

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

Maine Parachute Association

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Newsletter



www.maineparachutes.org

We had a number of weeks of typically poor fall flying conditions this past month, but a number of us got some flying in anyway. The autumn Maine foliage is always spectacular from the air, and is generally worth the occasional beating you get from the rough winds.

We have quite a bit of material in this issue, covering upcoming events, along with the usual semi-news of various happenings throughout our MPA community that somebody confesses or get squealed on. We also have lots of pictures, some semi-humor, and of course we throw in semi-dirty pictures just so you know you've got the right Newsletter, and that our low standards have not crept up at all. It's a tough task, but somebody's got to do it!

BFI Refresher Course – it's finally here!

As we all know, every BFI rated pilot must renew his/her certification every two years, otherwise it lapses. And it's been about two years since we had one in this area.

So, thanks to the willingness, energy, and knowledge of Dunbar Seamans and Wayne Kenney, our two AFIs, we will have another one of these jolly events on December 7th (Saturday). By the way, don't worry about the coincidence of it being on Pearl Harbor day – the Japanese are now our friends and allies, and they all turned into a bunch of neo-pacifists anyway.

The plan is to start the event at 9:30

AM with coffee and donuts, then start the actual BFI refresher session at 10 AM sharp. We'll have a working lunch (pizza brought in),

and go until about 3 PM or so. We will have covered all the mandatory topics by then, and some others of particular interest to us.

While the 2 year requirement is mandatory, it is also just a good idea to brush up on the many topics that will be presented. When you start thinking that you already know everything and therefore don't need no stinkin' refresher course, that's when you'll make some careless error that'll cause an accident.



Take-off in the winter wonderland which is about to surround us.

The location of the session is in the basement of the United Methodist Church – directions below. Call Dunbar (785-3006) to let him know you're coming, so he can buy the right volume of donuts.

MPA Holiday Party-it's also finally here!

The social event of the year, the famous MPA Christmas/Holiday party is just around the corner! On Saturday, December 7th, shortly after the BFI refresher course, we will have our party in the same location (see directions below). We had some great times during the last two parties – see some pictures in this issue.

We plan on starting the social hour at 5 PM 'til about 5:30 (many of our members think a half hour of socializing with the MPA bunch seems like an hour). Dinner will be at 5:30 to about 6:30 (that gives enough time for dinner seconds and thirds, then dessert seconds and thirds).



Christmas party picture Number 1 – how could you want to miss it?



Christmas party picture Number 2 – a sample of the good time we have.



Christmas party picture Number 3 – pets are only allowed if they're this well trained.

After dinner, around 6:30, we will start our famous award presentations for the many dubious achievements during the past year. We will also have some award-winning videos of our many flying events. Since we dim the lights for the show, we find that this is an excellent time to catch a nap that many of our older MPA members (90% of membership) badly need after such a huge dinner. After that, we'll do some more socializing and end around 8 PM, so you still have enough time to do something worthwhile with your evening.

Proper attire, by the way for this event is either tuxedos or T-shirts for the men, and either evening dresses or hot pants for women. Let's try to keep this straight this year – some of you portly boys in hot pants just did not add to the festivities in the past.

Cost is expected to be about \$15 per couple. It's the bargain of the year!

Directions to BFI Refresher training and to the Holiday Party

Both events are held at the United Methodist Church at Fairfield Center, which is at the intersection of Rt. 139 and Rt. 23.

The easiest way is go on Rt. 95. From the south, get off on Exit 34 (Main St.), go west on Rt. 104 for about 3 miles. From the north, get off at Exit. 35, go west on Rt. 139 for about 3 miles.

It's true - Buzz will do anything for a laugh!

As we mentioned in our last Newsletter, Buzz and Mattie Crane, our two long-time members have finally retired from their jobs. Their wonderful retirement plans were to sell their house (which they did), pack up their RV (which they did), then head to Florida to travel and live in their RV until next summer (which they ALMOST did).

See, just before leaving, Buzz climbed up on an 8 foot ladder to make some last minute adjustments. But just to amuse his lovely wife Mattie, he tried the difficult half somersault with a full twist dismount from the top of the ladder. Well, he didn't quite hit it, and not only

did he get a low score from all 5 judges, but also broke his foot. See pictures.

His hospital visit, cast application, and recuperation only slowed them down a little, however, and they're still planning to stick with the original retirement script. Get well soon!



Famous MPA gymnast Buzz Crane getting ready for his next stunt, a hand stand on crutches. Coach Mattie is giving advice

Fly-in events

We had two events over the last month or so – the Greenville fly-in (sea-plane extravaganza), and the Bingham Gadabout Gaddis fly-in.

We had 6 MPA chutes at Greenville, and we actually got to fly quite a bit all 3 days. As usual, the PPCs got the most attention – those \$300,000 amphibious aircraft are just so boring! Ross set the record for the quickest flight of the event – he took off a little late Sunday morning, perfectly timing his takeoff with the onset of near gale force winds, and his climb-out became his landing approach.

The Bingham event was forecast to be dampened by some heavy rains, so most of our astute MPA members chose to sit this event out. Not all though – eternal optimist Gobel

was out there at Doug's field, all revved up and no place to go, watching the steady downpour for a day and a half. Best estimates are that he gained 7 pounds.

We had also scheduled an MPA-only informal event at Deblois, which we had to cancel 3 different weekends due to weather. Finally just gave up on it for now.

Those wonderful hand/foot warmers,,,

As all winter-flying veterans know, the real secret to winter flying enjoyment is warm hands and feet. There's no better way to achieve that than to sneak in those little packets of chemical heat into your gloves and sox. They seem to give off heat for 6 to 7 hours!

Bill Grusik once again got a deal on those, and he can get you a huge box (48 sets, I think) for around \$24, which is less than half of what you'd pay in a store. Call Bill (797-3636) if you'd like some.



Saint Mattie, forever smiling and understanding, shows off the long underwear she now has to wear as their trip to Florida has been delayed thanks to the lump in the background.

MPA winter fly-in

Our official MPA winter fly-in is scheduled again in Greenville at Kelley's Landing restaurant and motel. It is an ideal spot, and if the weather cooperates, we should have a great time again this year.

We reserved room for 10 people at this point (can fit six into a large suite, and got two single rooms for those who can talk their wives/girlfriends into flying with them in zero degree conditions.)

The date is February 21st and 22nd (Friday and Saturday nights). Call Dunbar (785-3006) to reserve your spot.

Bonnie Micue gets promoted

Mattie Crane has been our esteemed Treasurer for a number of years, and has done a wonderful job in that position. With her departure to warmer climates, Bonnie, our Secretary has volunteered to assume that responsibility also, so she is now our Secretary/Treasurer.

By the way, we have about \$800 in our account at this time, so we have some flexibility with setting up some nice MPA events for the next year, and for this year's Holiday party.



The new amphibious version of the Mitsubishi Spyder. The program is still experimental. Don't ask any questions.

Welcome new members

We added two more members to our ranks, proving once again that there's a large supply of people out there whose standards are just as low as ours. We've had quite a flock of new members lately, in spite of the fact that our esteemed Newsletter is getting raunchier all the time.

Anyway, welcome to Gary Bergendoff (through Jerry Parlin), and to Curt Turner (through Ed Nadeau). Hope to see you guys at our Holiday party, although most likely you'll want your membership money back after you meet some of us old-time MPA members.

Also, we hope you guys will stay active members, and join us in our many flying activities, and benefit from the camaraderie and experience that we as a group can offer.

Random thoughts...

- My second favorite household chore is ironing. My first is hitting my head on the top bunk until I faint.
- It takes many nails to build a crib, but only one screw to fill it.
- Crowded elevator smells different to a midget.
- When women get depressed they either eat or go shopping. When men get depressed, they invade another country.
- Behind every successful man is a surprised woman.
- A man approached a very beautiful woman in a very large supermarket., and said, "I've lost my wife somewhere here in the supermarket. Can you talk to me for a couple of minutes?"

The woman looked puzzled. "Why talk to me?" she asked.

He answered "Because every time I talk to a woman with a body like yours, my wife appears out of nowhere."

Winter flying

Dunbar Seamans has written an excellent article on the various aspects of winter flying in Maine. The entire piece can be found on our web site (www.mainejumpchutes.org), but

we'll print some of it here, and some more of it in next month's Newsletter.

- **Skis** – can be purchased for around \$300 to \$400 – they're wide, and will handle just about all snow conditions that we've encountered.
- **Starting problems.**—Always carry a spare set of spark plugs. If the engine gets flooded, replace the plugs and start over
- **Ice** in the carburetor—always use fuel that is not contaminated with water. As a precaution to getting water in the fuel, use a “Mister Funnel”, a screened funnel that you pour gas through when refueling. This will separate out water from the gas. These are available from many after market suppliers advertising in the magazines.
- **Carburetor Ice-** Not to be confused with ice in the gas or carb. This phenomenon occurs when the atmospheric conditions are just right, i.e. high moisture content and low dew point (like in a cloud). The moisture in the air crystallizes in the carb venturi and closes down the diameter of the venturi, choking off the air intake. You will notice the engine missing and sputtering. A quick application of the choke will sometimes shake the crystals loose.
- Be sure to check and clean the **sediment bowls** of your carbs occasionally.
- **Propellor protector.** Some PPC owners fasten a sheet of plastic or rubber covered wire mesh under the propellor ring. This will protect your prop from damage caused by ice chunks or stones and other foreign material from bouncing up and going through the prop.
- **Throttle cable.** Some planes have the throttle cable underneath the machine, and therefore it is subject to freezing up with slush etc. Check and lubricate with cable lube.

- Change **gear oil** in the gearbox from the standard 85/140 viscosity to a lighter fluid for colder temperature operation. Mobile 1 75/90 synthetic works well. Available at your local VIP.
- Keep your gas tank full between flights. **Condensation** then won't likely take place in the gas tank.
- Some pilots put a small amount of **gas line antifreeze** in their fuel tanks and containers to prevent ice crystals from forming.



Here is an illustration of inappropriate attire for winter flying. Yes, a picture is worth a thousand words.

When you stop your engine during the colder temperatures, it cools off rapidly. Be sure to warm it up before you take off again thus preventing a “cold seizure”. To warm up safely with your chute deployed, simply rotate your plane 90 degrees leaving your chute lines carefully placed under the machine out of harms way so the prop rotation cannot suck them up. Then your prop wash will not affect the chute or lines. When warmed up, return the plane to the takeoff direction and check your lines for take off.

The flourishing web site

Ed Nadeau has been doing a superb job in maintaining our website, and keeping it up to date (www.mainepowerchutes.org). He is also frequently changing the “look and feel” of it, while maintaining the MPA theme. We have had a lot of hits on that site, and have received numerous positive comments.



A pretty Grusik photo of a typical autumn flying view from our PPCs. In the middle of the picture, notice how the wagon train has circled up for the night (all right, YOU try to make up a funny caption for this picture!)

The Newsletter is also available through that site, although we delay publishing it there for 2 or 3 weeks after the members get it – otherwise all the cheapskates would not pay their dues!

Hunting reminders

Every year at this time, we publish a little reminder about November being rifle hunting season. For us PPCers, it's not enough to wear orange with no antlers. Since we're somewhat of a curiosity (some of us more so than others), people have to check us out. Which is usually OK, except the hunters who check us out will often have scopes through which they can see us better. Still OK, except the scope is often attached to a loaded rifle, and being the center of that kind of attention can ruin your whole day.

“Hey Pa, what's dat there flying thing coming over us?”

“Don't know, son – let's shoot it down so we can have a better look!”

Ed Nadeau zaps another one...

Ed's lovely wife Carolyn was being playful, and she put a notice on the web site a number of months ago to the effect of “For Sale – Nice parachute. Never opened. Used once.” Well, apparently the humor was too subtle, and she has had a number of inquiries about the chute, and about why the contact number (which she made up) did not work. Ed threw in the towel – as the last inquiry was pretty adamant about wanting to buy the chute, he is going to remove that ad.

More Rules of the Air

Stay out of the clouds. The silver lining everyone keeps talking about might be an airliner going in the opposite direction.

Gravity is not just a *good* idea. It's the law. And it's not subject to repeal.



Jerry has sold his old Six Chuter, and is working on a revolutionary new design. It's still in the testing stage, but he is taking orders now.

Disclaimers

No real animal fur was used in the production of this Newsletter. The random hair you might find in the envelope belongs to the publisher. Don't touch it.