

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

# Maine Powerchute Association

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## August 2002

# Newsletter



[www.maine-powerchutes.org](http://www.maine-powerchutes.org)

Thanks to a lot of people pulling together, the MPA managed to put on a powered parachute fly-in that was as good as or better than any we've attended in the past. We got lucky with the weather, having some superb flying conditions most of the weekend, but the rest was just good planning, good piloting, and good companionship.

All the competitive types participated in the 3 flying contests to gain points towards the annual Top Gun award. Again, no accidents or incidents, although some of our pilots did a job on the ribbon, which they were supposed to fly over, not through! Anyway, a good time was had by all.

We have lots of pictures this month, so don't throw away this Newsletter just yet like you usually do as soon as you realize what it is.

### **BFI refresher course**

As you know, you are required to have a refresher course every two years if you are a BFI, otherwise your exemption cannot be renewed.

Thanks to our two AFIs, Dunbar S. and Wayne K., we will be holding one on Dec. 7<sup>th</sup> at a place to be named later. So mark your calendars, and start saving your money as it will be \$50 dollars payable to ASC - Wayne and Dun are doing it for free. More on this as we get closer.

### **Lewiston Balloon Festival: August 16-18!**

Buzz and Mattie Crane are hosting this yearly event, which has been one of the highlights of the summer flying season. We generally camp out at Maheu's field (directions below), which is about 5 or 6 miles from Lewiston, and which is an excellent field that we have all to ourselves.

Flying with the balloons is a unique experience. They're also subject to winds, so they fly in the early morning and evenings like we do. A large number of people turn out to watch the event, and most of us think that they came to watch the PPCs as much as the balloons. Of course, we also think that people love to hear us over their houses at 6 in the morning.

Anyway, we can camp out starting Friday and stay through Sunday. Balloons will generally start

flying Friday night, so we usually join them. (By "joining" them, I mean fly within a few hundred feet of them, not actually "join" them! What a colorful mess that would be!)

Buzz will provide a safety briefing to any who want to fly there to make sure we don't violate any written or unwritten rules of the area, since we are their guests, and since the air does tend to get quite crowded.



Doug Sukeforth on the takeoff roll with his brand new chute - don't ask what happened to the old one.

### **Maheu Directions**

Directions from Farmington and Livermore Falls:  
Rt 4 South into Auburn and thru Auburn on Rt 4 & 202 until you come to Rt 11 & 121 towards Mechanic Falls. Follow rts 11 & 121 until you get to rt 119 ( approx 5 miles) take rt 119 North about 3.5 miles to Maheu Airport on the left.

Directions from Augusta:

Follow rt 202 into Auburn. Rt 202 will take you directly to Rt 11 & 121. Take 11 & 121 toward Mechanic Falls ( approx 5 miles) until you get to rt 119 North on the right. Take Rt 119 North 3.5 miles to Maheu Airport on the left.

Directions from Exit 12 - Maine Turnpike.

Take a left onto rt 4 & 202 North until you come into Auburn. Take left onto Rt 11 & 121 towards Mechanic Falls ( approx 5 Miles) until you get to Rt 119 North. Take Rt 119 North on the right - 3.5 miles to Maheu Airport on the left.

Dear Abby,

What is the secret for a happy marriage?

Signed: The men of MPA

Dear MPA Men:

After many years of research, I have the answer:

1. It is important to find a woman who is good at cooking and cleaning;
2. It is important to find a woman who makes good money;
3. It is important to find a woman who really enjoys sex;
4. It is very important that these three women never meet!

Annual MPA Fly-in a Huge Success!

With 20 parachutes and about 30 people in attendance, our first annual MPA PPC-only fly-in turned out to be a super event. We need to recognize and thank a number of people for this success, so here we go:

Wayne Kenney – once again, Wayne let us use his field, and made the difficult, behind-the-scenes arrangements with the neighbors, the police, town hall, porta-potty, etc. As ever, he was a gracious host, and participated in most events in spite of his busy schedule. **Thank You, Wayne!**

Dunbar Seamans – Dun was the event coordinator, and he arranged for the myriad details that make everything run smooth. He even mowed much of the field the day before. **Nice work, Dun!**



6AM pilot briefing given by our Safety Officer Bob Ellis. Starting with basics, Bob points out which way is UP.

Jerry Parlin – Jerry got there way early to mow the field, set up the restraining lines, mark the field, direct traffic, and do a bunch of other things to have the place ready for the large number of trailers, campers, and people. **Great job, Jerry!**

Bob Ellis – The whole event came off without any accidents or incidents, or even close calls, and only a few pissed off neighbors. A lot of the credit goes to Bob for arranging for the creation and dissemination of flight rules and other safety information. He also held pilot safety briefings, so we all knew the rules. **Thanks, Bob!**

Bill Grusik – The annual Top Gun contest events had to be defined and set up, and Bill spent a lot of time getting all that organized and published. **Thanks, Bill!**

Mattie, Carla, Carolyn, Darlene, Dunbar, and Buzz – the events comprising the Top Gun contests needed good management and good judges, and this group did just that. With Dun directing air traffic, and the rest of the gang ready with their tape measures and clip boards, the event went off without a hitch. **Excellent job, team!**

Friday night drag races

As a warm up to the Top Gun contest, a number of MPA guys with more testosterone than brains decided that since the wind was too high to fly, drag racing with the planes would be fun. The 80 yard course on the runway was covered in about 4 seconds, and reached a speed of 46 mph.

First place went to Jerry Parlin, who beat out Bob Ellis by about 4 feet in a photo finish. Third place went to John Gobel, who lost to Bob

Ellis in the earlier run off. Gobel could have won that pairing, except that he had a split second flash of brilliance when he realized that none of his wheels have ever gone more than about 20 mph so he cut back his wide open throttle before crossing the finish line. (In some circles, that's known as chickening out.) He also figured that third place isn't bad (until you realize that there were only three people in the contest.)

### The Slalom Pairs

This was a Saturday afternoon ground event (not counted toward the Top Gun award) that consisted of one person pushing the plane (power off, chute stowed) through a slalom course. The trick is that the driver of the plane was blindfolded, and had to react to verbal directions from the pusher to navigate through the course.

We had six entries in this event, and the winners of two MPA 2002 trophies were *Darlene and Robin Paradis*, whose blazing speed and smooth teamwork paid off in victory.

The agony of defeat title went to the Markie boys, who apparently forgot that the driver was blindfolded, and simply went through the course plowing over every cone that got in their way. They're obviously the downhillers, who didn't go for that sissy slalom stuff!

### TOP GUN Events

The Top Gun contest consisted of three flying events, designed to measure the pilot's skill in controlling his aircraft in various circumstances.

The first event was the Bunny Hop, where the objective was to touch down on a line drawn on the runway, fly across a 4 foot obstacle (ribbon) 40 yards away, and touch down a second time on a line drawn 40 yards from the obstacle. Your score was the total distance of your touchdown points from the target lines. If you hit the ribbon, you had 10 feet added to your score.

The second event was the Bomb Drop, where the pilot flew over a target at about 100 feet, and dropped a sand bag. Score was the distance from the target. If you hit the judge (Buzz), you had 10 feet subtracted from your score.

The third event was Spot Landing, where the pilot tried to touch down on a line on the runway. Score was the distance of the actual touchdown from the target line.

The winner of each event received a trophy. The Top Gun Hat (prominently featured on Page 1) went to the pilot whose combined distance for the three events was the lowest.

There were eight entries in the contest, and we flew in two flights of four, meaning there were four planes in the air at the beginning of the event. Each

pilot flew all three events consecutively, making a full stop after the last event, the spot landing.

### TOP GUN Results!

#### In the Bunny Hop event:

Third place: Bill Grusik (40 ft)  
Second place: Wayne Kenney (35 ft)  
First place: *John Gobel* (6 ft)

#### In the Bomb Drop event:

Third place: Robin Paradis (21 ft)  
Second place: Bill Grusik (20 ft)  
First place: *Paul Melanson* (19 ft)

#### In the Spot Landing event:

Third place: John Gobel (7 ft 4 inches)  
Second place: Dick Thayer (7 ft 2 inches)  
First place: *Wayne Kenney* (1 ft)

#### Overall scores for the 2002 Top Gun Award:

Third place: Bill Grusik (71 ft)  
Second place: Wayne Kenney (69 ft)  
First place: *John Gobel* (39 ft)



Although he's never worn a cap before, John and his Top Gun hat have become inseparable.

### **Slickest maneuver of the contest**

We had agreed that the fourth person drawn of the first flight would do a dry run of all three events to show everybody the sequence, and to get the judges used to the timing. Dick Thayer was the unlucky one.

So the first flight of 4 planes takes off. As Dick starts his dry run, he realizes that once he drops his sandbag for the demonstration run, he won't have one for the real run. All of us geniuses that thought of everything were stumped. Nobody wanted to slow things down by having Dick land and get another sand bag.



Mid-day wind conditions gave way to beautiful flying weather all weekend. No, the flagpole is not made of steel!

Ross Clair lights up – this is just his kind of mishap! He is going to have Dick do a low level fly-by, and he will jog along side and hand him the sand bag. Lot of eyes rolling, lots of skepticism, lots of visions of missing arms, blood spraying all over, fireballs, but Ross is as confident as he always is.

So here comes Dick, who is generally more sensible than this, but who got caught up in the moment. And folks, they ACTUALLY DID IT! And did it without any blood showing anywhere.

Both Dick and Ross deserve the Craziest Stunt Award. But since it was exciting, maybe we'll have that as one of the Top Gun contests next year.

### **Best line of the contest**

This dubious award goes to Wayne Kenney. During his first event, the Bunny Hop, he butchers the tape which not only added a penalty to his score, but caused him to miss the second line by a fairly big margin, and pretty much put him out of the running for the Top Gun. When he landed, he says “At that moment, I just wanted to keep on flying, away from the area, and never come back.”

### **Best aerial maneuver of the contest**

Clearly, this belongs to Jerry Parlin for inventing what is now known as the Parlin Pirouette, a very difficult stunt. Jerry invented it by coming in too high for the second touch of the Bunny Hop event, then cutting power so he can drop in near the target. By leaning just right, you can get it to bounce on

one wheel, then by adding full power you actually perform a 90 degree turn in the air. Spectacular – can't wait 'til the Christmas party to see it on tape again!

### **Nature corner**

A little girl was walking in the garden with her father when she spotted two spiders mating.

“Daddy, what are those two spiders doing?” she asked.

“They're mating, dear”, her father replied.

“What do you call the spider on top, Daddy?” she asked.

“That's a daddy longlegs.” her father answered.

”So the other one is a mommy longlegs?” the little girl asked.

“No”, her father replied, “both of them are daddy longlegs.”

The little girl thought for a moment, then took her foot and stomped them flat. “Well”, she says, “we're not having any of that shit in *this* garden!”



Many visitors stopped by to see the show, but only a few passed the rigorous tests that allowed them to actually sit in a powered parachute.

### **Last issue**

Through either some strange oversight, or through a flash of brilliance, the following individuals have not paid their dues for the coming year, and will not be receiving any more Newsletters. It's not too late to change your ways – repent now, and send \$20 to Mattie Crane!

Mark Look  
Prescott McCurdy

Peter Wallace  
Darrel Weymouth

## Welcome new member

We welcome new member David Avery, who joins us from Strong, Maine, and has a Blue Heron. David has been flying for about 3 years. As we do with all new members, we want to ask you this – “what were you thinking?”

## Next MPA meeting

The next general membership meeting of our jolly club will be held at the Bowman fly-in on August 24<sup>th</sup>, around mid-day. We usually have a large turnout for that event, so it would be a good opportunity to bring everyone up to date on a number of issues, and to get everybody’s view on some upcoming events.

## Next Fly-ins

August 16<sup>th</sup> – 18<sup>th</sup> – Lewiston Balloon Festival, Maheu field. See above for directions.

August 23<sup>rd</sup> – 25<sup>th</sup> – Bowman Fly-in, East Livermore. Big signs as you get close. Lots of activity, fun event.

September 5<sup>th</sup> – 8<sup>th</sup> – Greenville fly-in. Pretty spectacular event, although generally weak PPC flying conditions.

September 27<sup>th</sup> – 29<sup>th</sup> – Gadabout Gaddis fly-in, Bingham, ME. Doug Sukeforth has a place a few miles away, and he’s kind enough to let us camp there and fly from there.

## Financial Status

Due to Mattie’s financial wizardry, shrewd investing, and fiscal responsibility, our club is on pretty solid ground financially. Enron and Global and Tyco and Anderson etc. can come to us for advice (for a fee, of course).



Paul & Rita admiring his Bomb Drop trophy, while performing the annual stress test on the lawn chair

Here’s a list of the expenditures for the last year (from Aug. 01 to Aug. 02)

- Donations to various organizations who have welcomed us to fly at their locations (Bowman, Knox Country, Norridgewock, and Tozier); \$200
- Porta-potties for three fly-ins (Maheu, 2 at Fairfield; \$215
- Newsletter mailings and supplies (12 issues) - \$149
- Christmas party supplies and room rental; \$98
- MPA web site name reservation, etc.; \$97
- Annual MPA fly-in at Fairfield (supplies); \$104

The total of all that is \$863. Our current balance is \$760, which has to last until about next August.

## International news update

An Arab diplomat visiting the US for the first time was being wined and dined by the State Department. The Grand Emir was not used to the salt in American foods (French fries, cheeses, salami, anchovies etc.) and was constantly sending his manservant Abdul to fetch him a glass of water.

Time and again, Abdul would scamper off and return with a glass of water, but then came the time when he returned empty handed. "Abdul, you son of an ugly camel, where is my water?" demanded the Grand Emir.

"A thousand pardons, O Illustrious One," stammered the wretched Abdul, "A man is sitting on the well."



Just a pretty shot of one of the many attendees coming in for a landing at Wayne’s.

## **Instruction Corner**

It has been noticed by a number of our alert MPA members that there are several very talented individuals in our midst. They are generally very modest about their talent, as well as they should be. Here are some examples:

### ***How to build a campfire – by John Gobel.***

1. Pile several serious logs (none of that sissy twig and kindling stuff) into a pyramid
2. Soak said logs with about a gallon of high-test gasoline (can drain from PPC if running low in gas tank)
3. Walk away from the log soaking, and dribble gasoline behind you
4. At the end of your walk (should be at least 3 feet), light the dribblings
5. With an impressive “whooooosh”, the fire should now be going pretty strong
6. Forgot to mention that you should move the gas can before lighting fire, otherwise the “whoosh” will be a huge “Baboooom”, wiping out nearby trailers, planes, etc.

### ***How to sit in a camp chair – by Paul Melanson***



While everybody else seems happy with just sitting boringly upright, Paul adds excitement by showing his roll-over talents. Notice that his cup of coffee is still unspilled, which makes this trick even more difficult.

### ***How to mark a runway – by Jerry Parlin & Dunbar Seamans***

1. Remind each other that all runways in the world are numbered according to the compass direction in which they point. Heading of 090 degrees makes the runway Number 09, a heading of 250 degrees makes the runway Number 25, et cetera.
2. Take compass reading of Wayne’s runway, heading toward the southwest. The reading was about 210 degrees.
3. Start spray painting the number at the end of the runway in HUGE numbers with indelible spray paint.

4. Before you start the spray job, randomly add 90 degrees to the number you just read from the compass. Runway 21 therefore becomes runway 30.
5. Blame the compass.



Parlin edges out Ellis in the finals of the Friday Night Drags. To keep the record straight, this did not involve any cross dressing, although Bob did go without any pants on.

## **Disclaimers**

No minors were used in any sexually explicit pictures in this publication. In fact, we can’t remember why you’d want to have sexually explicit pictures in the first place.



Top Gun contestant taking careful aim at the bomb drop target before missing it by a mile.

