

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

Maine Powerchute Association

Newsletter

September 2024

"Getting chilly out there" issue

Preamble

In a rare moment of actually thinking about life, I came up with a couple of questions.

Within the flying community, what do we have in common? Expanding that question, what do we powered parachutists have in common?

After exhausting research (caveat - I get easily exhausted these days), I discovered that in fact there are certain characteristics that we share. So here are a few.

For the general flying community:

Most people are "risk averse." Aviators tend to be more "risk inclined."

For our powered parachute group:

Powered parachuting is considered an "extreme sport" (even though it is probably the safest way to fly...). Individuals engaging in extreme sports tend to be even more "risk inclined" than other aviators. Hmmmm. Some might say that it's a major character flaw.

For all "risk inclined" individuals: (i.e. even more character flaws...)

Focusing on "immediate outcomes." We have a tendency to look at the immediate and positive outcomes of risk, rather on the possible negative outcomes.

"Gender norms." Socially, taking risks is considered masculine, whereas avoiding risks is feminine. Lots of peer pressure to not appear "feminine."

"Your brain." Apparently, all our brains (the decision-making lobes, anyway) are 80% "excitatory" and 20% "inhibitory" cells. In children, the excitatory cells are more active, which then leads to more risk taking.

So there we have it – we just never grew up!

By the way, if you're interested, there's an article published in the Maine Scene magazine regarding participating in an extreme sport – I'm attaching it in the email with this Newsletter.

Panoramic vs. Portrait

Portrait pictures are long and narrow, suitable for showing an individual or two. Panoramic is wide, showing the entire scene. All movies ever made are panoramic. All TV shows are panoramic. Your view of life is panoramic. The view of racehorses with blinders is portrait.

So here's the puzzle. Why do so many of us insist on using our terrific iPhones to take videos and pictures of the wonderful scenery we encounter during our flights in the portrait mode?

No idea. We certainly miss much of what we see.

Hint: turning your iPhone sideways gives you a panoramic view. Whoda thought?



A woman needs a man like a fish needs a bicycle. Susan B. Anthony (I think. Or maybe Gloria Steinem. Or maybe my ex-wife)

Past events

We have had a wonderful summer weather-wise – did not have to cancel or postpone any of our scheduled events so far! We were due – last few years have not been so good to us.

Bowman

We had a record turnout for this event – good weather, good flying, great facility, and had the skies and the airfield pretty much to ourselves. We’re planning on adding this venue to our future schedules.

Dover-Foxcroft

We have always greatly enjoyed this event in the past – great local hosts, nice field, widespread support from the community, and generally good flying. It also features the STOL contests (that’s Short Takeoff and Landing), but winds got a little too high for that activity, so it was skipped. We did get some flying in, but not as much as we would have liked.

Ft. Kent

This venue has become one of most favorites over the years – unfortunately, the travel distance for many of our members was a little too much this year, so most of the attendees were the “locals.” Good times as always, however.



Bowdoinham

The weather forecast was a little too “iffy” for most of our members, so this event was somewhat disappointing attendance-wise, with pretty much only the “locals” there. As it turned out, the weather was fine, so we got some good flying in anyway, and as usual, the social aspects and the camaraderie made up for the sparse turnout.

Presque Isle

Another nice weekend weather-wise, and we had a near-record turnout with all the “locals” there as well as many of the ones from “away.” This event also marked the return of one of our MPA all-stars, Kevin.

To celebrate, he took a two-hour flight ending around sunset. All of us were on the ground well before that, and we got quite concerned about our friend who should have returned by then. When he finally arrived and did his Victory Lap over us, we greeted him with the MPA salute – see picture below.

Thompson field – Pittsfield

This was our first trip to this location (although we did have a fly-in at the Pittsfield Municipal airport many years ago). Surprisingly, we set the attendance record for the year here, and had 11 machines flying (see picture). Had

quite a few great flights – the weather was near perfect!

Since this was a new experience for our local hosts as well as for us, we ended up parking our rigs all over the place, which made for many long walks to conduct the “social” part of our fly-ins. We’ll tighten that up next year.



Since this a PPC Newsletter, here’s the mandatory PPC picture...

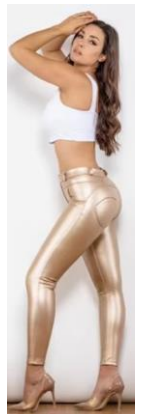
Rules of the road

The FAA written test that we all had to take before we were eligible to be tested for earning our pilot certificates inevitably had questions on there that makes you scratch your head, and say to yourself “Why do I have to know that?”

An example is questions on pilotage and dead reckoning. Well, you say to yourself, I use my GPS all the time and will never have to use those skills.

That’s not the point. Let’s not even consider the fact that GPS devices can fail, can run out of battery, can get disconnected, etc., in which case you may have to resort to other ways of getting to your destination.

The point is you are using the same “roads” that all other pilots use, i.e. the skies. As such, you are sharing these skies with all of the other aviators, and they know the rules of the road, and they expect you to know them as well.



This is especially important at all airfields. Traffic patterns, communication frequencies, parking places, etc. – knowing those elements is critical for safety and for just getting along. As we know, a single powered parachute pilot who ignores the rules which everybody follows gives all of us a bad name and a very bad and very undeserved reputation.

So the message is simple. When you took your written test, and when you passed your Practical examination, you pretty much knew all this stuff. Don't forget them, and don't ignore them because of "Oh, I'll never use that stuff!"



A typical group of ladies waiting their turn for a PPC ride

Office story

The man says to his boss, "Can we talk? I have a problem."

"Problem?" – says the boss. "We don't have 'problems' in this company – we call them opportunities!"

"OK, Boss," says the man – "I have a serious drinking opportunity."



Genie story

Genie: What's your wish?

Steve: "I wish I was rich."

Genie: "OK, what's your second wish, Rich?"

Teacher story

My teacher told me that in the future we won't have to worry about spelling, since auto-correct will always do it for us.

For that, I will be eternally grapefruit.

Upcoming events

We have one last scheduled event on our calendar – Deblois, during the weekend of October 4th. We probably passed the blueberry picking season there, but the flying is still a lot of fun and we can do a nice cross-country trip to several places from there.

To close our events for the year is of course our annual MPA Christmas party. We're having it at the same place we've had it for the last couple of years – the High Tide restaurant in Brewer.

The date is Saturday, December 7th, starting at 3:00 PM. We usually wrap it up around 5:30, with everybody leaving by 6:00 PM latest.

In addition to our usual MPA general membership meeting, and to our nice dinner (five choices, as before), and to our highlight video and picture show (from pictures collected by many of our members), we will also have a turnover of the role of President to our new presidents-elect.

So put this event on your calendar – and of course, delete all other events that may conflict with this traditional wrap-up of a terrific year.



The starting eleven for the New England Patriots of 1965

Maintenance tip

From our resident A&P-IA, Scott, regarding zip ties (or cable ties, same thing). Most of us have numerous of these, securing all sorts of stuff to our machines.

When you cut off the ends of these after you adjusted to the right length, cut them flush, and do NOT leave out little protruding ends. Why?

Well, according to Scott, few things irritate a mechanic more than getting scratched by the sharp ends of those zip ties. And for sure, when you're having an annual condition inspection done, you do not want to irritate your inspector.



Members welcoming Kevin back after his 2-hour flight with the traditional MPA salute...

MPA shirts

Before the last Christmas party, a number of our MPA members ordered our elegant and very stylist MPA monogrammed polo shirts for \$20 I think. We were able to receive them in time to hand them out at the party.

If you're interested in ordering any, email me at gobelj@gmail.com, and if we have enough interest I'll order some more. I believe we had to have a minimum of 6 shirts for the order.

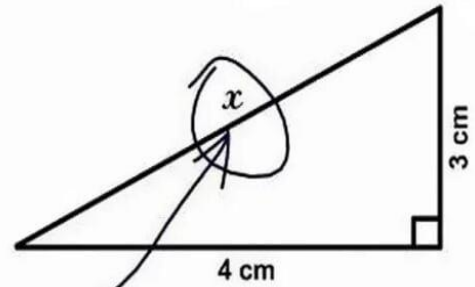


High school final exam questions & answers

Upon ascending the throne the first thing Queen Elizabeth II did was to . . .

Sit down

3. Find x.



Here it is

Draw a plant cell and identify its most important parts.



The End

