

Maine Powerchute Association

May, 2001

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Newsletter

It's getting exciting now – the mud season (which was mercifully short this year) is over, and after a great winter season, we're all ready to do some serious T-shirt flying. Lots of opportunities this year coming up – we're including a list of the most likely candidates in this issue. We also have several great maintenance tips, a recap of the year's first MPA general membership meeting, and the usual collection of lame humor, odds and ends, and other irreverent observations. We're mailing this issue not only to our dues-paying members, but also to our associate member friends (associate members are those who are too cheap or too smart to spend twenty bucks a year for a chance to hang out with a bunch of fat old guys who won't stop talking about their piloting exploits, and getting this Newsletter, which by the way is by itself worth \$20 if you cut it into small pieces and use the back of the pieces to write notes to your friends – it's really good quality paper!)

First MPA Meeting of the Year

On April 28, ten of Maine's finest showed up for the first meeting of the MPA at Knox County airport at 1:30 in the afternoon - we're still trying to figure out who the genius was that came up with that time, since it really screws up your whole day. The wind was howling, but our resident eternal optimists Buzz and Mattie brought their plane anyway. Periodically, they would let out some sounds which I suspect were old Indian chants to stop the wind so they could fly and make the rest of us feel really dumb for not bringing our planes. The winds stayed – I suspect you need to be smoking something pretty strong while chanting in order to make that work.

Our president Bill opened the meeting, and since we had one new member, Bill made all of us say our names along with some witty remark. Amazingly enough, the new member (George) didn't get up and leave right then and there.

Bill reminded everybody that the new exemption MUST be carried with you whenever you fly to be

legal. Several members had had shrunk and laminated that document (I think you pour really hot sand into it many many times, and it will shrink), which was a clever and efficient idea. While you may never be asked to show it, if you're involved in any kind of accident or incident, and you do not have it, the best we can tell, you are screwed!

We discussed reducing the dues from \$20 to maybe \$10 or \$15, since the only thing we spend money on is the Newsletter and some donations to the more popular fly-ins that most of us attend. The idea was defeated, mostly due to Jerry Sukeforth's brilliant observation that we spend so much damn money on our planes and

accessories that \$20 is just a drop in the bucket.

It was decided that we would make donations (\$50) to Bowman, Norridgewock, Knox County, and maybe one more event. These places sponsor great fly-ins, charge nothing, and generally welcome powered parachutes.



Herb and his much-too-good-for-him wife practicing hosting their own "shop at home" show on cable.

We agreed on a method of running all MPA events in the future – one person would volunteer to head up any event, and could recruit others to help as needed. That way no single individual would be stuck with organizing many events. Bob Ellis volunteered to head up the Christmas Party 2001 event, which will be a night to remember from the sounds of the preliminary preparations.

John Gobel volunteered (sort of) to make up a network system for calling each other about impromptu flying get-togethers, etc.

There is an EAA BFI refresher course offered on-line (web based) for \$75, in case you missed the one we had a few weeks ago. You need to attend that course every two years, as we all know.

Then came the highlight of the meeting. Bob Ellis, who is the strong silent type who has not said much at any previous meeting, made up for the years of relative silence with a knock-your-sox-off presentation about airport protocol, radio protocol, and several safety issues. He explained the reasons why it pays to learn how the professionals deal with these issues, as these protocols enable air traffic to flow safely. By us following these rules, we will be welcomed into the aviation community, as opposed to being shunned because of the dangers we pose.



The new elliptical chute practicing wheelies at Sun N Fun

Bill gave an update on some items he brought back from the Sun N Fun event in Florida. The “Sport Pilot” license issue is still up in the air, with the FAA undecided on the issue. I think a large number of us

favor that rating, as opposed to the current BFI rating (which is NOT an FAA rating, but an *exemption* from a rating). That way, those of us who do not want to teach don’t have to, and those who do would be doing a better and more professional job (such as done by Wayne, Bill and a few others).

Special thanks to our treasurer Mattie C., who in spite of being rather ill still came to the meeting to do her treasurer thing. Unfortunately, the meeting made her even more ill (no surprise there), and she had to leave early. Hope you’re feeling better, Mattie!

Maintenance Tip #1

As some of you know, Bill G. had a couple of in-flight engine failures. Being the superb pilot that he is, he managed to land without any damage both times, and did not even have to change his underwear. But the cause stayed a mystery, since the engine seemed to run fine on the ground.

Anyway, after some clever troubleshooting, he discovered that when the little screw that held the fuel cap chain on his Six Chuter fell into the tank, it got lodged in the 90 degree elbow coming from the bottom of the tank. When tilted, the screw would allow fuel to get by, but when it turned, it would block the fuel flow. If you’re interested in more details (and there’s a LOT more, according to Bill), give him a call at the number at top of this letter.

Maintenance Tip #2

Due to the tendency of the Rotax engine water pumps to leak after many hours (excess of 150, usually), it’s been suggested that silicate-free antifreeze be used in the water-cooled engines.

Maintenance Tip to make tips #1 and #2 look pretty insignificant

Most of us at one time or another have been bothered by that pesky dry feeling, where your chute bag, the inside of your trailer, and the whole airframe of your machine just feel so very dry. You know you should lube them, but it’s so much work!

Well, Dunbar discovered the solution, and it’s so simple, you’ll smack your head with a brick and yell “Damn it, why didn’t I think of it?” He simply left the cap off his oil reservoir, and after a nice bumpy 50 mile ride, the plane and the trailer had a nice sheen to them, and all the dryness was gone!

“Chutey” lives!

While at Sun N Fun, Bill discovered a company called “Lighthouse T-shirts Plus” – (the web site is www.LighthouseTshirtsPlus.com). They make the “Chutey” cartoon powered parachutist logo (below), which is printed on lots of stuff, including “Fly Low and Slow” bumper stickers. Bill has lots of T-shirts for sale, or you can go directly to the company on the web. They’ll custom make stuff if you want.



Next meeting

You’re all invited and encouraged to attend the next exciting MPA meeting, during which time we will:

- Decide what elected positions we want to have (3 are mandatory by ASC rules)
- Elect a new batch of club officers
- Get updates on lots of stuff
- Do some flying before the meeting
- Go out for breakfast after flying

The meeting will be held at Wayne’s field at 10 AM on Saturday, June 16th. Flying starts at 6 AM, voluntary group breakfast at 9 at a nearby restaurant. Bring your own chairs (to the meeting, not the restaurant), since it will be held outside. Directions: Exit 36 off turnpike (Fairfield), Route 201 North (about 5 miles), then Route 23 West (1/4 mile).

In case of rain, well, I guess we get wet unless you have an umbrella. On the up side, the meeting should also be shorter. Anyway, it won’t rain.

List of upcoming events

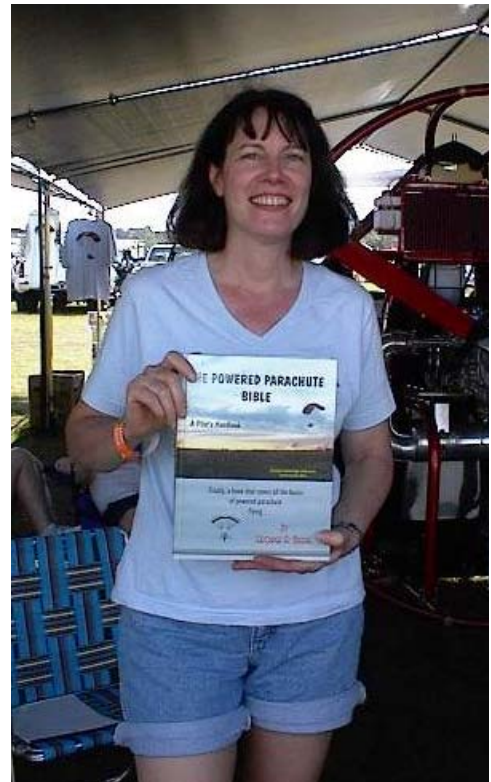
Thanks to Bob Ellis for the list on the next page of most of the flying events for the coming season. The ones in bold are our usual PPC events.

World Powered Parachute Championships

The second annual occurrence of this event is being held in Greenville, Illinois on August 16-19. Big cash prizes are offered, and it should be a fun event to watch or to participate in, if you can make it. From what I’ve seen, we have some highly skilled and experienced PPC pilots in our club, and I wouldn’t be at all surprised if we could beat most anybody. As a group, we fly a lot and log a heck of a lot of hours. Unfortunately, it’s a long way to Illinois! Maybe next year.

More Sun N Fun items

In his annual Sun N Fun scavenger hunt, Bill found one more item that may be of interest to some of us – see below. No, not that you perverts, ...the **book** she is holding. It is entitled “The Powered Parachute Bible”, written by her husband George Begue, and Bill says it is very comprehensive and worthwhile. It costs \$65, and call Bill if you’re interested.



I think this is how Vanna White started...

Happy landings – see you at Wayne’s field on June 16th!

May 18-20	Post Mills, VT	Experimental Balloon & Airship Meet	(802) 333-9254
May 19-20	N Hampton, NH	Annual Fly-In Flea Market	(603) 964-6749
May 19	Rochester, NH	Skyhaven Flying Club Breakfast	(603) 750-3293
May 20	Cranland, MA	EAA 279 Fly-In Breakfast	(508) 224-8209
May 27	Owls Head, ME	Auto Festival & Old Aero Show	(207) 594-4418
Jun 1-3	New Haven, VT	Lake Champlain Balloon Festival	(802) 425-4883
Jun 2*	Danbury, CT	EAA 130 Fly-In * <i>rain June 3</i>	(203) 799-1273
Jun 2*	Plymouth, NH	EAA 740 Fly-In BBQ	(802) 436-2868
Jun 10	Owls Head, ME	Rod & Custom Autos & Old Aero Show	(207) 594-4418
Jun 10	Sanford, ME	Pilot Appreciation Breakfast	(207) 490-0782
Jun 15-17	Quechee, VT	Quechee 22nd Balloon Festival	(802) 295-5451
Jun 16-17	N. Kingston, RI	Rhode Island ANG Airshow	(401) 886-1406
Jun 17-23	Warren, VT	Soaring Championships	(802) 496-2290
Jun 23	Keene, NH	EAA 1314 Fly-In	(603) 256-8464
Jun 23*	West Ossipee, NH	EAA 1085 Windsock Village Fly-In (* <i>rain Jun 24</i>)	(603) 539-2722
Jun 24	Meriden, CT	EAA 27 Fly-In Picnic	(860) 828-6429
Jun 24	Owls Head, ME	Antique Fords & Old Aero Show	(207) 594-4418
Jun 30-Jul 1	Wiscasset, ME	Open House & Fly-in	(207) 882-5475
Jul 7-8	N Hampton, NH	5th Annual Biplane Fly-In	603) 964-6749
Jul 8	Owls Head, ME	50's & 60's Autos & Old Aero Show	(207) 594-4418

Jul 12-15	Hillsboro, NH	Hillsboro Balloon Fest	(603) 464-5858
Jul 14-21	Greenland, NH	10th Annual Yankee Ultralight Fly-In	(603) 742-1649
Jul 21-22	Owls Head, ME	Trucks, Tractors & Old Aero Show	(207) 594-4418
July 24-30	Oshkosh, WI	EAA AirVenture 2001	(802) 496-2290
Aug 4-5	Owls Head, ME	Transportation & Aerobatic Spectacular	(207) 594-4418
Aug 4-5	Norridgewock, ME	Anything That Flies Fly-In	(207) 453-6607
Aug 18	Owls Head, ME	NE Auto Auction & Old Aero Show	(207) 594-4418
Aug 25-26	East Livermore, ME	16th Annual Bowman Field Fly-In	(207) 897-5448
Sep 2	Owls Head, ME	Antique Motorcycles & Old Aero Show	(207) 594-4418
Sep 3	N Hampton, NH	Annual Pig Drop and Bomb Roast	(603) 964-6749
Sep 6-9	Greenville, ME	28th International Seaplane Fly-In	(207) 785-5562
Sep 16	Owls Head, ME	Convertibles & Old Aero Show	(207) 594-4418
Sep 22	Brunswick, ME	Great State of Maine Airshow	(207) 921-2132
Sep 22-23	Nashua, NH	Aviation Heritage Festival	(603) 577-6625
Sep 29-30	Bingham, ME	32nd Gaddabout Gaddis Fly-In	(207) 672-3978
Sep 30	Owls Head, ME	Antique Chevys & Old Aero Show	(207) 594-4418
Oct 14	Owls Head, ME	Foreign Autos & Old Aero Show	(207) 594-4418
Oct 28	Owls Head, ME	Auction, Open House & Old Aero Show	(207) 594-4418