

Maine Powerchute Association

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Newsletter

It's that time again – deep into the coldest part of the year, the groundhog back in his den for six more weeks of winter, the sane people indoors by the fire playing with mama and the kids, but a good many of us are out there enjoying some of the best flying of the year. So in this issue, I'll try to get my frostbitten fingers typing to bring you news about the BFI refresher course, about our long-awaited First Annual Winter Fly-in, about several impromptu get-togethers, show some pretty neat pictures, and talk about some other flying stuff. A number of you have sent me notes about how good the Newsletter is for lining the bottom of a bird cage, so here's another issue!

Winthrop unofficial fly-in

Six parachutes rolled onto Lake Maranacook in Winthrop to put an abrupt end to what the natives thought would be a peaceful early Sunday morning a few weeks ago. It was a perfect day on the lake, with temperatures near 20 degrees, sun shining, good solid ice, thin snow cover, wind near zero, scantily clad cheerleaders welcoming us with their pom-poms, and the mayor of Winthrop giving us the key to the city. Two of the above eight statements are not quite true – can you guess which two?

Anyway, all six trucks, trailers, and powered parachutes rolled onto the ice (which may not have been the smartest thing to do, focusing all that weight in a small area on unknown ice), listened for creaks and groans of the ice, and tried to start the engines. Four of the six got them going, but Dunbar and Buzz wanted to get extra attention, and had the patron saint of engines, Jerry Parlin, rebuild their starters and perform other small miracles on ice to get them going.

As usual, quite a crowd gathered on the ice. Surprisingly, though, none had weapons, and most were very friendly and cordial – they seemed almost happy to have us disrupt their Sunday routine. A very sweet lady even took some excellent photographs, which we'll show you throughout this Newsletter. Thank you Winthropites for your hospitality, and thank you Nancy Young for your photographic artistry.

The weather stayed near perfect for most of the day, and most of us got several hours of flying in that day. Everything was just right, except the chattering of the scantily clad cheerleaders' teeth was a little distracting.



Clear winner of the most colorful chute contest

Results of our "New

Logo For Our Website" contest

In last month's issue of our Newsletter, we had invited all readers to suggest a better logo for our MPA website (address is, for those with IE 5.0 or better <http://home.earthlink.net/~gobelj>).

I thought the old one was perfectly fine, but it was deemed politically incorrect by a number of our politically correct members.

Since most of the hundreds of entries were even more vulgar than the original one (see last month's issue for the exact wording of the original) – yes, look in the bottom of the bird cage to find it – the winner is this: *“Low and Slow – it's the way we fly, not our intellect.”* Second place went like this *“MPA - we're old and fat and we know it, but we've got big chutes and you don't.”* For third place, ... well, we had no third place.

BFI
Refresher
Course

As you all know, everyone who has a BFI rating from the ASC must renew it every two years. As part of the renewal process, a refresher course must be taken (or you can sign off a bunch of students as an alternative).

Anyway, we now have Dunbar Seamans and Wayne Kenney qualified to give this course, so we don't have to travel all the way to new Hampshire or other places “away.”

So, we have scheduled this event for Saturday, March 3, 2001 at Wayne's restaurant (Belanger's in Fairfield – directions to follow) at 9 AM, scheduled to run 'til 3 PM, but since our collective attention span is measured in minutes, not hours, most likely it will not last that long.

Subjects that will be covered are:

- New instructor developments
- 2 place exemption info
- Part 103 Fed review
- Airspace and airport protocol
- Vehicle inspections
- Radio communications
- Pre-solo testing and training
- Endorsements (like for Budweiser)

- Fundamentals of instruction review
- Weather
- General safety issues
- Q & A

There will be a \$50 charge for the event, which must go to ASC, not to the presenters, even though they deserve it (Dunbar made me say that). Refreshments will be available, and donations will be accepted. Lunch on your own, although Wayne has volunteered to cook if enough people want it.

Videos, lecture, and interactive participation will be the order of the day. Wise-ass comments will be tolerated, but will be graded.

A certificate of participation will be mailed after the completion of the course. The program will also count as a safety seminar for those who wish to add it to their list of accomplishments (or to start such a list).

It should be noted that you do NOT have to be a BFI to participate, but you must either:

1. Know a BFI,
2. Want to be a BFI some day,
3. Can spell BFI

But in any case, you must still cough up the 50 bucks.

Both Wayne and Dunbar will be doing the presenting, in case any of you were beginning to get chest pains at the thought of listening to Dunbar for hours on end. ASC will be sending a notice to all the BFIs in a week or two before the event.

Please RSVP so we can better plan the event– call Wayne Kenney at 453-7078, or Dunbar Seamans at 785-3006 (H) or 667-9729 (W).



John is getting a hernia pushing his plane, while Dunbar and others pretend to want to help.



Directions to Belanger's:

From I 95, exit 35. Go toward Fairfield on Rt. 139. In about a mile, at junction of 139 & 201 take 201 south towards Waterville. In less than a mile, Belangers Drive-In is on the left.

getting in is easy, but you won't be able to get out. Something like Roach Motel.

Weather permitting, it should be a great time. Some of the MPA funds will be used to buy refreshments and some food for this official MPA event, so even if the weather doesn't cooperate, we'll still have a good time, hangar flying, eating and drinking. Hope to see you there!



Just another lovely winter flying scene, taken by Nancy Young near Winthrop.

At last, our First Annual Winter Fly-in!

We finally did it – found a place that combined a nice big frozen lake, a place to launch, a place to park, and a place to get out of the cold and sit by a fire drinking hot chocolate and watch others fly.

Our friends Bob Chapman and Roger Englehardt fly trikes, and they were gracious enough to invite us to Roger's beautiful house on the lake (actually, Bob invited us – it will be a total surprise to Roger and his lovely wife Dolly) – just kidding – Roger would love to have us over, after I assured him what a bunch of genteel souls and well mannered gentlemen we were, who actually wipe their feet before entering, put up the toilet seat before using, and never ever spill anything.

The date for this event is Saturday, February 17th, starting as early as you can get there. You can also park there Friday night and stay in your camper if you've got heat or if you're really tough. Roger has a heated garage, where we can hang out during the day, or go into his house on the lake, Round Pond, which is next to Plymouth Pond.

Directions to his place follow. The road to his house is plowed but still snow covered, so you MUST have 4-wheel drive. Since it is downhill most of the way,

Directions to Winter Fly-in

1. Exit 41 off Rt. 95 (a few miles from the Newport exits)
2. Go Rt. 7 south for 2 1/2 miles
3. Go right on Clark Rd. which is directly across from Plymouth Grange Hall. The Hall is just past a general store.
4. Go on Clark Rd. for 1/4 mile, where it splits into a Y. Take the left branch (Rutland Rd)
5. Go on Rutland for about 1 mile, then take North Shore Rd. on left. (MUST have 4-wheel drive to go on this road!)
6. Go on North Shore Rd. for about 1/2 mile. It splits into 3 roads - take the middle.
7. There are about 5 or 6 camps and outbuildings there. Park where you won't impede traffic.
8. Roger Englehardt's number is 257-2409

