

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

Maine Powerchute Association

John Gobel, President 852-7300 Bonnie Micue, Secretary/Treasurer 273-2016
Bob Ellis, Safety 354-8740 Dun Seamans, Event Coord 785-3006 Ed Nadeau, Public Rel. 726-5865

Dec 02 - Jan 03

Newsletter



www.mainepowerchutes.org

Merry Christmas – Happy Holidays! By the time you get this, you should have opened all the goodies Santa brought you. You should also be within a few weeks of getting the incredible Visa bill to remind you of the holidays all over again!

This past month, we had a very successful BFI refresher training class, followed by an equally successful MPA Christmas party. More on those topics later in this issue.

Our only female MPA pilot at the moment, Kim Lane, reminded us that almost all the sexist comments and pictures in our Newsletter are geared at men – she wants equality! So in this issue, we'll give it a shot. Look for the special "MB (Male Bashing) paragraphs throughout this Newsletter.

Large turnout for BFI Refresher course

We had 21 people at our BFI refresher course, with several non-MPA members also attending. Dunbar S., Wayne K., Bob E., and John G. all handled a piece of it, but Dunbar was the prime mover behind the program and deserves most of the credit for this very successful event.

After the introductions, Dunbar covered part 103 of the FARs, with special emphasis on our exemptions, and the responsibilities the exemption entails. In short, we agree to abide by the FAA rules specified, and that agreement is a legal and a moral contract. So, let's do what we agreed to do, including reporting incidents, not overflying houses, getting our time in before flying with passengers, et cetera.

Bob Ellis gave an excellent talk on a variety of safety issues. Special emphasis was placed on checking each other's equipment (only the equipment attached to our aircraft!), on proper pre-flights, and on the importance of centering your chute before giving full power.

John Gobel then gave a presentation on the current status of the Sport Pilot certification proposal. This stuff is pretty boring and vastly



A slightly different Christmas picture – you're probably tired of all the pretty snowy landscapes and jolly elves already.

confusing, so he tried to keep people awake with a flashy Powerpoint presentation. Seems like he was successful, with only 39% of the attendees falling asleep.

Anyway, the essence of the message was that we can be pretty certain that within about two years or less, we'll be getting rated by an FAA examiner to get our FAA Sport Pilot certification.

After the typical MPA 5000 calorie lunch, we had a very interesting session, which we'll call "True Confessions." Wayne led the event, addressing the issue of reporting incidents, and of course, the issue of avoiding incidents.

During "True Confessions", every person in the room was asked to relate some story where his flight did not end up as envisioned, i.e in the trees, or with damage to the plane. Most interesting! Everybody had an event, and it was told it with uncharacteristic honesty!

The downside of this uncharacteristic honesty was that one of our new members who has not yet soloed, Charles Beck, said that after hearing all these horror stories he may change his mind about flying these "very safe" contraptions.

Best line of the refresher session

During his talk on incident reporting, Wayne asked the rhetorical question: "How much do we have invested in our aircraft – maybe 14, 15 thousand dollars?" At which time Herb Micue yelled out "Try 30!"

MB #1 and #2:

Q: What must a woman do when a man is running around in circles?

A: Reload and continue shooting.

Q: What do you call an intelligent, good looking, sensitive man?

A: A rumor.

Jim Holloway hits big time!

Jim made the Bangor Daily News, and there were no ambulances or police involved! It had an excellent picture of Jim flying his Six Chuter over a curious photographer – it took up almost a sixth of the page. Good publicity like this greatly helps our sport, and buys us good will (and we all know we need that occasionally!) Nice going, Jim! (By the way, the club will not reimburse you for the \$200 bribe you gave the photographer)



A typical scene from the MPA holiday event. It was not a costume party this year, but one of our newer members came dressed as a shepherd anyway.

MPA Christmas party another success

Thanks to Wayne Kenney for setting up the location and the dinner for our Christmas party, and thanks to the ladies of the United Methodist Church in Fairfield for cooking the dinner. With an excellent turnout of about 20 people, the tradition of wild and crazy MPA holiday parties continued. All right, wild and crazy by standards of the over-50 crowd – it broke up by 8 PM so we could all get home and take our various prescription medicines.

We had two videos again this year – one by Bill Grusik with some great flying scenes from a couple of our fly-ins, and the second one by Steven Spielberg (a.k.a. John Gobel), with highlights from many of the MPA activities throughout 2002. We're rehearsing the acceptance speeches for the Oscar awards already. And the best part, since the lights were dimmed during the show, a number of people got a chance to catch up on their sleep.

Dubious achievement awards at the party

A number of dubious achievement awards were presented again this year. Some of these were:

Brian Daggett – "She'll surely kill me award", for sneaking off to a fly-in instead going shopping for his wife;

Buzz Crane – "Ladder Gymnastics award", for his broken ankle after a fall from a ladder;

Dunbar Seamans – "I hate the

Internet award" for his many frustrations on the Internet;

Ed Nadeau – "Happy treetops award" - for obvious reasons;

Jerry Sukeforth – "Bigger is better award" for his endless improvements to his aircraft;

Jerry Parlin – "The Pirouette award" for his famous maneuver at the Top Gun contest;

Wes Daggett – “Fasters taxi on skis award” for his record setting sprint into a hangar door;
And lastly, Herb Micue, earning the coveted “Lifetime achievement award” for his many adventures and misadventures.

Another good writeup

Another one of our members got some good press from a newspaper a few weeks ago – Ed Nadeau and some of our other members got written up in an article in Quoddy Tides, which said some complimentary (if not quite technically accurate) things about our sport. Being a good ambassador for our club and for the sport is key to our continued success – nice going, Ed Nadeau and Mark Magoon!

From AVweb’s Short Final:

Heard at Republic Airport, Long Island.

Ground controller to a cargo Beech-18 taxiing in: "What are you hauling today?"

Twin Beech: "Ten thousand baby chicks ... we had a heck of a job getting them to put their seat belts on."

Welcome more new members

In spite of our near-total lack of social skills and ever-lowering standards of acceptable behavior, we keep getting new members into our happy little organization. Best I can figure, with the general economic downturn people are drinking more.

Anyway, we welcome Keith Skeffington and Bruce Day, two brand new members, and Brian Daggett, who has been flying with us at various times but has had the good sense to not actually join until now. We will punish all three of these good folks with our Newsletter and with our company.

Hope you guys can join us for some of our upcoming activities soon, and use these occasions to assimilate into our irreverent humor. About the only thing we take seriously is safety (although our record may not quite indicate that!)

Give a call if you’re interested in flying with us or just joining us for the many impromptu get-togethers we have whenever the weather looks decent.

MB #3:

Husband and wife had a bitter quarrel on their 40th wedding anniversary.

The husband yells, “When you die, I’m getting you a tombstone that reads ‘Here Lies My Wife – Cold As Ever’.”

“Yeah” she replies, “When you die, I’m getting you a tombstone that reads, ‘Here Lies My Husband – Stiff At Last’.”



Just a nice PPC picture from our archives, which has been ignored due to its lack of humorous caption potential. But now, we’re low on material.

Safety tips of the month

From Bob Ellis, our Safety Officer:

** Use a checklist!!! No matter how smart you are, you will forget things – everybody in the MPA has at one time or another. Create a checklist of items you must do before takeoff, tape the checklist to your airframe, use that checklist, and your odds of a safe flight have just greatly improved!

** Careful with crusty snow! Our skis can get caught under the crust of a snowfield, and steering then can be difficult or impossible. Set up so you can accelerate straight ahead quickly so you're riding on top of the snow by the time you have to steer.

Maintenance tip of the month

It's generally agreed that dry gas mixed with the gasoline in the winter months aids in keeping water out of the gas, and therefore out of our carburetors and engines. Use the proportions specified on the bottle. Use the isoprophyl type only. It's cheap, and can be bought at VIP or Walmart or anywhere.

Treasury report

Starting balance: =\$790.21

Deposits: +\$60 (3 new members)

Expenses: -\$90 (MPA Christmas party partial subsidy and donation)
-\$30 (postage & envelopes for last 3 Newsletters.

Ending balance: \$730.21

A slight correction...

Last issue of the Newsletter had a bunch of winter flying tips, extracted from an article by Dun Seamans. One of the tips was on carburetor icing, and suggested application of the choke to help get rid of it. Our super technical gurus pointed out that this may not be the best things to do (and impossible on the ones without a choke). It is better to work your throttle back and forth, and hopefully dislodge any accumulated ice.

More on carburetor icing

In case you're confused about the conditions under which carb icing can form, here's a summary:

- temperatures generally between 36° and 46°
- high humidity

It is supposed to be difficult to get carb icing with the kind of carburetors we have, but a number of people have experienced it so be ready for the signs – gradual loss of power, engine running erratically. Try working the

throttle back and forth, but land as soon as you can and wait for better conditions.

MB #4 and #5 and #6:

He said: "Since I've first laid eyes on you, I've wanted to make love to you in the worst way."

She said: "Well, you've succeeded"

He said: "Two inches more, and I would be King!"

She said: "Two inches less, and you'd be queen."

He said: "Why don't you tell me when you have an orgasm?"

She said: "I would, but you're never there!"



Actual photographic proof that Santa does indeed exist (or did)

Love Air!

Now this will sound like something the hard-working editorial staff of the Newsletter made up, but trust me, it isn't. We're not nearly creative or clever enough to have thought of this. Too bad, because we could have made some money!

Anyway, at an airfield at Pemberton, British Columbia, the local FBO offers you and your partner an opportunity to safely join the mile high club in a Cessna 206. Here's a quote about their service from their website.

"You and your partner can enjoy a safe, fun, unforgettable romantic adventure, in a discreet, private setting, soaring high among the majestic peaks of the coast mountains. Our Cessna 206 has

been fitted with a comfortable bed, and a curtain separates the cabin from the cockpit area. The pilot wears headphones connected to the Air Traffic radio, and the engine muffles any amorous sounds which may be emanating from the cabin."

It goes on about champagne and other amenities. Of course, you want to know the price - \$250 (I presume Canadian) for the "Quickie" flight, which stays up for 30 minutes (their words), and \$350 for their "Big One", which stays up for a full hour.

At the end, you get a personalized official certificate, declaring you and your partner a member of the Whistler Chapter of the Mile High Club. You also get a set of souvenir sheets (because they don't want to keep them!)

If your Christmas present didn't quite measure up to you loved one's expectations, surprise him/her with this gift. That should keep them from ever complaining again!

The web site for this great idea is www.loveair.ca. The number is 604-935-8030.

I'm sure some of us entrepreneurial types are thinking right now – can we do this in a powered parachute? We'll take any proposals at the next general membership meeting.

July 4th MPA Fly-in

Ed Nadeau has begun inquiries into organizing a PPC fly-in next 4th of July (which is on a Friday) in the Eastport region. Since we don't do much in that area as a club, it would be an excellent opportunity for us to go somewhere different. Mark your calendars, and Ed will have more news for us later.

Pilots can carry guns

As you may have read, the FAA and Congress have approved rules and legislature that allows pilots to carry guns. This was done to further deter any terrorist actions. About 30,000 of the

100,000 airline pilots are expected to take the 5 day training course, during which time they'll have fired 2,000 rounds of ammo. That's 400 rounds a day, which is 50 rounds an hour, which is about one shot every minute for 5 days straight. When you greet your airline pilot the next time you fly, speak loudly!



The Air Force professionals posed a challenge for us – "Let's see you do THIS in a powered parachute!"
All right, MPA – start planning!

Anyway, since we have already been exempted from many FAA rules already, we should be able to carry guns without all that noisy training. So no longer will we sit idly by during hunting season – we'll be able to hunt deer from a much better vantage point in our PPCs, or

we'll be able to return fire against hunters that may be shooting at us. Good news all around, I'd say!

Website usage

Ed, our highly capable web-master has further improved our slick website (which is www.mainepowerchutes.org for all you Luddites who have not yet visited it).

He has added the incident database and started it off with his own incident a few months ago. This can be a highly beneficial safety tool for us, as it is generally better to learn from others' mistakes than to make them all yourself.

We have had well over 2000 visitors to our site, and have received numerous positive comments on it. So if you haven't used it before, try it! It works!

Greetings from New Hampshire

Our PPC friends from the New Hampshire group, Art and Dot Willard have sent us some holiday greetings via our Internet site. Thanks,

and Happy Holidays to all of you also! The New Hampshire group has been around for a long time, and they have joined us in some of our activities, and of course, we see them every year at several fly-ins. Hope to see some of you guys this winter!

Winter fly-in getting closer

We have pretty much filled all the rooms we reserved for our MPA Winter Fly-in at Kelly's Landing in Greenville during the weekend of Feb. 21st. But since our reservations are for two fairly large suites, we can generally squeeze in a few more, or we can get rooms just at an inn just on the other side of the parking lot. Let John Gobel know if you still want to join us, and we can make some reservations.

For you new guys, or for you guys who do not fly in the winter (since this is a non-sexist issue, "guys" is used in a generic sense, not implying malehood!), reconsider! Look at the error of your ways! We have a lot more places to land, with all the frozen lakes around. You get more lift, the scenery is even more beautiful, and you can always take off into the wind.

All right, so it's a little colder, and occasionally you lose a finger or a toe to frostbite, and your face goes numb so can't talk on the radio, and any battery operated equipment dies in a few minutes, and most people think you're a lunatic.

So what? Think of how good it feels when you stop, and blood starts flowing back into your limbs and the hot chocolate thaws out your throat and face, and your nose stops running. Just kidding, of course – you dress for the occasion, and you'll have the time of your life.

Centennial of flight

Dec. 17th was the 99th anniversary of the Wright brothers' first powered flight. Next year, of

course is the centennial anniversary of flight, and many many celebratory events are planned throughout the country. We're still waiting for a call from the Blue Angels or the Thunderbirds or even the Snow Falcons to fly as their opening act, but so far, no luck.



Our two guest speakers at the next MPA meeting, speaking on the virtues of clean living and vitamins and growth hormones

If anybody has any good ideas for us to do some public events to keep in the spirit of next year, let us know and we'll organize something. Schools may be interested, or some towns may want to do something to celebrate the first 100 years of flight, and we could participate.

Cool things about being a man

We have a long list (about 40), but we'll just start in this issue and continue in the next...

1. Your ass is never a factor in a job interview.
2. Your last name stay put.
3. Wedding plans take care of themselves.
4. Car mechanics tell you the truth.
5. You don't give a rat's ass if nobody notices your new haircut.
6. Hot wax never come near your pubic area.
7. Wrinkles add character.
8. New shoes don't cut, blister, or mangle your feet
9. One mood, ALL the damn time.
10. Phone conversations are over in 30 seconds
11. You get extra credit for the slightest act of thoughtfulness.

Disclaimer:

All models used in this Newsletter were at least 18 years of age. Same for all the jokes.