

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

Maine Powerchute Association

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N e w s l e t t e r



You know how you always say after you read the Newsletter, "Well, that was a waste of 15 minutes of my life," – with this edition, we're giving you a fair warning – you're about to do it again! Think! Maybe just look at the pictures (like you do with Playboy), and only waste a few minutes of your life!

We have a 6 page edition this month, as there are a lot of things going on, or about to go on. Also, reminders about paying your annual dues, with some lame reasons for doing it. We also have some information that you can actually use – emergency and survival tools to carry while flying in the Maine bush.

Anyway, if you insist on reading on, here we go. Last chance to get out!

That Buckeye does nothing for me. Now if you had a SixChuter, I'd be yours...

MPA comments recorded by the Feds

A group of MPA die-hards met in Augusta to discuss the pros and cons of the proposed Sport Pilot license by the FAA. We came up with a bunch of brilliant ideas (by accident, one of them might actually have been OURS), and submitted them to the FAA.



They published our comments on their web site, along with the other 2000 or so other comments made on this proposal (which seems to be a record, by the way). More comments on that issue later in the Newsletter. The way to reach the site is:

http://dms3000.dot.gov/docimages/pdf81/166563_w eb.pdf

Speaking of web sites...

WWW.MAINEPOWERCHUTES.ORG is alive!!!

Ed Nadeau has done a superb job of putting together a web site for us, using the material sent to him by a number of MPA members. Besides serving as a



Typical MPA member getting ready to go flying.

place to store all the club information for those who are curious about PPC flying, the web site is an excellent tool for us to communicate with each other. Using the on-line messaging feature, we can post impromptu flying events on a real short notice, and get together more frequently.

Past issues of the Newsletter will also be posted on the website. The first thought in your mind, of course is "Hey, there's already enough trash on the web, why do we have to add more?" Actually, this is a public service for parents who want to punish

their children – they can make them sit in front of the computer and only allow them access to our site!

The second thought in your mind is “Hey, why am I wasting \$20 a year getting the Newsletter when I can read it on the web?” But, to outsmart all the cheapskates, the Newsletter will be published on the web a few weeks after the MPA members get it, so cheapskates will have missed the fast-breaking news for which we’re famous.

Ed is also adding a “For Sale” section, so any powered parachutes or related equipment can be listed. Just send him the information and pictures if possible, and it will be posted for the world to see!

Six Chuter strikes back...

Since last month’s issue had humorously implied that Six Chuters should be put into a trash can, the Six Chuter lobby has hired honorary MPA member Jennifer Lopez to make some comments to get even. She did, on page 1. (Boy, we’ll use any excuse to spice up this thing!)

Dues, Dues, Dues!

Once again, annual membership dues are, well, due!

Using the old carrot and stick approach learned from the Publishers Clearinghouse, here’s the carrot – by paying your dues, you get to continue being a member of the only organization in the state of Maine which doesn’t start its meetings with “This meeting will come to order.” Wait, there’s more -

You get to participate in setting up and participating in PPC only fly-ins, we get to be listened to by the ASC (and therefore the FAA, we think), you get information about what others with similar interest are doing, you get to go to our (in)famous Christmas party, you get safety and maintenance tips, and etc. (you say “etc.” when you’ve run out of reasons). Oh, and most importantly, you get to hang out with a bunch of old fat guys (and women too) who share your interests, and you get the Newsletter!

Now for the stick – if you don’t pay your dues, well, you save \$20, but you also miss out on all the stuff above. (When I put it like that, it’s a tough call!).



If Bill offers you a ride, get more details!

Anyway, before you come to your senses, please send your \$20 annual membership dues to our Treasurer, Mattie Crane at the address below, or give it to her at our next MPA general membership meeting on June 8th. Remember our famous slogan coined by Jerry Sukeforth a few years ago, “With all the money we piss away on these toys, \$20 is just a drop in the bucket.”

Mattie Crane
354 Center Minot Hill Rd.
Minot, ME 04258

MPA General Membership Meeting

Our next meeting is at 11 AM on Saturday, June 8th. Wayne Kenney has once again graciously extended the use of his field for this event. Directions are below.

We have a number of topics on the agenda, the foremost of which is the election of officers for the next year. At this point, we have President, Secretary, and Treasurer (which are the basic positions we have to have to remain a sanctioned organization by the ASC), however we can add other positions as we want.

In addition, we will be discussing the status of the Sport Pilot license and its potential impact on us; we’ll also be planning the next several PPC fly-ins; we’ll discuss some maintenance and safety issues, and several other topics.

As usual, the plan is to fly early in the morning on Saturday, then have our usual 4,000 calorie breakfast nearby, then stagger to the meeting at 11:00. We’re usually done by 12:30 latest – just in time for the 5,000 calorie lunch!

In case of rain, well, we haven't got a backup plan, other than we won't fly. We can put up a tarp of some sort, as we've done in the past.

Directions to Wayne's field:
I95 to Exit 36;
Rt. 201 North for about 5 miles
Left on Rt 23 – field is right there.

Impromptu fly-ins

Using our web based communication feature, as well as the old fashioned telephone, we had several successful impromptu fly-ins during the last month or so. A good sized group of about 7 planes had a great flight out of Belfast, going over to Sears Island, and one of our group even flew out into the ocean to visit a buoy up close. (Not exactly recommended procedure – hypothermia will set in within a few minutes of hitting the water, and about all the rest of us could do is watch you.)

Also had a couple of good get-togethers at Grenel's field in Warren, and at LiLi's field in Appleton. While flying is always fun, it is more so with a couple of others in the vicinity – after all, what good is showing off if nobody is watching?

Downeast Boys almost hit a home run

The scheduled PPC-only fly-in at Deblois (near Cherryfield) was almost a huge success. Ten planes showed up Friday night, and formed a rag-tag wagon train looking circle with the trailers in the gravelpit. Built a big fire and everything.

Our local rooster-substitute Mark Look got everybody up by starting up his engine around 4:30 AM, much to the delight of some of us late stragglers who did not get there until after midnight. Anyway, by 5:30 or so, we had planes in the air, and everything cooperated for the next 3 or 4 hours.

After the traditional MPA breakfast (the kind that would feed some third-world countries), the drizzle started. Undaunted, our fearless pilot Bill G. set off anyway, only to turn around in record time as the big raindrops started falling. So it rained for the rest of the day, and the fly-in sort of dissolved by mid-afternoon, even though one eternal optimist stayed until after 6 PM. (All right, he fell asleep.)

Deblois is wide open, with very little air traffic usually (except the 3 crop dusters who fly out of there), so it is often good flying with plenty of opportunity to practice all our PPC maneuvers. It is interesting country – not as scenic as some other

areas in Maine, but has topography not found elsewhere.

Legal update

Ed Nadeau has made some inquiries, and found out that the State of Maine has laws to protect the land owner from lawsuits from people who use his/her land for recreation. So if we get permission through the "Permission to use etc" form that we have (can give you those at the MPA meeting), the landowner can be assured that he/she is not taking a risk by letting us fly from the property.

This is good news, as we want to be good neighbors and good citizens, and we certainly want to stay on good terms with landowners who let us fly from their property.

Happy Birthday, Alfred!

For those of us who grew up with Mad Magazine (and for those of us still growing up), it was a surprise to hear that our hero the "What, Me Worry?" kid turned 46 last week. He doesn't look his age!



What, Me worry?

Here are some famous quotes from Alfred E.:

*** If opera is entertainment, then falling off the roof is transportation!

*** Most people don't act stupid: it's the real thing!

Happy 46th Birthday, Alfred E. Newman!

*** The reason many people are lost in thought is because it is unfamiliar territory!

Stop the Noise campaign

There is a well-organized group from Massachusetts who has formed quite a coalition to ban noisy aircraft from the skies. They're fairly radical, wanting to channel all flights into certain corridors, and effectively banning most recreational flying.

At first glance, they sound like a bunch of nuts, but if you read their material, they almost make sense. They're addressing a specific situation, where people have bought land away from cities so they can have peace and quiet, but the FAA allocated that area for aerobatic flight practice, so these

people put up with low flying bi-planes and others all day. But instead of just dealing with that issue, they're expanding it to all aircraft.

The federal law says that your property extends only 35 feet above your highest structure, and anything above it is governed by the FAA, so legally at this point we're all set. However, you get enough people pissed off at you, things can change.

So once again, it behooves all of us to be responsible, and not fly over houses, certainly not at low altitudes. At the risk of sounding mushy, follow the golden rule – you wouldn't want some cowboy rattling your peace and quiet in your own house, or while you're trying to relax in your back yard.

I think just by using common sense and common courtesy, we can avoid the kind of blow-ups that this campaign is causing, and keep our sport from a lot of interference from government agencies and hostile people. Let's get a lot more people on our side by being a good neighbor, having consideration for others, being courteous, and being friendly, both in the air and on the ground!

By the way, the web site for the "stop the Noise" group is <http://stopthenoise.org/index.html> Let me quote one sentence from their site – they're talking about a proposal to limit all aircraft to designated air corridors: "As this will reduce the amount of an already limited resource, this may mean that not everyone who wants to fly will be able to fly. So be it."

New members, new solos

Welcome back to Kim Lane, who was a member previously, and was in fact our only female pilot. Nice to have you back again, Kim – thanks for bringing a touch of class to us bunch of scruffy and disgusting guys.

Also welcome to Mark Magoon, who has flown with us before, and is now officially a member. Mark has a Parascender, (which is probably not the way you spell it), so now we have one more brand to make fun of. It's a cruel bunch!

Congratulations to Michael O'Donnell, and to Ed Nadeau, the two most recent pilots to solo. I think they're both Dunbar graduates – unfortunately, Dunbar had a small streak of bad luck with his students (trees seem to jump out of nowhere, etc), but I'm sure you guys can turn his streak around.

Parachute flying in the Maine bush...

Dunbar Seamans has written a nice article with that title – unfortunately, it's a little long for this Newsletter, so I'll extract some of the most pertinent points. Copies of the entire article will be available at the MPA meeting on June 8th. Dunbar has extensive experience in outdoor rescues and survival techniques, having been a game warden for many years.



Bob and Bill with their new super-grip shoes.

Many of us often fly in very rural, and/or wilderness places. If you have an engine failure or some other malfunction that forces you to go down in one of these areas, even if you have another plane flying with you, it would be very difficult to find you, and then to rescue you.

Here are some basic survival principles to maximize your chances of survival if you go down:

1. Try to fly with another plane, and keep others informed of your intended route and whereabouts.
2. Carry some basic survival equipment in a ditty bag on your plane. Items such as:
 - a. Rope – 75' of 3/8 inch rope to use if you get stuck in a tree.
 - b. GPS, compass, and map (Delormes)
 - c. Orange survey tape to mark your way out if you have to leave your machine in the woods
 - d. Extra battery pack for your radio, as the radio or cell phone is probably your most important survival gear

- e. Flare set – they’re cheap (\$10-15), and maybe the only way you can be spotted from the air
 - f. Knife, duct tape, candle, flashlight, matches, and a space blanket in cold OR warm weather
3. Food – as you may be stuck there for quite a while, have some trail mix, Koolaid, hard candy, and water (canteen or bottled). These are high energy foods which will keep you going
 4. First Aid kit – chances are good that you’ll get hurt in a crash landing, so bandaids, bandages, Tylenol, antiseptic salve, and large safety pins may come in handy.

A couple of more hints from Dunbar:

1. To make a stove, put sand in a metal cup, add gasoline, and there you have it (it acts like Sterno)
2. Koolaid makes good energy food hot or cold
3. Kitchen matches can be placed in a metal bandaid box, tips up. Drip candlewax on them to waterproof them.
4. Carry your line sox and chute bag with you – they may come in handy in a survival situation

All this may seem like a lot of stuff, but they don’t weigh much and do not take up a lot of space, and they may save your life. They’ll certainly speed up your rescue!

Anyway, thanks to Dunbar for the research and the information, and as I said, we’ll have copies of the full article on June 8th.



After thoroughly embarrassing Herb, Dunbar, and his dog Honey, Jerry Suke finally zips up his pants.

Emergency radio channel

In case you’re not aware, the emergency radio frequency for the continental US is 121.5. This is monitored by all airports, commercial traffic, and air traffic control. By the way, you can get a lot of attention from the FAA if you get on that frequency and start making jokes. How would you know that, you ask?

Sport Pilot Update

Nothing new since last time, other than the deadline for comments from the public has passed, and the DOT (FAA) received a record number of comments.

From looking through the comments on the web site (see page 1 for the address), most people seem in favor of it, although in a less complex and less restrictive fashion. I judge the sentiment to be to retain the relatively hands-off stance the FAA has taken in the past, but increase the whole knowledge base of prospective sport pilots. Also, greatly increase the knowledge base of those who want to actually teach.



Even though they were rejected by both the Blue Angels and the Thunderbirds, our boys Jerry, Jim, and Bob still practice their pre-show routine.

The entire text of the MPA comments to the FAA is on the web, as I mentioned earlier, but for those ~~troglodytes~~ members who do not have access, we will publish it in the Newsletter next month. The intent was to do it here, but this is much too long already. And we’ll print it in a real small font, as it is not the most exciting reading you’ve done, so there’s not much sense in taking up a lot of room.

Martha Stewart vs. Real Women

Since there are actually women who read this trashy Newsletter, we figured these readers must be real women who could identify with this:

Martha's way #1:

Stuff a miniature marshmallow in the bottom of an ice cream cone to soak up any melted ice cream so it doesn't drip.

The Real Women's Way:

Just suck the ice cream out of the bottom of the cone, for Pete's sake, you are probably lying on the couch, with your feet up, eating it anyway.

Martha's way #2:

To keep potatoes from budding, place an apple in the bag with the potatoes.

The Real Women's Way:

Buy Hungry Jack mashed potato mix and keep it in the pantry for up to a year.

Martha's way #3:

When a cake recipe calls for flouring the baking pan, use a bit of the dry cake mix instead and there won't be any white mess on the outside of the cake.

The Real Women's Way:

Go to the bakery. They'll even decorate it for you.

Martha's way #4:

If you have a problem opening jars: Try using latex dishwashing gloves. They give a non slip grip that makes opening jars easy.

The Real Women's Way:

Go ask the very cute neighbor to do it.

And finally the most important tip....

Martha's way #5:

Don't throw out all that leftover wine. Freeze into ice cubes for future use in casseroles and sauces.

The Real Women's Way:

Leftover wine??????



After a long day, finally coming home...



When good parachutes go bad...

Accident

Just as we were about to release this Newsletter for mailing, we got some news about one of our members being involved in an accident that resulted in his hospitalization, and in a wrecked powered parachute.

This is the report from one of our members who talked with Mark Look in the hospital:

“Mark went up Tuesday afternoon, even though it was quite windy. He was flying low, and could see some real dark sky ahead of him. He thought he should turn around and land, but then he saw it was clear on the other side so he thought he could go through it. While flying low through it, the wind got very strong and collapsed his chute. He dropped into a dead 100 foot tree, breaking off the top of it. He was out for a short time, then managed to walk for an hour and get out of the woods and get some help. He sustained a few broken ribs, and a collapsed lung.”

Mark had apparently flown into an approaching front, which is one of the most dangerous things you can do in any aircraft, and obviously especially in a PPC. Winds in the leading edge of a front are always turbulent, and often very strong.

We all wish Mark a speedy recovery. We'll bring more news about this event as Mark gets better, and as he is able to give us a first-hand account.

Disclaimers

No animals were harmed in the creation of this Newsletter, although the Labrador next door is living on borrowed time, let me tell you.

To dispose of this Newsletter in an environmentally safe way, rip it into pieces and flush it down the toilet. This may be done before or after reading it.