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

Maine Powerchute Association Newsletter

www.mainepowerchutes.com

October 2025

Special "What now?" issue

Preamble

Well, our MPA season ia almost over, with the only scheduled event left is our famous Christmas party, which by the way, is always our “most attended” event. Go figure.

While this year was very unusual in that we had to cancel most of our events due to weather, we did manage to get in some pretty good flying with the last 3 events (two scheduled, one made up). More on those later.

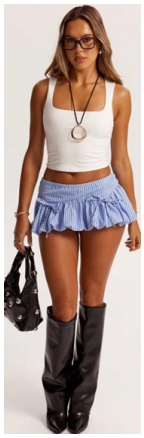
We’re also celebrating the implementation of the FAA’s new MOSAIC rules – as of 10/22/2025 it is now the law! More on that later also.

So on we march – armed with usual lame humor, recycled jokes, wise(?) sayings, and of course, the celebration of women. Oh, and also some actual aviation stuff…

New Sport pilots

We added some more Sport Pilots to our sport – two of them were trained by our new CFI Ed Walsh, who is learning what all instructors learn eventually – “What the hell did I get myself into?” and “I really don’t need any more gray hairs!” and “Whew, that was close!”

So congratulations to James Van Kirk, who was already a licensed pilot adding Powered Parachute, to Ken Drozdowski (who was trained by Melinda), and to Jason Degani, MD) who is being trained by Ed – he is almost ready for his sport Pilot check ride.



Camping – where you spend a small fortune to live like a homeless person.

End of an era

We have held a fly-in at Paul Cyr’s field in Presque Isle for about 20 years now. I was one of our most well attended events, with a beautiful field, no GA traffic, and a great host.

Unfortunately, for a variety of reasons, Paul can no longer justify the use of his field as an air park, so he is turning it into crop land.

Paul, who is a renown wildlife photographer, has been a most gracious host as well as a great friend to us. We certainly appreciate making this venue available to us for these many years.

In the future, with Presque Isle off our usual schedule, we will continue to still hold our northern venue at Ft. Kent at the wonderful field that George D. manages. It is only about 50 miles from Presque Isle, and we’ll again keep making these four-day-weekend events.

I wonder if clouds ever look down on us and say "Hey look … that one is shaped like an idiot!"

The four stages in life

1. You believe in Santa Claus
2. You don't believe in Santa Claus
3. You are Santa Claus
4. You look like Santa Claus

The last three fly-in events

After a very successful Deblois fly-in, we were still able to have few more before the snows come…

Presque Isle – we had a very nice event, which as it turns out was our last one here. The event was further enhanced by the entertainment provided by George, when he had an engine failure shortly after lift-off.

Of course, "shortly after lift-off" is about the worst time to have an engine failure. We need to compliment George on his superb reaction to this serious malfunction.

In a situation like this, you don't have much time to make good decisions – something like two seconds. George didn't have enough altitude to turn back to the field, so he wisely chose to put it down at the best of two locations, both pretty much straight ahead.

"Cool under pressure." The time-proven sign of excellent pilotage. Nice job, George.

Pittsfield – this has become one of our favorite venues – nice field, friendly folks, fairly central location so it's a pretty easy travel for both our southern and northern members. We had a nice turnout, pretty good flying weather, and overall a successful fly-in.

Bowdoinham – this was not on our schedule this year, but due to our many weather cancellations, Ed had this great idea to add this venue as our last hurrah for the year. We had six chutes on the field and had a few good flights (and a few that we sat out while we watched the winds bend the flagpole).

Christmas Party

How time flies! Seems like we just had one.

As usual, this wrap-up event of our flying year is scheduled for Saturday, December 6th at 3:00 PM. It will be held at the same place as last year, the High Tide restaurant in Brewer, Maine.

That location is fairly central to both our northern and more southern members, and has a nice dinner menu, friendly wait-staff, and the perfect room, arranged so we can all see each other (not sure if that's a plus…).

One of the favorite parts of this event is our annual highlight video. Warning – due to the scarcity of our fly-ins this year, the editor of the video is forced to invoke whatever imagination he has left to make it interesting and to make it last about 20 to 25 minutes.

So be ready to see some "trips down memory lane," that is a rehash some old videos. And maybe include some videos stolen from the Internet that may or may not have anything to do with our flying.

By the way, as usual, the club should have enough funds to pay for the entire evening. A thank you here for our superb Treasurer, Bonnie Davis Micue.

Also, you're welcome to bring a guest. Or multiple guests, but in which case you'll have to pay for the dinner for any more than one guest.

We always have a good time at this well-attended event. Hope to see you there.

Yesterday, my wife ran away with Fred, my best friend!

How long has Fred been your best friend?

Since yesterday.

Maintenance tips

Some suggestions from our resident expert on "all things aircraft," Scott Royal (A&P,IA).

First, on alcohol in the gas – at the standard gas station, it is usually 10% ethanol. As most of know, the alcohol does bad things to the fuel lines on small engine equipment like lawn mowers, snow blowers, weedwackers, etc.

Just an aside, alcohol does bad things to men also - although if you drink enough of it, you're quite sure your dance moves become pretty spectacular. But I digress…

As Scott explains, one of the biggest problems he finds while working on all sorts of aircraft, including our PPCs is just old gas. Just sitting around (or just flopping around) in your gas tank, some of the ingredients evaporate.

When that happens, your octane rating is lowered significantly, often to a point where you lose power, and in a higher compression engine like a 912, can even cause pre-ignition or detonation. Bad stuff.

So Scott recommends not keeping gas in our machines more than 10 or 12 weeks, after which you should drain it and put fresh gas in.

By the way, the same thing holds true if you're using ethanol-free gas, like some of us do. And adding a stabilizer (like Sta-bil) will slow the degradation process, but will only slow down the octane loss rate a little bit.

Another "by the way" – the old gas that you may drain from your tank can be used in the small equipment mentioned above, as these engines have relatively low compression and can run happily with a much lower octane fuel.

So there we go – we now have something to do in the spring before we start up our machines again!

I got called "pretty" today!

Well, actually the full statement was "You're pretty annoying," but I only focus on positive things.

Text messaging

Texts have pretty much replaced most other ways of communicating with each other. Like those unpleasant phone calls, where you actually had to TALK to someone. And actually think of stuff to say. Sometimes, these things would last for minutes! Horrors!

Being from the age of the dinosaurs, it took a while for me to adapt to this new lifestyle. But I have to admit, it has its advantages, such as:

- Brevity
- Don't really have to spell out words
- Contact people who won't talk to you
- Use of emojis can quickly express your deep-felt emotions without any effort
- Can get around the filters people put on to block your emails *(this one is really useful in my case…)*

Oh, one more. Texts can be a great source of humor, some intentional, others accidental. Here are some examples.

What r u up to?
I'm watching parks and rec
No, I mean with ur life?
I'm watching parks and rec

You all have a new nephew. Born 9:30, weigh 7 lbs 12 oz. Mom & dad doing great. To be named tomorrow.
Tomorrow is a really stupid name for a baby

What r u doing?
Just laying in bed
Just laying in bed, nothing else?
Eating cereal
Haha, nice. What would you be doing if I was in bed next to you?
Eating my cereal
Lol – I mean if the cereal wasn't there
Then I'd get out of bed to get some cereal

Dad there's a big moth outside the bathroom door can u get rid of it
Pls hurry cause I'm scared
Dad?
Dad?

Your dad is dead. You're next.
Love, Moth

Oh, one more text related item:

My teacher told me that in the future, we will not have to worry about spelling, since auto-correct will take care of it for us.

For that, I will be eternally grapefruit.

Why we fly, and don't fly

A bunch of Newsletters ago, we ran an article of why people engage in extreme sports (yes, powered parachuting is considered an "extreme sport.") The article was even published in the Mensa magazine.

The essence of it was somewhat complex, but most of it focused on the adventure of it all, the feeling of being alive, the inner satisfaction of conquering something difficult.

So a few of us were discussing in our usual cerebral way the reasons why the great majority of our members own powered parachutes and are licensed pilots, and yet they seem to fly so infrequently.

Our club usually schedules 7 or 8 fly-ins during the nine "flying" months of the year. At these, besides being an opportunity to fly safely with others nearby, it is also an enjoyable source of camaraderie, bonding with others of like mind, learning from each other about our machines and about flying, and just plain fun.

Over the last 27 years of our club's existence, we have had almost 100 people join our group (we currently have about 30). From looking at our list of these members, here are some the some of the reasons why they dropped out along the way, or why they would have stopped participating.

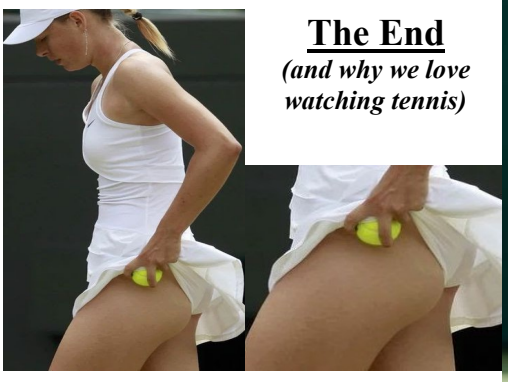
- Moved out of the area
- They died
- Too expensive to travel
- Got scared after a flying episode
- Didn't want to deal with FAA regs
- Spouse objected
- Lost interest in flying
- Got to be too old to do this
- Jobs, kids, and other responsibilities
- Found other hobbies, interests
- Lastly, totally unknown why

While all those are valid reasons, we're hoping to have more of our existing members join our six or seven "regulars" in our wonderful sport and in our really enjoyable fly-in events during the coming year.

Ex Air Force guy – still carries his oxygen hose and mask on every flight

I tried to re-marry my ex-wife.

Didn't work out, as she figured out that I was only after my money.



The End
(and why we love watching tennis)

Horrible technique, but playing without underwear makes up for it