

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

Maine Powerchute Association

Newsletter

September 2023

www.maine-powerchutes.com

Actual Information Issue

Preamble

On many fronts, this has been a good year for many of our members, such as children going off to school and not coming home to live with you, only small amount of hair lost, still having a pulse, and _____ (fill in the blanks).

Not so much for flying though. We had several of our events postponed or cancelled due to weather. But as usual, we pilots adjust to unforeseen circumstances, and created some mini-events - impromptu get-togethers with some fellow PPC pilots.

But, even though our normal flying season is almost over, we still have a few MPA organized events left. See the Next Events paragraph in this Newsletter.

"It's better to be on the ground wishing you were in the air than to be in the air wishing you were on the ground."

And my favorite, *"Well, Plan "A" didn't work, so let's go to Plan "A".*

Past events

Bowdoinham – this was our best attended event of the year so far, with nice weather, great facility, and wonderful hosts. Had some nice flights as well, and did our usual Brunswick airfield fly-over. Good times.

Presque Isle – this was scheduled to be our annual week-long trip up north, combining P.I. for a few days followed by a trip to Ft. Kent. It was again very well attended. However, after about 3 days at P.I., the weather looked pretty shaky, so we just extended our stay for another day instead of going to Ft. Kent.

We also came to a consensus about our week-long events (formerly known as the Adventure Trip). While we hate to admit it, we're not as young as we used to be, and get tired somewhat quicker. Mentally, we're still in our twenties, but our body says "Who are you kidding?"

So we decided that next year, we'll make two separate long-weekend trips out of it. One at Presque Isle as early as practical in the year, and then a another trip to Ft, Kent in August.

We love both these venues, so we definitely do not want to choose. Since there's quite a lot of travel involved for many of us, to make the trip worth while, we'll make each of them a 4 day event instead of just 3 (i.e. the "long weekend").

Old aviation adages

Since most of us pilots have a lot of time when hanging around airports, we old pilots come up with a lot of wisdom. Or so it seems to us, anyway. For example:

"If you fly long enough, you'll definitely have some sort of emergency."

"There are old pilots and bold pilots, but no old bold pilots."

"The only time you have too much gas is when you're on fire."

"When a pilot screws up, the pilot dies. When air traffic control screws up, the pilot dies."

"Take-offs are optional but landings are mandatory."



So we get there Friday, fly Saturday and Sunday, with travel day on Monday. Of course, we'll fly Friday evening and Monday morning too if possible. Great plan, boys!

Deblois – the weather again threatened us, but we outwitted it this time – we got there 2 days earlier, so by the time the wind and rains came, we were done! This is a great venue, with lots of room to fly and improve our proficiency! Oh, and the blueberries were waiting for us too!

Dover-Foxcroft – The Dover curse kicked in again – after two previous weather cancellations by the organizers, we were all set to try again, but alas, once again it was impossible. So sad, as that's a terrific facility, with super hosts. Next year!

Proving another old pilot adage

“Fly until the last piece stops moving!” Well, yours truly demonstrated the wisdom of that at Deblois.

With a pretty strong 90 degree crosswind, it was a good opportunity to practice cross-wind landings. After a nice touchdown, I taxied towards the edge of the runway, shut the engine off, and yanked on the steering lines to drop the chute while finishing the roll out.

The flight is over, right? Not quite. The cross wind caught the chute on its way down, pulled the carriage over on its side. Minor damage – scraped the prop guard and bent the steering rod a tad. Scraped the pilot a bit too.

So what should I have done? You might say flying in that cross wind was not the smartest, but let's skip that. What I should have done was this.

The wind was blowing from the left to right. After shut-down, I was steering towards the right (which was closest to my trailer), the wind was behind me with enough force to grab the falling deflated chute and control it. The right thing would have been to steer into the cross wind (to the left), so the chute would fall directly behind me.

Alternatively, I could have steered more to the right, so the crosswind was right behind me. Yes, the chute would have come over the plane, but still safe. Anything but diagonal.

Another lesson learned. The flight isn't over just because the engine is off and chute is dropping.

This was cheap mistake – only \$20 for paint and sandpaper. Some lessons are a lot more expensive! Let's avoid those.



This great picture (thanks, Randy) looks like many of our events this year - threatening weather, but exciting!

We welcome Billy Joe Skykinger

We created a new position within the MPA – Director of Marketing. And we hired Mr. Skykinger to fill that role. BJ has absolutely no experience in marketing or aviation, but he had the right pilot attitude. He said “How hard can that be, right?”

His first official act was to create a recruiting poster. He said this poster would attract the kind of guy we want in our club.

The new recruiting poster for the MPA



My hobbies include flying, drinking, and hanging out with my parrot.

A touch of elegance

Once again, you have a chance to become part of the MPA's elite upper echelon. How, you ask?

Well, it's easier than you thought. You don't have to win a Nobel prize, or discover a limitless energy source, or even learn to pronounce "Worcestershire sauce" correctly. You just have to wear one of the highly elegant official MPA, off-white, monogrammed polo shirts, which are available again.



If you want one, just drop me an email with your size (M, L, XL, or XXL). I believe we had to have a minimum order of six for the company to make them. Cost will be around \$18, but I think the club may be able to subsidize some of that, like last time – we'll contact our Treasurer to find out.

My email is GOBELJ@GMAIL.COM.



My wife just stopped and said "You weren't even listening, were you?"

I thought to myself, "That's a pretty strange way to start off a conversation..."

Christmas Party

It's not too early to mark your calendars for our annual Christmas party. It's on Saturday, December 9th, at 3 PM, at the same place we had it last year, the High Tide restaurant in Brewer, ME.

More details to follow as we get close. Lots of fun – hope to see you there!

Next events

Our next scheduled event is just around the corner – it's at **Fryeburg** on the weekend of Sept. 29th at the Eastern Slope Regional Airport, 210 Lyman Dr., Fryeburg, ME.

That weekend is also the start of the Fryeburg Fair – fun to visit, even more fun to fly around its perimeter in our MPA formation (i.e. not quite Blue Angels formation). No overflying the fair!

A week later (Oct. 7-8-9), the **Bethel** Airport Fall Fly-in is being held, in conjunction with the Sunday River Fall Festival. Lots of fun activities, and it should be pretty much peak leaf-peeping season.

We may try to have one more flying event at Chase field in Dover-Foxcroft – see if the weather curse has worn off. Stay tuned for details (via emails).

Cool call-signs

Ever wonder how pilots (mostly military) get their cool call signs? You know, like Viper, Ghost, Maverick, Jaguar, etc.? An how you can get one?

Well, other than in the movies, you can't make one up for yourself. The tradition is that your fellow pilots assign it to you, based on some dumb thing you did.

You, know like Crash, or Treetop, or Wetpants. Or maybe based on your name if it's weird – like the guy named Krestovozdvizhensky, who was called "Alphabet," or guy named Berry who got the call sign "Dingle." Or "Coma" for a slow-talking southern guy. You get the idea...



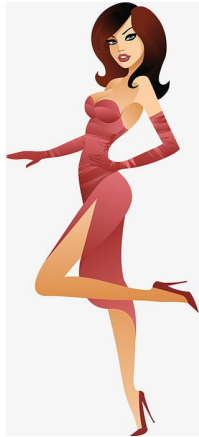
On the trip that our group made to Kitty Hawk many years ago, we had pretty cool call signs – each of us was Eagle 1, 2, 3 etc to Eagle 8.

OK, we chose that call sign, mostly because Jerry had a big eagle on his machine's fender. Oh, and also because we wanted to have

anyone hearing our in-flight communications to think that we're on some serious secret military mission in some weird top-secret contraptions.

To sum it up, here are the three rules for the military call signs (and for us in the future):

1. *If you don't already have one, you will be assigned one by your "buddies".*
2. *You probably won't like it.*
3. *If you complain and moan too much about it, you'll get a new nickname you'll like even less!*



MPA cards

At many of our flying events, there are always people who are curious about our machines and our activities. We're always gracious about explaining how it all works, et cetera, and we usually tell them how to get in touch with us if they're really interested.

To help this process, we created some standard business cards which gives them our web site which gives them all the information they need to continue their interest.

See the image below for the cards. There is a place on the bottom where you can put your phone number (and optionally your name) for them to follow up with you (or you can put the number of someone you dislike, who will have no idea what the caller is talking about). We'll be handing out 8 or 10 of these cards to any of our members at any upcoming events. So feel free to use them to get some others interested in our fun sport.



*Bald is beautiful!
(don't let the people in the picture fool you!)*

Front



Back



Wow! I guess it's true what they say about pilots!

How to explain almost any flying accident

"I ran out of airspeed, altitude, and ideas all at the same time."

The End

