

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

Maine Parachute Association

Newsletter

April 2023

www.maineparachutes.com

Wisdom issue (a rarity)

Preamble

We should never stop learning, so the editors of this Newsletter accept the responsibility to provide opportunities through this vehicle. There are bits of wisdom scattered throughout this Newsletter – sometimes disguised as plain funny or silly – hard to tell the difference.

OK, truth be known, we just don't have enough flying stuff and club information stuff to write about, so we fill it stuff like this – see the rest...

Next events

Wow – it's almost here! After a long hiatus, (6 months or more for many – years for some) it's just a few days away – and the start of our flying season.

Our opening event for the year is the Bethel fly-in on the weekend of April 28th. As usual, we'll start on the

Friday afternoon and run until about mid-day on Sunday. This a wonderful venue to start, as it has lots of runway (grass and hard top), fields, rivers, and a super FBO station to get warm if needed and have social get-togethers.

Good opportunity to get your biennial flight reviews and have your annual for your plane. However, for both of these, make sure you contact Randy or John for flight reviews and Scott for annuals to schedule these.

Following Bethel, we'll go to Bowman field during the weekend of May 19th – we haven't been there in many years, but it's another nice venue, with grass strips and friendly folks.

Bowman has a huge fly-in later in the year (August 23rd), with up to 50 GA aircraft flying in, along with hundreds of people and other attractions. Not a good place for powered parachutes because of the nearly constant traffic of GA aircraft. So reluctantly, we stopped going there.

Our event on May 19th is just us – we have the whole huge area to ourselves.

Unfortunately, we had an incident at Bowman about 20 years ago - a quite aggressive letter was sent by one of members that caused the local flying club that operates the field to not welcome us in the future. We asked

for a meeting with them a few weeks ago, and all is good now – we're welcome again.

This was a good reminder to us that there are better ways to resolve any complaints or issues we have with an airfield or a public event. Keep in mind that we are always guests of the locals that own or live near the field. Civility and "thank you-s" accomplish a lot more than angry words.



**Early morning wake-up call to our fly-in attendees
(the smoke is just a welcome added feature)**



A superior pilot is one who uses his superior judgment to avoid situations that require the use of his superior skill.

Safety stuff

As we all know, your biennial flight review consists of two parts – one hour of oral and one hour of flying to demonstrate every two years that you still know your stuff both mentally and physically.

As we also know, the oral part is a real pain for both the CFI and the applicant. So we pretty much don't do that. Instead you need to either attend a FAA approved safety meeting, or do an on-line Wings course – which is MUCH easier for everybody.

Here's the link to the FAAST website that lists all the courses you can take. Pick one, complete it, and take the certificate it prints at the end to the CFI during your biennial. Here it is:

https://www.faasafety.gov/gslac/ALC/course_catalog.aspx



Privileges – what does that mean?

No, we're not talking about your male privilege, your white privilege, your MPA member privilege, or the size of your other privilege that you brag about (undeservedly in most cases...)

No we're talking about the Aviation use of "privilege." Simply, it refers to a "level" of things you can do with you license.

For example, at the Sport Pilot level, you can fly a Light Sport Aircraft, can take a passenger, fly into any airport (B,C,& D with endorsement), et cetera. At the Private level, you can fly at night, can take more than two passengers, etc, At the Commercial level, you can get paid, fly bigger aircraft, etc. You get the idea.

So "privilege" means that a Private Pilot who has to have the medical clearance (see paragraph below) can fly at the Sport Pilot level if he/she has Sport Pilot privileges – meaning that he/she no longer needs the medical requirement of a Private Pilot, because he/she is flying at the Sport Pilot level. When that

person flies at night, for example, now he/she reverts to Private Pilot privilege, and therefore he/she needs the medical.

For another example, if you hold a Sport Pilot license, and do the training, etc. needed to get to the Private level, your new license will say "Private Pilot, PPC Land privileges."

Not at all confusing, right? You're welcome.



Typical scene at a MPA fly-in – Please, oh please you big handsome guy, give me ride!

Basic med – what is it?

As you know, to fly with a Sport License, the only medical clearance you need is a valid driver's license.

However, if you have Private privileges for your PPC (meaning you can fly at night, etc), you now need the Basic Med clearance. So just to expand your already vast aviation knowledge, here's what that means.

At anything above Sport Pilot license, you need a medical exam. At the Private level, you can fly with a Basic Med clearance – at any license higher than Private, you need a Class I or II or III medical exam.

For Basic Med, you need the have a licensed physician exam you every 4 years, and you take an on-line course very two years. That event is registered with the FAA, so you now have a Basic Med medical clearance. Simple.

Experience is something you get just after you needed it.

Maintenance

Before you make your first flight of the year, here are a few things you should do.

First, say hello to your long ignored machine, pet it few times, say some complimentary things to it (you're looking good, old fella, missed you all winter, love your



makeup, have you lost some weight, and some other lies like you tell your wife), then get down to the serious business of making sure it won't kill you during your first flight of the year.

Obviously, do a thorough pre-flight – more thorough than the usual one you do during the rest of the year. Check everything, making sure nothing is loose that isn't supposed to be loose, etc.

Good idea to drain the old gas and put fresh gas in it. Important – check the oil in the little container by the carburetor, and check the coolant level. Refill both as necessary.

Lubing the control cables is a very good idea also, as having them bind or get stuck in some undesired position is really bad – been there, done that.

If you have your Repairman certificate, perform the Annual Condition Inspection yourself – if not, schedule the annual inspection with an A&P mechanic (Scott does most of our machines).

If you get a loan at a bank, you'll be paying it back for 30 years.

If you rob a bank, you'll be out in 10 years.

Follow this Newsletter for more sound financial advice.

Dues

Our club started in the mid 1990-s, and annual dues were \$20. Today in 2023, it is still \$20. So looking a chart for equivalent purchasing power, \$20 in 1995 today is \$48.57.

So in spite of this incredible bargain, some of our members have still not paid their annual dues for the year. We have sent out delicate reminders to these low-lives, delinquents, scum of the earth fellow members to take advantage of this super bargain and send their \$20 to:

Bonnie Davis Micue
P.O. Box 13
Warren, ME 04864



Another beautiful Paul Cyr picture. Just a little fog – still very VFR. Fun!

Make sure it's made out to Maine Powerchute Association.

By the way, if you haven't paid yet and you're getting this Newsletter, it is a courtesy copy. Which means it has been censored, and the really good stuff has been omitted. Yes, and those of you who have paid, you're probably wondering where the really good stuff is.



Typical reaction while we're talking about our heroic exploits in one of our powered parachutes.

First day of medical school

Remember our motto: "A patient cured is a customer lost."

More wisdom

A clear conscience is usually the sign of a bad memory.

True story – I was there!

She's single...

She lives right across the street.

I can see her condo from my deck.

I watched as she came home from work this evening.

I was surprised when she walked across the street, up my driveway and knocked on my door.

I rushed down to open it.

She looks at me and says: "I just got home, and I have this strong urge to have a good time, get drunk, and make love all night long. Are you busy tonight?"

I quickly replied, "Nope, I'm free, I have no plans at all"

She said, "Great! Could you watch my dog?"

More aviation education

"Over and Out!"

Outside of Hollywood movies, that message is never used by pilots. Why? Well, because it makes no sense.

"Over" means I'm done with my transmission, and turn the airways over to you – it's your turn to respond to me. "Out" means I'm done, and I'm terminating my conversation with you so you can deal with other pilots.

So "Over and Out" means I'm turning the frequency over to you, meaning now it's your turn, but when you get it, you won't be able to talk to me because I am "Out." A little frustrating.

Got it? Good. Over and out.

Famous inventors history forgot

Seymour Heiney - renown German tailor, invented the mini skirt

Vejay Sho Wit - research engineer from India, invented the bikini.

Kamel Tow - Saudi Arabian fashion designer, created yoga pants.



Just more wisdom

A day without sunshine is like, night.

On the other hand, you have different fingers.

A conclusion is the place where you got tired of thinking.

Borrow money from a pessimist -- they don't expect it back.

2023 MPA Event Schedule

- 4/29 Bethel
- 5/20 Bowman (E.Livermore)
- 6/3 Dover-Foxcroft (Chase fld)
- 7/8 Bowdoinham (Bowker fld)
- 8/5-12 Presque Isle - Ft. Kent
- 9/9 Deblois (& trip to Machias)
- 9/30 Fryeburg (TIB fld)
- 12/9 Christmas Party - Brewer, ME

(Note- Dover had to change their date Jun.3)

The End

