

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

Maine Powerchute Association

Newsletter

www.maine-powerchutes.com

August 2026

Not-So-Special Summer issue

Prologue

Winter solstice late December is the shortest and darkest day of the year. However, the day after, days start getting longer, hope is renewed, rebirth occurs - spring is around the corner. Celebrate!

Summer solstice in late June is the longest day of the year. However, the day after, days start getting shorter. Depressing. Running out of time for all the outdoor projects I had planned on finishing. Or starting, anyway. But summer is still in full swing! Celebrate!

We're now in the middle August – halfway between the start and end of summer. Definitely running out of time for the summer projects. But still plenty of good flying weather and plenty of summer left. Celebrate!

So why the astronomical-season calendar lesson?

Well, two reasons.

One, we as a group, and I personally, are an upbeat bunch. We celebrate almost anything - a good takeoff, a good landing, a fly-in that's not weathered-out, a good joke, and as we get older, just waking up and still having a pulse.

Two, since we don't have much club news, it takes up space in the Newsletter.

Actually, thinking about it, I'm not sure which is the more valid reason.

Looking for a woman, recently cheated on, mad and scorned, who is willing to sell her husband's tools for cheap.

Past events

Bethel

Our first scheduled event at Bethel was postponed and then finally cancelled – weather issues. Not a good start for the year.



Our version of formation flying. Almost as good as the Thunderbirds.

Dover-Foxcroft

But then along came Dover at Chase field – a good event with pretty good attendance (mostly by the “regulars”) and pretty good flying conditions.



Most years, that field holds one of the STOL competitions (who can take off and land in the shortest distance), but they didn't have it this year. In the past, we generally tried to make our fly-in there at the same weekend - fun to watch those machines, and lots of spectators so we can show off.

Ft. Kent

Three weeks later, we were off to Ft. Kent – our annual favorite site. Nice attendance again, and good flying weather through most of the four day event. Our CEO George once again hosted a super cook-out and boat ride at his lake house.

Deblois

On the weekend of August 1st, we headed to Deblois. Nice flying weather again.

This is probably our best venue for improving our flying skills, with a super long runway, tons of open fields, lots of dirt paths to play with, and still enough blueberries to pick. And no other traffic, with plenty of space for parking our rigs.

This event was again attended by our "regulars" – a group of about 7 or 8 of our pilots, with usually their significant other (or their wives). Since we have about 30 members in our jolly group, it would be nice to have some others besides the "regulars" join these fly-ins – the more the merrier!

A zoo is a very safe place to fart.

Next events

Coming up on August 22nd is one of our old favorites, Bowman airfield. Nice grass field, plenty of parking space for our rigs. Fairly central for most of our members.

If you can't make Bowman on the 22nd, the annual Bowman Flying Club's fund raiser is the following weekend, the 29th of August. This attracts a lot of people, as they schedule quite a few events there – antique cars, antique engines, cook-outs, and other activities.

We used to go there every year for their fund raising event. But because of the number of GA aircraft that fly in for the event, it's a little tough to fit in between their traffic, but usually not a big problem if we go early in the morning or late in the day, just before sunset.

Following Bowman, we're off to Knox County airport at Owls Head on the weekend of September 19th. This is a venue to which we used to go every year, but haven't done for quite while, but we'll rejoin that field again this year.

Closing out our scheduled fly-ins is Thompson field in Pittsfield on the weekend of October 10th. Very little GA traffic, nice grass field, and again lots of room for our rigs

Looking way ahead, our usual well attended MPA Christmas party and annual membership meeting is scheduled for Saturday, December 5th in Brewer. More on all that later.

Never trust an atom. They make up everything.

Pilot tip #1

Nice takeoff. Nice flight. Good approach – looks like a mild cross wind, maybe even a tad downwind, but not really a concern. Pretty good landing.

Roll out and taxi off the active, head towards an open space to drop your chute, preferably near your trailer. Cut the engine, yank away at the steering line to put the chute neatly behind your machine.

But that little cross wind or whatever it was is not cooperating, and your chute settles nice and slowly in front of you, covering your handsome face with a parachute.

Yep, it has happened to all of us at some point. Slightly embarrassing, and a real pain to unravel the lines if they cross over while falling to the ground.

So here is a technique that's used to minimize the frequency of the above scenario.

As you reduce power from the taxi speed and you're rolling to a stop, just a second before you shut the engine off, give the throttle a nice big boost, then immediately hit the mags to stop the engine from eating your chute.

What that does is to give your carriage a slight forward thrust, which puts the chute slightly behind you instead of having it over you.

Since it's behind you, it has a better chance of settling down behind you nicely despite any winds that are trying to put it in front of you.

Try it – it works!



Obey gravity. It's the law.

Pilot tip #2

Airliners do a long shallow descent on their final approach, usually miles long. This is done to avoid any sharp turns or abrupt movements as passengers are really fickle.

General aviation pilots on the other hand are generally taught to significantly reduce power as they're turning onto the base leg of the pattern, then keep that low power setting all the way on final, then gently flare the aircraft to have it settle down nicely on the runway at minimal speed.

The reason for having a pattern at an airport is so that no aircraft interferes with other traffic. By extending the downwind or base or final legs, you're causing anybody else trying to land to do the same, which generally slows down the whole process.

In other words, the final leg should be as short as possible. The other benefit of this is that during the landing phase of any flight, you want to be able to make the field if you have an engine failure at any point during the approach, which is somewhat more likely when you reduce power.

So back to our powered parachutes, We want to follow the same principles, but we can even improve on them.

If we're flying at a real airport, i.e. it has general aviation traffic, we definitely want to follow the established pattern, and make radio calls upon entering downwind, turning base, and turning final.

By the way, when turning final, your radio call should also include your intention, that is full stop, low pass, or touch and go. So your call should be something like this:

"Bowman traffic, powered parachute 9 echo Charlie turning final on 23, full stop, Bowman."

So now for the proper powered parachute approaches, keeping in mind the need to minimize time in the pattern with our slow airspeed issue.

Steep, shallow, flare.

Those are the magic words. What does it mean in practice?

As we turn final, cut power back to idle or near idle, causing a **steep** approach.

As you get to around 30 or 40 feet of the ground, add power to establish a much less steep approach – that's the **shallow** part.

Then, keeping the same power setting as for the shallow portion, with about 5 or 6 feet from the ground, start a nice even **flare**. The machine will now gently kiss the ground like a feather. Piece of cake, right?

Then as you roll off the runway and shut off your machine, take a bow and wave to the wildly cheering crowd of GA pilots. And you can keep the panties the girls in the crowd will be throwing at you.

Oh, one more thing.

It is considered gentlemanly by pilots to return any size 40 or larger panties to the owner.

If you get a loan from a bank, you'll pay it back in 30 years. If you rob a bank, you'll be out in 10.

Follow me for more financial advice.



Self-improvement advice

Want to appear more educated? Want to impress your friends with your brilliance? Want to get away to place where it's peaceful and quiet and where nobody would think of looking for you?

Of course you do! So go visit your local library!

Here are some helpful hints regarding libraries in case this is your first visit.

- You need to get a library card – easy peezy, and usually free.
- The librarian lady is always REALLY smart – you can ask her about any

subject and she'll point you to the right place.

- Free technology – excellent wi-fi, good printers and scanners, etc.

But like all good things, your visit to the library has some drawbacks. Here are a few hints.

- Don't do or say anything that would indicate that you've never read a book before.
- Not a good place to pick up chicks – the ones there are usually really smart so they'd have no interest in you.
- When the librarian lady suggests a book about which you asked, don't say "Oh, I already read that" – she may ask you a question about it and your ruse is up.
- Despite the scenes in movies and porn sites, the mousy looking librarian lady in a dowdy dress will NOT let down her hair, drag you into the equipment room, and strip down to her incredibly sexy underwear.

One more helpful hint. See below.



Important – always ask for a book on the top shelf...

In closing, a message from our CEO George

Come Join Us at a Fly-In!

One of the best things about the Maine Powerchute Association is the opportunity to get together throughout the flying season. Our fly-ins aren't just about flying, they're about exploring different parts of Maine, sharing our love of flying our aircrafts, swapping stories, and enjoying the company of fellow members.

We've had some great fly-ins this year, from being in attendance at an annual whoopee pie festival in Dover Foxcroft, to flying over the rolling hills and farmlands of Fort Kent to the blueberry barrens and coastal scenery of Downeast Maine. Each location offered something different, and there is no better way to experience Maine than from a powered parachute.

We know summer gets busy, and weather and other commitments can make it difficult to attend. Still, we'd really encourage everyone to make an effort to join us when you can. Maybe even introduce a friend who has shown interest in flying.

You don't have to stay the entire weekend. Come for the day, drive in, camp for a night, or just stop by and enjoy the group. And remember, some of the best parts of a fly-in happen after the engines are shut down, sitting around enjoying a morning coffee, cooking up a meal, sharing a few laughs, and listening to those stories that somehow get a little better with every retelling!

We'd love to see more of our members at the upcoming fly-ins. Come for the flying, stay for the friendship!

The End(s)

