

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

# Maine Powerchute Association

## Newsletter

December 2024

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

## "Just in time for Christmas" issue (but definitely not suitable as a Christmas gift)

### Preamble

Wow! Another year has about passed, and most of us added one more number to our age. I said "most" because some of us are so old that we stopped counting – and subtracting our birth year from the current year is too much math...

It was a good year for the MPA, as we had good flying weather for just about all our scheduled events, had nice turnout for most of them, added a new venue to our vast repertoire of sites we've visited, and most importantly, had no (reportable) incidents or accidents. And of course, we had a change in our leadership – see below.

So as we come to the end of 2024, and as we add another year to our rich MPA history, let's look ahead to the coming year of more laughter, good flying, excitement, and the good friendships which have defined our club.

### New leadership for our group

After 20 years of serving as the president of our jolly group, it was time to let the next generation serve in that role and bring new ideas, new energy, and a fresh outlook to our continuing flying activities and to our many upcoming events.

So starting with the new year, George Dumond and Ed Walsh will be our new co-presidents (you're welcome, George, for calling you the "next generation").

"Co-Anything" is not a good idea in any leadership role, but in this case, both these

boys have lots of other commitments, and until one of them frees his calendar to some extent, Ed and George will continue as "co-presidents." So far, this has worked out wonderfully.

I will continue to act in the new role of "Editor," which only means that I'll continue putting together our Newsletter (I can hear the groans now!) So don't expect any improvements on that front...

I will also continue to attend as many events as possible, and take many videos for our annual Christmas party. I'll also continue as an FAA Specialty Aircraft Examiner, and as an FAA CFI, so we'll maintain that capability for our northeast region for a while longer.

So along with all of us I'm sure, I wish our new leadership all the best in their new role, and look forward to many more years of fun times and exciting flying adventures with them.



*Our MPA Christmas party*

## **Be a man!**

Here are some excerpts from the web meme with the same title. Don't blame me – I'm just the messenger!

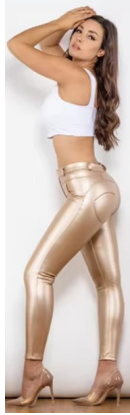
*If your wife sends you a text saying, "we need to talk," don't go home. Be a man!*

*Break up with your girlfriend before her birthday so you don't have to buy her a present, then make up with her a week later. Be a man!*

*Don't let somebody ruin your day, ruin it yourself. Be a man!*

*Never learn from your mistakes. Be a man!*

*Deny medical attention. Die. Be a man!*



## **Log books**

This little document is an essential part of being a competent pilot – as much a part as your headset or your seat belt. Yes, you can fly without those, but as we all know, it would be pretty dumb to do that.

Logging in your flights at the end of the day should be as much a part of your routine as putting your machine under cover at the end of the day.

"Why" you ask?

Well, I'm glad you asked. Here are a number of reasons.

First of all, it's the professional aviator thing to do. Every serious pilot does it.

It's a record of where you've been, how long you flew and under what conditions, how much time you've accumulated over your career, and what check rides, flight reviews, and other required activities you've completed.

These items become very important under certain circumstances. Such as wanting to add more qualifications to your license, verifying that you've completed your FAA requirements, and if you're ever in a situation where something bad happens, your logbook is the first thing the FAA investigator looks at.

Couple of do-s and don't-s.

DO enter times in tenths of an hour, not as minutes. Every 6 minutes is a tenth of an hour. A 30 minute flight is logged as .5. A 40 minute

flight is .7. A one hour 10 minute flight is 1.2. Et cetera. You get the picture.

DON'T ever enter flights that you didn't do. If you're ever investigated (see above), the FAA looks at that as falsifying official records – a very bad thing to do.

DON'T leave blank lines. You can draw a line across a blank line, and enter a comment on that line such as "line omitted by mistake" or such, but don't leave any blank ones.

If you find you made an error in a log entry you made previously, enter a line again with the comment "Correcting previous error on Page X, on line dated 10/20/2024" or similar comment.

Most logbooks will have columns in them that are much more than you can use. Here are the ones that you MUST have:

- Total time
- Pilot in command
- Dual (i.e. "Instruction") received

The sum of PIC and Dual should add up to your total time (btw, dual is only when you're receiving instruction, not when you're taking a passenger). Also, when receiving instruction (such as you flight review), the CFI is the PIC, not you.

You probably also have the following columns – these DO NOT add to your Total Time, but are just explanations of the total time you flew:

- Solo (should be the same as PIC time)
- Cross country
- Night (if qualified)
- Departure/Arrival points

Other nice but not necessary items are number of landings, and Remarks, under which you can enter things like who your passenger was, what the instruction received was, what the weather was, time of day you flew, etc.

The reason this subject made the Newsletter is because we have had several instances lately where logbook entries and their content became an issue when dealing with the FAA. Also, because I have seen the logbooks of many of our members, and quite a few were pretty abysmal (and even non-existent).

***Wife left a note on the frig "It's not working. I can't take it anymore. Going to my mom's."***

***Opened the frig. Light was on. Beer was cold. What the hell is she talking about?***

**In memoriam**

It's with great sadness that we report the recent passing away of one of our long time members, Bill Grusik. He was 66 years old, and his death was caused by complications from Covid.

About 28 years ago, Bill and a number of his friends formed a loose organization that they called the Maine Powerchute Association. Bill was the first President of that group. As the sport became more popular, and more people became aware of these machines, membership grew – had 153 members over the years.

Bill continued flying until a few years ago. He was also one of the 9 members who participated in our great adventure to Kitty Hawk in 2003 (see picture below).

We extend our sincere sympathies to his wife Mary Lou, whom many of you know from our annual Christmas parties.

Anyway, welcome Tony, and we hope that you and your lovely wife Lori can make it to some of our many upcoming events.

***My plan is to live forever. So far, so good!***

**Christmas party**

Continuing a 25 year MPA tradition, we had our annual MPA Christmas party and Membership meeting a few weeks ago. The usual crowd was there – we had 23 attendees.

We had our membership meeting, followed by the customarily nice dinners served at the High Tide restaurant in Brewer, where we have held our event for 3 years now.

We showed a collection of pictures provided by several members taken at all the events through the year, and our annual highlight video. Both of these are available on our website, [www.mainepowerchutes.com](http://www.mainepowerchutes.com).

Our highlight video traditionally has a section for “Less than stellar flight activities,” in other words screw-ups, but since everybody has become such skillful and safe pilots, we really didn't have any memorable clips. On one hand, screw-ups make for good video, one the other hand it's probably a good idea not to have any.

Lastly, we officially turned over the President role to Ed and George. They very graciously had a lovely picture with a brass plaque made for me as the outgoing President,

and to make it truly memorable, all the members present made some nice comments and signed it on the back. (The not-so-nice comments were redacted with black magic marker, which I always carry for just such occasions).

**A tip for women**

Men have two emotions – horny and hungry. Luckily for you, they can't tell them apart.

So if you see a gleam in his eye, make him a sandwich.



From L to R – Dunbar Seaman (kneeling); Doug Sukeforth; Ken Paradis; Mike O'Donnel; Robin Paradis. John Gobel; Jim Holloway; Bill Grusik; Jerrv Sukeforth.

**New member**

We welcome our newest member in our group, Anthony Pfeifer from Delaware, NJ (yes, there's a city named Delaware in New Jersey). Tony was trained in PPCs by Melinda, and he earned his Sport Pilot certificate in September.

As usual, we made sure he joined us of his free will, and that he was sober at the time – affirmative for both, and surprisingly, he still joined us.

## Maintenance tips

Are attaching a camera (or multiple cameras) to your machine legal?

Never really thought about this until one of the FAA circulars brought up the issue. According to Part 43 of the FAA regs, any modifications to a registered aircraft may invalidate an airworthiness certificate if it's not done according to very specific rules. And attaching cameras is modifying the aircraft.



However, there are all sorts of caveats. Part 91 allows temporary attachments, i.e. those with suction cups or other removable attachments. Of course, the risk with these "temporary attachments" is that they become loose while flying, thereby potentially interfering with the safe operation of the aircraft.

The FAA seems to interpret the rules in Part 43 and 91 regarding camera attachments with just this advice "Y'all be careful out there!"

We like that.

Sidebar - *On a rare personal note - I like the term "temporary attachment." It brings back memories of my many youthful indiscretions.*

## Contribution to the Newsletter

Periodically (and unsuccessfully) I request our readership to contribute messages, ideas, relevant articles, maintenance suggestions, et cetera to our Newsletter. So once again, the request goes out!

***Good health is simply the slowest possible way to die.***

***Oh, OK - one more: Beer, broads, backache. Be a man!***

## The End



## Women's Corner

One day, when a seamstress was sewing while sitting close to a river, her thimble fell into the river. When she cried out, the Lord appeared and asked, "My dear child, why are you crying?"

The seamstress replied that her thimble had fallen into the water, and that she needed it to help her husband in making a living for their family.

The Lord dipped His hand into the water and pulled up a golden thimble set with pearls. "Is this your thimble?" the Lord asked. Again, replied "No."

The Lord again dipped into the river. He held out a silver thimble ringed with sapphires. "Is this your thimble?" the Lord asked. Again, she said "No."

The Lord reached down again and came up with a leather thimble. "Is this your thimble?" the Lord asked. The seamstress replied, "Yes."

The Lord was pleased with the woman's honesty and gave her all three thimbles to keep, and the seamstress went home happy.

Some years later, the seamstress was walking with her husband along the riverbank, and her husband fell into the river and disappeared under the water. When she cried out, the Lord again appeared and asked her, "Why are you crying?"

"Oh Lord, my husband has fallen into the river!"

The Lord went down into the water and came up with Brad Pitt. "Is this your husband?" the Lord asked.

"Yes!" cried the seamstress.

The Lord was furious. "Liar! That is an untruth!"

The seamstress replied, "Oh, forgive me, my Lord. It is a misunderstanding. You see, if I had said 'no' to Brad Pitt, you would have come up with George Clooney. Then, if I had said 'no' to him, you would have come up with my husband.

Had I then said 'yes,' you would have given me all three. Lord, I'm not in the best of health and would not be able to satisfy all three husbands, so THAT'S why I lied and said 'yes' to Brad Pitt."

And so the Lord let her keep him.

The moral of this story is: Unlike men, whenever a woman lies, it's for a good and honorable reason, and in the best interest of others. So there.