, which can often be unsafe. Most of us do that routinely, so it's just a reminder.

One more aviation protocol – radio discipline, as the professionals call it. Here are some tips.

- press transmit button FIRST, wait one second, then start speaking
- think of what you're going to say BEFORE you transmit, so your transmission can be brief and to the point
- speak SLOWER than your normal speech, and ENUNCIATE
- LOWER the pitch of your voice if possible – it is easier to understand.

These things are even more important for us than for general aviation traffic, as we fly open cockpit (wind and engine noise), and our radios are generally not on par with those of general aviation commo equipment. In other words they're pretty crappy.

***A recent survey indicates that the smartphone is now the number one hand-held device. The penis has slipped into second place.***

### New Sport Pilot

Congratulations to one of our newer members Everett York, who recently earned his Sport Pilot license. He went through the excellent program run by Bill Wallace and Melinda Bliss.

Also noteworthy, he passed his FAA written exam on the first try.



*Everett York (middle) completing his Sport Pilot practical exam. For some reason, he seems much more partial to his instructor Melinda than to his Examiner. Wonder why.*

***The good thing about drinking with good friends is that we can talk nonsense all the time. And the best thing is that the nonsense is understood, discussed, and respected.***

### LODA update

As discussed previously in our Newsletter, the LODA (Letter Of Deviation Authorization) is a requirement from the FAA that an exemption ("deviation" in FAA-speak) must be obtained if you want to take or give lessons in an Experimental Light Sport Aircraft (ELSA).

The process involves filling out an on-line form which takes about one minute, and emailing it to the FAA. Instructions are on the form. They sign it and email it back to you. You print it out and keep it with your logbook. Easy peasy.

You'll need this for your aircraft when you do your biennial flight review, since that event is a lesson given by a CFI. Also, if you want any lessons in your own aircraft.



## Why do we fly – it’s a risky business!

We live in a world of cautions, warnings, danger signs. A world of padded edges. A world that seeks to eliminate risks.



Yet risk-taking is part of our nature. Think about it – what important advancement in mankind’s history has been made without risk? From taking on a mammoth, to setting sail across the Atlantic and setting foot in a new world, to exploring the Artics, to developing aviation, to travelling to the moon, and a thousand other examples of risk taking. Without men and women willing to take risks and triumphing (or dying in the process), we would be in a much different and sadder world.

***“The current near-hysterical preoccupation with safety is at best a waste of resources and a crimp on human spirit, and at worst an invitation to totalitarianism.” Michael Crichton***

Yet today, we seek to eliminate risks. Need a helmet to sit on a swing on the playground. Close the teeter-totter – too dangerous. Sighted a shark in the water – close the beach. Man gets caught in the current – ban swimming in the river. Mentally sick person shoots some people – let’s eliminate all guns. Husband bashes in head of wife’s lover with a baseball bat – get rid of dangerous baseball bats!

***“There are risks and costs to action. But they are far less than the long-range risks of comfortable inaction.” John Kennedy.***

So back to flying. It is a natural activity for birds and insects, but definitely not for humans. So humans invented machines that can fly, and we ride in them. As a pilot of a flying machine, you’re trusting your life to a machine. It’s a risky business. If the machine fails, or the operator of that machine fails to control that machine, you’re dead. Yep, it’s a risky business.

So now, let’s look at powered parachute flying. It’s considered by many as an extreme sport, along with skydiving, base jumping, rock climbing, paragliding, bungee jumping, cliff diving, etc. It’s definitely not for everybody. By definition, it’s a risky business. So why do it? You could get killed!!!

Lots of downsides. But, let’s look at the upsides.

It’s a thrill. Adrenalin rush. Feeling alive. Being part of a very elite group – less than 1% of USA have pilot licenses (1/5<sup>th</sup> of one percent, actually). Feeling freedom. Mastering a difficult skill. Experiencing the natural high of risk-taking.

So, let’s get out there and enjoy our risky business!



**The End**  
**(multiple ends, actually)**

