

Maine Powerchute Association

September, 2000

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Lisa Townsend, V.P. (897-6549)
John Gobel, Secretary (978-337-1393)

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

Newsletter

Welcome to the September edition of the Maine Powerchute Association's Newsletter. As usual, we'll recap the last MPA Club meeting minutes in excruciating detail, provide some pilot tips, tell a few tall tales, and show you a bunch of lame photos with even lamer captions. We'll also tell you about upcoming flying events, and throw in some miscellaneous wisdom and take some editorial liberties. A typical MPA newsletter, in other words.

August meeting held at Bowman

In spite of difficult circumstances, the August 19th meeting of the MPA had one of the largest meeting turnouts with 22 people being present (we think most of them were members.) Since it was held at the Bowman fly-in, conversation had to be timed to avoid the noise of aircraft taking off and buzzing us to see what we were up to. Boy, those gyrocopters are loud!

Bill Grusik opened the meeting, and introduced the gentleman in charge of the Norridgewock fly-in (who shall remain nameless since I did not write it down at the meeting). More on him and on the event later. Since there were so many present, Bill had everybody introduce themselves and say a few words about their role in the club, which of course became a contest as to whose comments would be the most witty. We think Jerry Sukeforth won, but since just then a gyrocopter was flying overhead, nobody could hear it. Anyway, having reached these heights, Jerry needed to rest, and soon fell asleep in his comfortable lawn chair during Bill's speech later.

John Gobel followed with his secretary's report. Since he's still not sure what that report is supposed to contain, he summed up

our membership status. We have 22 active members, and 23 inactive members. The difference is that that the while we still love them and even talk to them, the inactive



Photo by Mattie Crane, capturing the famous moment when Dunbar said "I don't care what the GPS says, we're not in Kansas any more"

members refuse to pay their measly \$20 dues and therefore do not get our Newsletter and other correspondence. With the next mailing, we will include a full membership list with everybody included with their phone numbers and addresses. Of course, only us decent dues-paying members will get them. Again, the intent of the membership list is to enable us to contact each other and arrange impromptu flying events, so please make sure they're not used for solicitations, etc.

Commenting on the Secretary's report, Rita had the nerve to point out there was a mistake in the list, as she had paid her dues. John, of course, blamed it on the computer, fully knowing damn well how ridiculous that was.

Mattie Crane gave her treasurer's report – we're glad to report that due to some excellent fiscal management and prudent investments, the club is \$596 in the black.

Bill gave a quick update on his attempts to contact the ASC and to get us more involved with their activities. Basically, he was told that all the ASC information is in their magazine, and that we should pay our dues and follow their rules and leave them alone so they can continue to lobby for the ultralight community in peace. Actually though, that is their major role, and they have done a good job of getting the necessary exemptions, and several other things that enable us to pursue our hobby without too much hassle from the feds.

Bill next called on Bob Ellis, our Safety Officer for his report. Bob was rather shaken by this unexpected event of being called upon, but he recovered nicely and reminded everyone of the importance of having and using your radio, especially at fly-ins and other places where there is general aviation present. Not only is this a crucial component of safe flying, but it also goes a long way toward powered parachutes being viewed as responsible members of the aviation community. More on that later.

Following Bob, Lisa gave her Event Coordinator update, and as usual, it was pretty much the only part of the meeting that most people paid any attention to (excuse this

sentence ending with a preposition, it seemed like a lot of work to fix it). Anyway, Lisa reported that the 4th of July event went really well, with several chutes being able to fly at the VFW parade. As usual, powered parachutes were a big hit, as most people have never seen them.

The Norridgewock fly-in was a large event, and overall pretty much a success. There were at least 12 chutes flying, and conditions were very good. The gentleman from the Norridgewock "Anything that flies" organizing committee spoke to us and solicited ideas for making the event even better next year. Several members suggested that the fly-in rules be published and handed to each pilot as they enter the facility so everyone would know the traffic pattern, the frequencies, the right-of-ways, and so on. There was some confusion over some of these issues, and several people inadvertently violated some of the airport rules. The nameless gentleman also asked for volunteers

for next year to help with any of a multitude of activities that must be done, such as mowing, setting up lanes for camping, parking and traffic control, etc. Immediately, Jerry Parlin volunteered to drive the golf cart around. Anyway, it was great that a member of their organizing committee took the time and

trouble to visit us and address these issues.

Lisa also reported on the upcoming Apple and Pumpkin festival (that's what my notes say) in October in Livermore Falls – more information from her will be forthcoming.

Still on the events, Bill Grusik went to Oskosh this year (which, for the record, is the



Winning picture of the "Lying through your teeth" contest, showing John Gobel flying over Mount Kilimanjaro.

largest fly-in in the world). Bill's observation was that while the event is spectacular because of the number and variety of aircraft, it is not friendly to power parachutes, with only a 20 minute window given for chute flying. Also, only a few PPC vendors went to the event.



No idea what this picture is about, but it's sort of neat...

At this point in the meeting, according to my notes, which are a little unclear due to some dark liquid (cherry brandy is a possibility) being spilled on it sometime during that evening, Dunbar S. became the center of attention. Since by this time, he and his formidable bulk have been sitting for nearly an hour in a lawn chair gismo, the soft ground started to give way under the chair, but not evenly, so he was generating a severe list to port. He was also drifting off (sunshine and early hours, not the speeches), but was rudely awakened when he the list to port reached a critical angle and put him in serious jeopardy of a lawn chair wipeout.



Ross explaining to the insurance adjuster how his truck was right there one minute, gone the next.

Lisa continued her report resolutely and ignored Dunbar's antics. The Merrymeeting fly-in was also attended by some of our members, but not too many. That event may not be around much longer, as that airport is up for sale and probably will not continue to be an airport.

Bob Ellis and Dunbar Seamans made a week-long trip to northern Maine, flying at every opportunity. The Bangor paper did a nice article on them and on powered parachutes. Bob and Dunbar promised to write up a brief

summary of their adventure, but they did not make it by press time, so we'll do it next time. Or, if they don't give me anything, I'll make up some stuff. I don't know about their version, but mine will have suspense, sex, violence, drama, forced landings, farmers' daughters, and so on. So Bob and Dunbar, better get busy with the material. Anyway, from the anecdotes they told, it sounded like a whole lot of fun, and something that several others may want to join on a trip next year.

The "events" section closed by making plans to plan a November social event for club members, featuring videos, maybe speakers, and maybe some other

interesting event if anyone can think of any, and a dinner (subsidized, since we have to do something with our surplus membership fees). More to follow on this event.

The meeting adjourned a little after 3 PM. The weather was cooperating, so most of us got to fly shortly after the meeting.



Bowman Fly-in again a success

The large turnout at Bowman this year was made more exciting by the wet fields, so wet that they parked campers across the street rather than risk getting them stuck. Of course, that was after several MPA members did get stuck. We set the standard!

In addition to the wet fields excitement, we also had morning fog excitement, whereby you took off, got a little altitude, reduced power a tad, and whoa, there's no field there any more! Most people still got to fly a little later as the fog became more patchy, giving you enough glimpses of the field to be able to come back.

As dusk set in, a couple of planes put on quite a show with lit-up chutes and other running lights. The local police got numerous reports of UFO sightings called in.

The Norridgewock Beavers

What do you make of this? We're sitting around late afternoon, and we see a man way off in the distance coming out of the woods adjoining the airfield. About 15 minutes later, we see the same man, a young girl, and a gas can walk jauntily back into the woods. Another 20 minutes later, we see the young girl and the gas can come out of the woods. The walk was not nearly as jauntily. No airplane sounds anywhere.

Theory One: The man ran out of gas, made a lucky landing in some field, and came to get gas to fly it out, but crashed somewhere.

Theory Two: The young girl killed the man, covered him with gasoline, and set his body on fire in the deep woods.

Theory Three: The man saw that he was getting low on fuel, and wisely set the plane down under control in a field big enough so he can fly out after he gets some more fuel. This was the theory that Ross Clair tried to sell.

Problem with Theory Three: If he can get there walking through thick woods and a beaver dam in only 10 minutes, obviously he was so close to the field that he could have easily reached the airfield. That was the position of anyone listening to Ross. As Scott eloquently put it, "If you can hear the @#&%\$@ engine, you fly. If you can't, you land it." Only Ross and the beavers know the REAL STORY!



Who says you can't fly a powered parachute off water?

Short Final....

(Stolen from AVflash, a weekly on-line newsletter)

While aboard AA 1157 from BUF to ORD, a woman sitting in an aisle seat had the following conversation with the flight attendant:

Passenger: "Are we in a holding pattern?"

Flight Attendant: (Turns around and looks out the window) "No, we're still moving."



More Pilot tips

(Stolen from Fly For Fun, by Paul Hefner)

Flying is the second greatest thrill known to man. Landing is the first.

Flying is not dangerous – crashing is dangerous.

Good judgment comes from experience, but experience comes from bad judgment.

Next meeting

The next regularly scheduled meeting of the MPA is on Sunday, September 24th at 11 AM at Knuckleheads in Lewiston (off Turnpike) Flying before the meeting is encouraged, as the L-A airport is very chute friendly.



Bill flying a dawn patrol at Bowman. His primary instrument, the mirror, indicates all systems go.

Upcoming Events

Sep. 30 – Gadabout Fly-in – Bingham, ME.
Off Rt. 201, NW of Skowhegan. All ultralights welcome.

Oct. 7 – Rocky Ridge Fly-in, Green, ME.

Active Members List

Raymond Arbour	207-582-1704
Donald F. Bateman	
Ross Clair	207-645-9510
Buzz Crane	207-346-6023
Wes Daggett	207-354-6180
Bob Ellis	207-354-8740
John A. Gobel	978-337-1393
Scott Gross	207-897-6549
Bill Grusik	207-797-3636
Kim Lane	
Clifton R. Mahan Jr.	
Paul Melanson	207-782-8264
Herb Micue	207-273-2016
Jerry Parlin	207-622-2654
Rita Perieault	207-782-8264
M. Dunbar Seamans	207-667-9729
David Smith	207-839-2227
Jerry Sukeforth	207-273-3300
Richard Thayer	207-345-3136
Lisa Townsend	207-897-6549
Peter Wallace	207-856-2167
Art Willard	603-267-6322

Inactive Members List

Mike Abbot	207-639-3649
Norman Caron	207-782-3276
Joe Constantino	123-456-7890
Arnold Daggett	207-778-4872
Peter Dingley	207-783-1014
Bruce Hubbard	207-897-6541
Royce Jewell	
Wayne Kenney	207-453--707
Larry Labbe	207-696-8414
Doug Licherness	
Anthony Mooar	207-778-9601
New Hampshire High	603-267-6322
Mike Oliver	207-778-3457
Jay Oliver	207-627-7083
Bill Phinney	207-882-6226
Frank Plaisted	207-897-4451
Byron Ramsdell	207-897-3550
Dave Stichfield	
Michael Theriault	207-998-5481
Frank Tozier	207-453-7679
Whipper Wheelock	
Jim Woodman	207-839-1804