



Maine Powerchute Association

July 1, 2000

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Lisa Townsend, V.P. (897-6549)
John Gobel, Secretary (990-6468)

Mattie Crane, Treasurer (346-6023)
Bob Ellis, Safety Officer (354-8740)
Ross Clair, ASC Contact (645-9510)
Lisa Townsend, Event Coordinator

Welcome to the July edition of the Maine Powerchute Association's newsletter, recapping the June meeting of the club, regaling you with lame stories, bringing you a couple of neat safety and maintenance tips,

dazzling you with action packed powered parachute pictures in flying colors, and updating you on coming fly-ins. Also, bringing you the bad news if you haven't paid your dues for the year. Oh, and we're starting a new feature, blatantly stealing humorous anecdotes from weekly Aviation Flash News, called Short Final.

Items discussed at the meeting:

The meeting was held at Knuckleheads in Lewiston on June 11th. Lisa Townsend chaired the meeting in her role as Vice President, as Bill Grusik was away on a trip. She was very presidential.

Lisa reported that our flying participation at the VFW parade at Jay on July 3rd looked pretty good for a while, as the towns of Livermore and Jay gave written permission. But then we asked permission from the FAA (big mistake!) for an exemption from the FAR on overflights, and naturally, they denied it. So, at this point, we can fly as long as we follow the rules. Sorry - no exemptions. And remember, we're doing it as individuals, not as a club event.

Mattie Crane gave the treasurer's report. We sent flowers to Autumn (the Clairs), who was in the hospital. We also spent some money on materials to build the set for last month's fly-in contests. Some of the members noted that in the future, members can contribute the needed items and save the club some money. Our current balance is \$420.

Only 14 people have paid their dues so far for the current fiscal year. More on that later.

In her capacity as Event Coordinator, Lisa gave the following details on upcoming events:

- For the VFW parade in Jay on July 3rd (rain date is July 8th), a flatbed truck will be at Bowman field at 12:30 to pick up 2 or 3 chutes for the static display in the parade. At 2:30, the line up for the parade will form at the Jay High School (we're float #11). The parade starts at 3:30. There'll be a supper and dance afterwards. We can use the Jay H.S. football field to land and take off. If the weather cooperates, flying from there towards the evening time might be the most viable option.
- On July 18th & 19th, the Civil War Reenactment committee asked us for fly overs and photos at SandyRiver, south of Farmington.
- The Lincoln County Regional Fair at Wiscasset is having a fly-in to which we're invited on June 24 & 25.
- Some other events coming up:



* The Norridgewock fly-in is on August 5th and 6th – more information to follow on that.

* The annual Buckeye fly-in at Argos, Indiana is on July 1 through 4.

* The Yankee Ultralight Flyers fly-in in Greenland, NH is from July 8th through the 15th.

* The Bowman Field fly-in at Livermore Falls, ME. is on August 19 & 20th.

John Gobel gave his Secretary's report. Since that job consists of recording events, and later reporting on it, it's pretty boring stuff to rehash what's already been said and reported. So he had little to say, thankfully. He did say that the revised and expanded form of the Newsletter was well received, and we'll continue to try to make it somewhat interesting and informative.

Bob Ellis, our Safety officer was not able to make it, so we had no safety report. However, Dunbar Seamans once again rose to the occasion, and gave us some useful suggestions, and that sort of relates to safety so we'll use it here. Dunbar installed a light weight wire mesh under the cage part of the machine, and it seems to help keep grass, dirt rocks, and other various potentially damaging objects out of the prop and gas tank. Dunbar has this available to anyone for a cheap price (not installed).

Ross Clair, our ASC Contact officer, was not able to make it either, so we had no ASC report. Since our previous ASC Contact officer was not active, we have never had an actual ASC Contact report – we're all looking forward to it one of these months.

Several people brought up the suggestion that the Lewiston/Auburn airport welcomes us to fly out of there before our meetings, so that may be a good alternative when we meet in Lewiston.

Jerry Sukeforth brought up the issue of tuned exhaust, and the extra power you can realize



Dawn patrol at Wayne's field

from your engine through it. Several other members contributed to the discussion, as they either have it or were about to get it. They seemed to agree on the benefits of it, but suggested that only experienced

pilots should attempt it as controlling the RPM precisely is more difficult with the tuned exhaust.

The meeting adjourned at 12 noon, with most attendees staying for Knucklehead's buffet lunch. Even some of those who had breakfast about an hour earlier.

Slow Angels?

Having watched the Greater Bangor Air show a few weeks ago, and watching the Blue Angels do their stuff, we thought it would be great idea to form a powered parachute demo team. The logical name would be Slow Angels. Of course, we'd have to do something besides fly by at 28 MPH, or we'd quickly lose our non-paying customers. If anyone can think of any maneuvers worthy

of watching, I know the club has numerous pilots with excess testosterone willing to try it. The real key is sharp uniforms – without it, the Blue Angels would be just another bunch of hot dog pilots with very expensive toys. (I guess that takes care of the Blues ever showing up at one of our events!)

Safety Tip:

As any old pilot will tell you, when it comes to aircraft, there is a world of benefit in doing everything the same way every time. By doing that, missing something critical then becomes more obvious. That, of course, is the reason to have and use checklists – doing it the same way every time. You'll never see a military or airline pilot not use a checklist; there is just too much risk in trying to remember all systems. The same principle applies also to more simpler aircraft such as ours – we still have enough things to check to make it worthwhile. Create a pre-takeoff checklist!

Maintenance Tip:

To clean off the discoloration that builds up on the tubes near the exhaust, use dry gas. It seems to be about the only thing that easily removes the soot, and does not seem to affect the paint.

Impromptu Fly-in at Wayne's field.

Seven powered parachutes showed up on Saturday morning (6/17) at Wayne's beautifully kept field in Fairfield. Three Buckeyes and four Six Chuters had some



Winding down at Wayne's field – just before the wheeleie!

great flights, with Wayne testing out his new tuned exhaust, using Jerry Parlin for ballast (Jerry won out over several other heavyweight contenders). Around 8:30, the wind picked up – we could tell as one of the Six Chuters did a neat wheelie until it was tackled by several wide-awake members. But it died down again by around 9:30, so there was some more good flying after that.

For Sale:

Buckeye 582 Dream Machine, 1998 model, about 80 hrs total time. APCO 500 chute, Purple Wave mode, with lots and lots of extra stuff – battery, radiator curtain, lights, etc. A bargain at \$13,500, with flight training included. Call Dunbar Seamans at 667-9729.

Pilot Humor: (Stolen from AVflash)

From an air traffic controller:

On the Friday after Thanksgiving, it was very foggy in Billings, Montana. The RVR was between 800 and 1,400 feet all morning. Delta, NWA, and UAL flights were waiting for departure and on-frequency requesting frequent updates about the RVR and the overall weather picture.

One captain asked if any dramatic improvement was expected. I responded “I don't think the weather is going to change much, but I expect a dramatic improvement in about an hour ... when my shift ends.”

Next Meeting

Sunday, July 9th at the Knox Country Airport (in the Knox County Flying Club clubhouse building) at 11 A.M. We're welcome to come in and fly Saturday night also. There is an airshow on Sunday, but we should be clear by then. Directions: Rt. 73 east out of Rockland. One plus miles to left turn at

head of bay. Sign to airport entrance on right. Bear right at “Y”, and right again onto Dublin Rd. 300 yards to club area.

Dues Due!

We now have 39 signed up members. Sadly, for about 20 of you, this will be your last Newsletter (I can hear that sigh of relief!). Unless the \$20 dues are paid to Mattie by the end of July, we will have to inactivate your membership. Now we know this club may not be as much fun as, oh say the Playboy club, but we have a good time, and it is a great opportunity to hang out with people with similar interests and to enjoy our sport in a social setting, and to learn more about skillful and safe flying.

Stay legal!

An official FAA representative is, of course authorized to ensure that the FARs are followed. Two-seater ultralights, as we know, operate under and FAA exemption, and all two-seaters must carry this exemption with them. At Sun-n-Fun, five aircraft (two powered parachutes, one gyro, and two fixed wing) were impounded by FAA inspectors, as they did not have the paperwork. As I understand it, the impounded aircraft were released to their owners after a fine was paid.

FAA people often show up at larger fly-ins, so it makes sense for us to make sure we carry valid exemptions.

Also, our two-seater aircraft are supposed to be registered. If you have not done that, I have forms (with ASC) that you can use to register and make you ultra-legal.

Miscellaneous

We are receiving the New Hampshire High Newsletter from our New Hampshire friends. I will have copies of that available at the next



Parachute version of tight formation flying, at Sun & Fun

meeting, as it is always interesting to know what else is happening in the nearby powered parachute community. There are also some good maintenance and safety tips generally included, so we can benefit from those as well.

That's it for now – hope to see you at the next meeting or at the one of the fly-ins. Call John Gobel if you want to include items for sale, safety or maintenance tips, upcoming events, or any other item of general interest in our Newsletter. Safe flying!

