

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

Maine Powerchute Association

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Newsletter



www.mainepowerchutes.org

What a great winter we have had so far for flying! Lots of snow, lakes frozen solid, many windless days, and lots of opportunities for flying for those of us crazy enough to go out in near-zero temperatures.

We've had quite a few impromptu get-togethers, mostly in the central Maine area, and we have two more organized events coming up. One is on February 15th at a large fishing derby where we were invited to add pizzazz (that's a real word!) to the rather staid festivities. The other, of course is our spectacular MPA Winter Fly-in at Greenville on the 21st & 22nd of February.

Since this time of year we don't have too many hard MPA news items, we have to resort to near-news, sexy pictures, and other silliness. Our usual Newsletter, in other words. Don't say we didn't warn you!

Pleasant Lake ready for MPA

The annual Shriners charity fishing derby in Stetson draws many hundreds of participants yearly. We're invited again this year – apparently our presence last year didn't deter them. Really, we only blew over four campfires with our propwash, and only one of those set a tent on fire.

Aside from that, we had a good time there, and we certainly were the center of attention. The event starts early Saturday and goes all day. A lot of families attend, and since ice fishing is only slightly more exciting than watching paint dry for most and especially for kids, the flying parachutes provide a great diversion.

If you can make it, plan to be there early Saturday. Some of us may get out there Friday evening for some warm-up flights, and then camp overnight. Here are the directions:

Pleasant Lake is in Stetson, which is about 10 miles north east of Newport. It is on Delorme's map #22. The camp's number is 296-2929, or 223-5420.

From I-95, exit at Exit 42 (Etna). Go North on Rt. 143. Stay on Rt. 143 for about 5 miles to a 4-way intersection – go right on Mt. Pleasant Rd.



His chute is colorful, but the pilot is quite a shadowy character, as you can see. We think it's Herb.

Go 1.2 miles until the road forks – stay on the left on the LaPoint Rd.. Go 2.3 miles on LaPoint; past Mt. Pleasant Cemetary, go left on Herb's Lane.

About .5 mile on Herb's Lane there'll be signs – the camp is to the left, and airplane parking and staging area will be to the right. A field is supposed to be plowed so we can park there, and take off from there to fly to the lake (which is only about a quarter mile away)

MPA web-site continues to excel

We have lots of neat flying pictures, last month's Newsletter, classified items, links to other sites, safety and maintenance tips, and interesting articles on our official web site (our unofficial web site only contains porn). We have had many positive comments from visitors from many states. Ed Nadeau is pretty energetic and can't leave a good thing alone, so he's constantly updating it with pictures and stuff. In case you've been lost in the woods for the last two years or so, the address is www.mainepowerchutes.org.

Treasury report

Starting balance: \$730.21
 Deposits: \$40 (2 new members)
 Expenses: \$0
 Ending balance: \$770.21

What a well run organization! Also cheap!

Welcome new member

In the interest of fair play, last month's Newsletter contained a bunch of male-bashing humor (or attempted humor). As a result, we recruited our second female pilot into our organization – welcome to Brenda Sisson from Portsmouth, Rhode Island.

Brenda has her private license with about 600 hours of flying time, and is anxious to try powered parachute flying. Some of us are up pretty much every weekend, so just give a call, bundle up, disengage your common sense, lower your standards, and come flying with us!

Membership list

Many people have asked for a membership list so they can contact one another. At the last general membership meeting, it was agreed that we would do that, so we'll list all our members' name, phone number, and home town in the next issue. Let me know if you don't want to be listed, and we'll use your alias.

Another true story

A plane was taking off from Kennedy Airport. After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, "Ladies and gentlemen, this is your captain speaking. Welcome to Flight Number 293, nonstop from New York to Los Angeles. The weather ahead is good and, therefore, we should have a smooth and uneventful flight. Now sit back and relax... **OH, MY GOD!"**

Silence followed, and after a few minutes, the captain came back on the intercom and aid, "Ladies and Gentlemen, I am so sorry if I scared you earlier. While I was talking to you, he flight attendant brought me a cup of coffee and spilled the hot coffee in my lap. You should see the front of my pants!"

A passenger in Coach yelled, "That's nothing. You should see the back of mine!"



Another Herb Micue picture - this time he is trying to get away from a flock of angry geese. Apparently, the geese thought it was another movie set when Herb told them the awful truth..

All set for MPA fly-in at Greenville

Everything is all set for the weekend of February 21st and 22nd for the annual MPA Winter fly-in. Since it turned out so well last year, we're going back to Kelly's Landing restaurant/motel in Greenville, right on Moosehead Lake. We have reserved space at the motel for about 12 people. So far we have confirmed 10, with another 3 or 4 expressing interest. If we have more people than room, we

can get space at the Chalet Moosehead, which is less than half a mile away.

If you have not had your reservation confirmed with John Gobel, call him at 852-7300, or at 230-2375 (work) to confirm your attendance.

In case of bad weather, (COLD weather is NOT considered bad weather!) – well, we'll still be there but just spending more time in the restaurant than we usually do.

Safety/Maintenance tips

Some of the MPA pilots have attached a wire netting under the cage of the PPCs – it does a good job of keeping debris kicked up by the prop from putting dents in the prop. This can be an issue at certain runways or fields that have loose gravel. Call Dunbar if you're interested.

The device created by Jerry Sukeforth to keep your PPC from moving on run-up works great – see pictures a few issues back. It allows you to rev the engine full throttle without having to place the front wheel against an immovable object. Call Jerry if you're interested.

Cool things about being a man – Part 2

1. You don't have to leave the room to make emergency crotch adjustments.
2. Same work ... more pay
3. Wedding dress - \$2,000. Tux rental - \$100.
4. A five-day vacation requires only one suitcase.
5. If you're 34 and single, nobody notices.
6. You are not expected to know the names of more than five colors.
7. No maxi-pads.
8. The world is your urinal.
9. Christmas shopping can be done for 20 relatives on December 24th in 30 minutes.
10. You never feel compelled to stop a friend from getting laid.

Based on our last official MPA survey, here are the ten things men know about women for sure:

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
10. They have breasts.

Downeast flying

We're getting more PPC pilots and more flying downeast. Ed Nadeau has been active in showcasing the joys of flying in that area, and we've had a number of people join our club.



Donate your old blue jeans to this worthy cause! The American Boob Council will recycle them and give them to needy young girls like this.

A few weeks after Greenville, a number of us winter fliers are planning a trip toward that area – call John Gobel or Ed if you're interested.

Mid-coast flying

When the winds calm down, the phones start ringing in the mid-coast area. Flying out of Knox Country airport, or from Grenel's field, the hard-core group in that region usually gets together for some mid-afternoon thrills. Last week, Herb Micue (temporarily grounded while overhauling his engine) took some neat shots over South Pond of Dunbar, Bob E., Suke, Jim H., and Gobel, all stacked up. Don't have the photo yet, but we'll run it next month.

To give the uninitiated a flavor for winter flying, the following is an actual scene from an impromptu flying event a few weeks ago at Warren:

Air temperature is 10 degrees. After about an hour of flying, John Gobel lands. About 5 minutes later, Bob Ellis lands. After both unbuckle, crawl out from the seat in their Michelin Man suits, take inventory of arms, legs, fingers, and important parts, they greet each other. John shakes Bob's hand. Bob neglects to inform John that he just finished wiping his runny nose with that hand. After the shake, he does tell him.

John tries to tackle Bob, but realizes that if he succeeds, probably neither one of them could stand up again with all the clothes they have on. So the tackle is called off. Damn I love winter flying!

Good news on the Sport Pilot license

According to the FAA Sport Pilot team leader Sue Gardner, ultralight pilots who are registered with EAA, USUA, or our own ASC will go through a much simpler process to get the new license. Anyone else, regardless of experience or knowledge will have to go through the whole training regimen, as well as get the required number of hours before they can get this new license.

Based on the unusual speed with which this process is proceeding, the feeling of the aviation world is that we should see the detailed specifications for licensing within a year, with implementation shortly thereafter.

If you must fly commercial airlines...

Now this really sounds like an MPA concocted story, but it's right off the AVWeb newswire. The newest airline in the U.S. is Hooters Air, yes, the same Hooters as the famed restaurant chain. Hooters Air will staff its Boeing 737 aircraft with three certified, "gender neutral" flight attendants (who can tell you what to do in an emergency). But, in addition, they will have two Hooters Girls in their "uplifting" uniforms that they wear in the



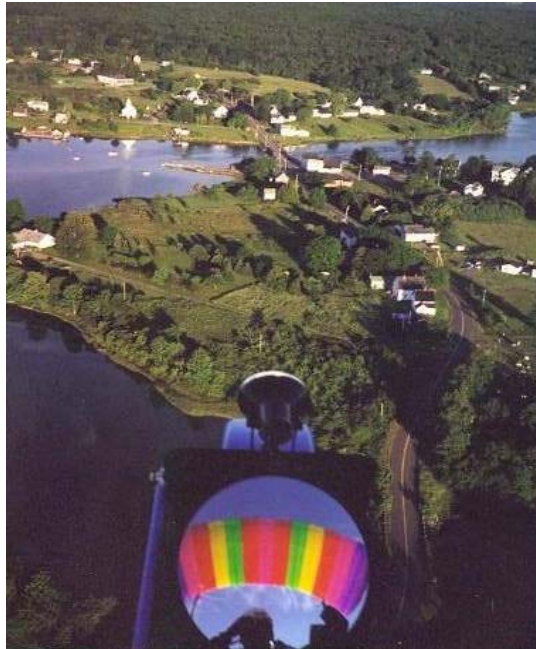
Explaining the basics. Another public service announcement from the Maine Powerchute Association's Education section.

restaurants. The Hooters marketing director Mike McNeil said "Why would you fly with any other airline?" Good point.

PPC records

Altitude record in a powered parachute is 17,671 feet. It is held by Bud Gish, using a Six Chuter SR/2 (with a 503 engine & PD Sunriser chute). It took him 1 hour and 48 minutes to climb to that altitude, and 31 minutes to glide down engine out.

Cross country distance record is 2,464 miles, from Oceanside, California to Jekyll Island, Georgia, by Steve Thomas.



Bob Ellis with a beautiful aerial shot taken before the snows fell. Bob is using his make-up mirror for some last minute touchups.

Disclaimer

No shoes produced by sweat shops in Malaysia were worn by any of the editorial staff during the production of this Newsletter. Not sure about the sox, though – I think they may have been

worn for a long time in some sweatshop.