

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

Maine Powerchute Association

Newsletter

March 2023

www.mainepowerchutes.com

"Spring Is Here" issue

Preamble

This may be a bit optimistic, but winter may be taking its last gasp. We had a relatively mild winter with temperatures about 5 degrees warmer than average, and experiencing the 6th warmest January on record.

Many lakes in the southern areas did not have enough ice to safely fly off them, so our intrepid winter flyers had a year off. But we'll have a chance to make up for that soon, with our first fly-in scheduled for weekend of April 29th.

Oh, one more thing. March is Women's History month, so we'll highlight the history of some notable women who contributed to aviation over the years. And also, of course, we'll add some less serious quips about women. From the MPA view.

Important flying tip: Don't be the first one to arrive at the site of a crash.

2023 Schedule

Our proposed event schedule for the coming year has been sent to our members for comment. After it's finalized in the next few weeks, we'll make it official. Of course, weather and unforeseen situations can change all that.

We scheduled 8 events for the year, 7 flying and of course our Christmas party. We cut back the numbers from last year when we had 9 flying events, but which didn't seem to give us enough "rest" between events for many of us "older" pilots, and attendance was pretty low for some of them.

We also do not call our week-long event up north "Adventure Trip" this year. We're waiting for more of members to retire and have some more free time so we can actually do a real "adventure," which means flying to places we haven't been before, with only the GPS coordinates to go by.

However, our week-long trip has been quite popular – we'll go to Presque Isle and to Ft. Kent, both of which are terrific venues. Lots of fun flying at both. So the plan is the start at either Ft. Kent for about 3 days, then drive to Presque Isle for another three. Or vice versa.

As usual, we tried to schedule our events geographically dispersed so most of our members have a chance to attend some of the events without major investment in travel – yes, gas prices are still ridiculously high levels.

We have contacted all the respective field owners and have received permissions from most – still waiting on final word from some them regarding dates and such. We have built a very cordial relationship over the years with the various sites we've visited, so a pat on the back to all our members who helped to earn this kind of positive reception.



Dues

As you know, our dues of a measly \$20 covers the period of Jan.1 through Dec. 31. Since our dues have not changed in 24 years, the \$20 today is actually only \$5.38 in 1998 dollars.

More math – in 1998, dues cost you the equivalent of 14 gallons of gasoline. Today, it's only about 6 gallons. So actually, we have lowered our annual dues by 43%. Isn't math wonderful?

Anyway, many of our members have paid their 2023 dues at our Christmas party last December, but many have not.

So for any of you non-payers, due to federal regulations (to which only I have access), we cannot send you information about our upcoming events, no Newsletters (which may be a plus, now that I mention it), no invitation to our Christmas party, and of course you'll miss out on all the fun and foolishness of our many fly-ins.

Oh, one more thing regarding dues, just a small technicality. While you may be able to change your gender by identifying as a woman, you cannot simply identify as a paid-up member. Hope that closes that loophole now.

IQ Test

Look left



You Failed...

Pilotage question

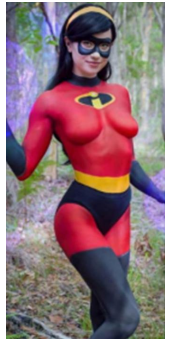
You're at one thousand feet AGL. Your engine quits. Prevailing wind is from the west at about 20 MPH. You have what appears to be a nice field to the east, and a similar size field to the west. Both are about a mile away as you judged.

You're thinking that maybe you can make the field to the west, but it would be dicey. But you'd be landing into the wind so you should be able to make a decent landing, at about 10 MPH.

You're thinking that you're pretty sure you can make the field to the east with the wind behind you. But you'd be landing with the wind behind you, so touching down at some 50 MPH in a possibly rough field would be very dicey.

Questions:

1. Is your glide ratio the same going against the wind as going with the wind?
2. Is your airspeed the same going against the wind as going with the wind?
3. Will you glide farther (ground distance wise) with the wind or against the wind? Are you sure?
4. Should you try to slow down your airspeed by flaring slightly during the glide?
5. Does doing #4 increase your gliding distance?
6. Which way would you go – west or east? Why?



If you find yourself on life support, have somebody unplug you and then plug it back in to see if that works.

Household Hints

Turn a regular sofa into a sofa bed simply by forgetting your wife's birthday. Yes, you're welcome.

Since Alexa listens to all your conversations, many people are very concerned with this. So Amazon is releasing a male version called Alex – it doesn't listen to anything.

Do this every morning after you wake up – if you don't smell candles and flowers, get out of bed because you're still alive.

Women ask - Do men still open car doors?

Men answer - How do you think we get in?



Interesting Airport stuff

* Do you know why the “X” is added to some airport designations (like LAX, PDX, etc.)?

- At first, (early 1900s) airport designations were two characters.

- As the number of airports/airfields increased, two characters were not enough, so the FAA switched to 3 characters.

- Some of the airports liked their two character designations, so they added an “X” to satisfy the 3 character requirements.

- Created some interesting designations, like Sioux City, previously SU, was now SUX. Some wanted it changed, but the public loved it so they kept it.

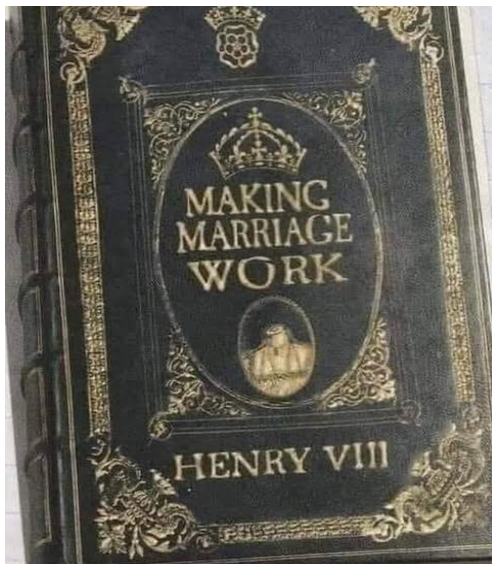
** The TSA confiscates all unauthorized items, like nail clippers, jack knives, cigar cutters, guns obviously, bottles with liquids, etc.

- these items are auctioned off at a site called GovDeals.com. You can bid on those – tons of fun stuff there.

- The TSA also collects all loose change left in the baskets – these go into the TSA budget for equipments, etc. Average collection over the last few years was around \$900,000 per year. Not a typo.

*** Baggage that is not claimed within 3 months are opened and the contents are also auctioned off. Just for fun, you can also bid on these at UnclaimedBaggage.com.

Recommended reading for history buffs



Flying tips

Cross wind landings are not only fun, but they are also challenging. So what techniques are the best for making sure you can walk away from those (and also use your machine again the same day)?

With powered parachutes, the only option you have is to crab into the wind all the way down the final. Then with only a few feet off the ground, use the pedals to straighten out your machine so the wheels are heading straight on touchdown.

The last part above is very important – if you touch down while still in the crab, you have a good chance of flipping your machine. Before touchdown, flaring is not recommended in this case if the crosswind is strong enough.

Lastly, once you're down, the cross wind obviously is still there. So now the risk is that the wind moves your chute over enough to flip you over again. So keep a higher than usual taxi speed to keep the chute as loaded as possible. If you feel the chute being moved strongly to one side, go with it, i.e. steer into the turn even if you have to leave the runway.

In other words, do not take a deep breath and congratulate yourself on touching down safely in a strong crosswind – that's only half the battle. Keep controlling the aircraft all the way to engine shut down.

Teacher - Your composition on “My Dog” is the same as you brother’s, Did you copy his?

Johnny - No Ma'm. It's the same dog

Women in Aviation history

Starting with Wright brothers' first controlled flight in 1903, men had the skies all to themselves for about 9 years. Then women started to think hey, that stuff is pretty cool, so they got into the game.



In 1912, Kathrine Simpson became to first woman to get a pilot's license. Not an FAA license, since that didn't exist at the time. Aero Club of America started issuing licenses in 1911. The test was take-off, a figure 8 pattern at 100 feet or higher, and a landing.

Amelia Earhart set a bunch of aviation records – also, she was the first woman to fly solo across the Atlantic ocean. Her attempt to circumnavigate the world in 1937 came close, but her navigator (Fred Noonan, who liked his whiskey) wanted to stop at some bar at a Pacific island, and they haven't been able to find any trace of them since then.



Jacqueline Cochran was one of the founders of the WASP (Women Airforce Service Pilots) – a group that ferried thousands of military aircraft to Europe during World War II. She also held a ton of speed records, and was the first woman to break the sound barrier (in 1953).

In 1964, Geraldine Mock was the first woman to fly solo around the world (without GPS no less!). She followed the same path that Amelia

Earhart did, but obviously did not stop for a drink at a Pacific island.

Eileen Collins was the first woman astronaut – she commanded a space shuttle flight in 2005. That flight was the first one after the Columbia space shuttle disaster, after which the NASA engineers reassured her that “We think we fixed the problems we had on Columbia – take her up for a spin, Eileen to see if we're right.” She spent 872 hours in space in her career.

Within the MPA, we have a spotty record with women pilots. We had two over the years, but neither stayed with flying for more than a few months. However, we can now add one more name to Women In Aviation History, Melinda Bliss is a superb powered parachute pilot and instructor, and she's been doing it successfully for several years now!

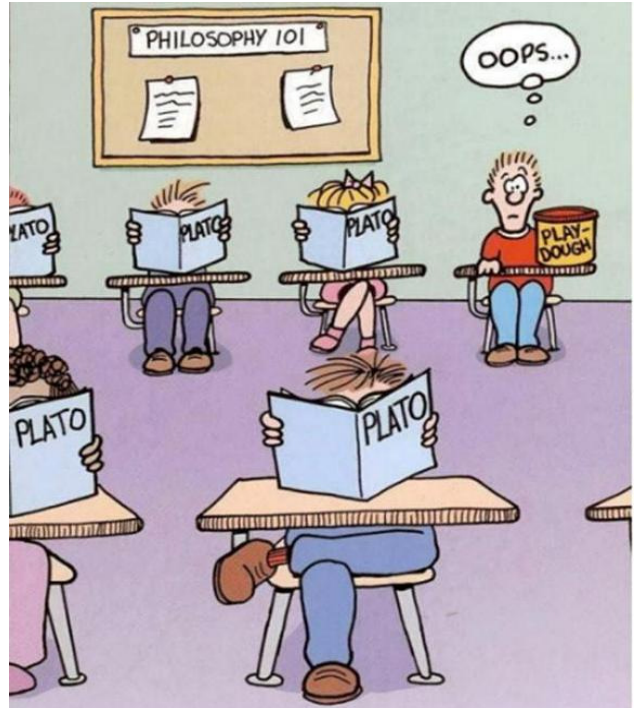
Father – Son, allow me to offer my warmest congratulations. I'm sure you'll remember today as the happiest day of your life.

Son – “Thanks, Dad, but the wedding is tomorrow.”

Father – I know.

Great quotes from our members

When John was asked to describe his ideal type of women – “That's easy. Ready, able, and willing. Oh yeah – and easy.”



This from Scott – “It's hard being a single mother. Especially if you have no children and are a middle aged male.”

From Randy - “I thank my arms for always being at my side; my legs for supporting me; finally my fingers I could always count on them.”

From Everett - “I am not a vegetarian because I love animals. I'm a vegetarian because I hate plants.”

And one from Kevin - “Better to light a candle than to curse the darkness. Unless you're in a munitions factory.”

The End !

