

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

Maine Powerchute Association

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Newsletter



www.mainepowerchutes.org

Happy Holidays! We made it through another year with only the usual dose of minor screw-ups, although we did have one person get hurt in an incident. As we all get more experienced in our sport, we should be able to reduce the number of incidents, and we should be able to pass on our experience and knowledge to those just coming into the wonderful world of powered parachuting. That's a nice goal for 2004!

So, once again, we bring you up to date on club activities, past and those to come, print some articles of interest in the aviation community, as well as try to throw in some humor so we don't take ourselves too seriously – after all, we do this for fun! By the way, it was suggested that the humorous parts should be labeled as such so people can recognize it. Good suggestion!

First winter fly-ins set

We finalized our MPA sanctioned winter fly-in dates – it will be on Friday, February 20th through Sunday, February 22nd on Moosehead Lake in Greenville. We usually fly from the front of Kelly's Landing restaurant and motel, which provides an excellent access to the lake, and which also provides a great place from which to view the lake activities.

In the past, we mostly stayed at Kelly's Landing, but rooms are also available across from it at Chalet Moosehead motel. In either case, you need to make reservations as soon as possible, as there are a lot of snowmobilers who frequent these locations throughout the winter.

Kelly's Landing has two large suites which sleep about 6 or 8 people, so you might consider joining up with some other MPA members – we've done this the last few years. They also have several smaller rooms for couples. Chalet Moosehead

only has standard motel rooms, some with kitchen facilities.

The telephone number for Kelly's Landing reservations is 695-4438, and for Chalet Moosehead is 695-2950.



Some of the Bethel scenery. Now picture snow on it, and this is what the winter fly-in will look like...

We generally hold our winter MPA meeting at this time, provided enough members show up to make it worth while (about 7 to 9).

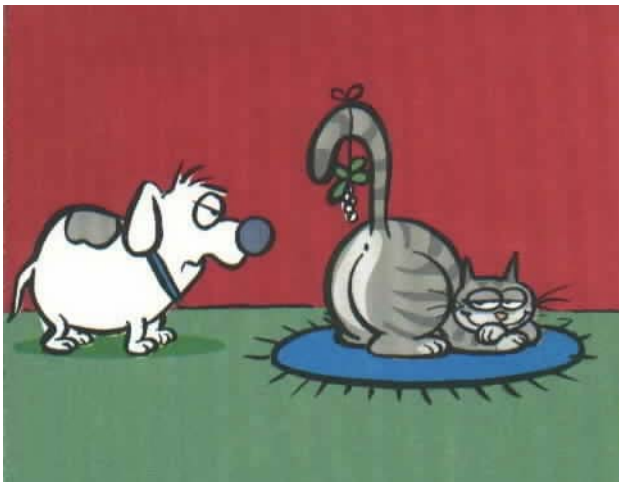
The second scheduled winter fly-in at this point is the Bethel fly-in from Friday, January 30th through February 1.

The Bethel campground is open

all winter, with electric and sewer hook-ups, as there is a lot of snowmobiling in that region. There is also a large main building that has toilet and shower facilities. The airfield is only about a quarter mile from there.

While Bethel provides some beautiful flying scenery, within sight of Sunday River ski area, camping in the winter is not for sissies. You have to be either pretty tough, or have good heaters, or be numb. It helps if you're all three.

We'll try to schedule another sanctioned fly-in for mid to late March somewhere in mid-Maine, although we don't have a date or place yet. Let me know if you have any suggestions.



One of the many mistletoe cartoons we've received that should have been in the December issue...

Sports-Pilot update

There are over a hundred pages of rules regarding the new rules that will affect our sport, and most of it is pretty dull reading (even more than this Newsletter!) Here are some highlights that may impact us.

A category called "Light Sport Aircraft" will be created, and all our planes will fit into it - less than 1232 pounds (Sukee's may be close), max speed less than 115 mph (Sukee's may be questionable), 2 people on board, stall speed max 44 mph, single engine, and a few other rules.

If you have an FAA private license or higher, the Sport Light Aircraft can be flown at night.

If you have a BFI from ASC, you will not have to take many of the tests (including flying) that others will to get the Sports Pilot rating. But, you'll still have to take a "knowledge" test and a "practical" test. I got tired of reading this

stuff before I could find out what those were. Maybe for the next issue.

Most of this will be transitioned over three years. In other words, our exemptions will expire at the end of 3 years, and at that point we'll all have to comply with the new rules if you want to fly two-seaters. The FAR rules for ultralights still remain, but only for true ultralights (under 254 pounds, for which only single-seaters qualify).

MPA Christmas get-together

We all had a lovely little Christmas party, with the usual "Dubious Awards", a highlight video presentation of the 2003 season, and lots of good food. Charles Beck did a wonderful job of reading the awards in his best professional radio announcer voice. Jerry Sukeforth did a great job in organizing the event, and with his wife in framing the awards and the copies of the Governor's official proclamation, which all 13 of the Kitty Hawk trip participants received.

The video covered some of our many flying activities during the year, as well as quite a bit of the Kitty Hawk trip. If for some reason you're really bored this winter and want to see some warm-weather flying, you can send \$5 and I'll send you a copy. Since it includes shipping which is \$2, it's a bargain!



One of the many Kitty Hawk trip negotiations – here, Gordon is trying to trade some cheap flowers for Jim's very expensive bottle of water.

Here's a summary of the awards:

Doug Sukeforth – “What Crosswind?” award

for wrecking his plane on the second day of the Kitty Hawk trip while trying to make a landing in a stiff cross wind. On the up side, he did do an incredible job of driving home and fixing it to be back in the air the next day, even though his back-seat bear did not want to fly with him again.

Bob Ellis – “Oops – Wrong Meeting” award

for deciding to give a critique of the Kitty Hawk journalistic efforts at a dinner designed to celebrate this significant accomplishment, and thereby depressing the hell out of the attendees. On the up side, the food was good.

Gordon Sukeforth – “Most Valuable Player” award

for working well above the call of duty during the MPA trip to Kitty Hawk. His tireless and diligent work both during the preparations and during the actual trip was an integral part of our success in achieving this difficult goal. In spite of constant demands on his time by all of us, his positive attitude and sense of humor was an inspiration to us all.

Gordon Sukeforth – “MPA Sucker” award

for allowing himself to be duped by his shady brothers, who invited him on a short “vacation.” As a result, he worked his butt off for 10 days on the trip to Kitty Hawk, got abused in the process, and added a bunch more grey hairs to his collection. However, he maintained his positive attitude and his sense of humor, but he'll never go on a “vacation” with his brothers ever again.

John Gobel – “Stuntman Wanna-be” award

for starting his engine with the throttle half forward, and thereby causing his plane to move immediately down the runway at great speed. As he realized his folly, he grabbed the steering bar, and proceeded to be dragged about 50 yards before he could reach the shut-off switch. While we appreciate the amusement value of his actions, he remains a menace to society and is very deserving of this award.

Joel McCabe – “Cool Hand Luke” award

for sustaining an engine failure on a long final under suspicious circumstances relating to his oil reservoir, and being calm and skillful throughout the process. In fact he was so cool that his wife on her second ride ever in a PPC thought he was just being considerate by keeping his engine noise down.

Scooter McCabe – “Ignorance Is Bliss” award

for sitting calmly through an engine failure on her second flight ever, with her low-time husband at the controls. Instead of screaming and wetting her pants and calling her husband every obscenity in the book, as any other self-respecting MPA wife would have done, she just said to herself “I think I just went deaf. And it's sort of nice.”



Just a pretty picture from Mike on the last leg of the Kitty Hawk trip. Lots of water out there!

Jerry Sukeforth – “Sure Is Loud Out Here” award

for taking off in marginal conditions during the Kitty Hawk trip without his headset or helmet, which were neatly placed on his back seat. The unusually high engine noise finally made him realize that something was wrong, and he did manage to squirm around and get his helmet before it went through his prop. This award is shared by those on the ground using their radios to tell him that his helmet and headset were in the back seat.

Herb Micue – “Just In Case” award

for somehow avoiding any MPA member witnessing any major screw-ups, but we all know in our heart-of-hearts that you probably did something that deserves an award... we just couldn't catch you at it. So this award is yours, “just in case.”

Mike O'Donnell – “Wet Blanket” award

for going through the whole year and the whole Kitty Hawk trip without doing anything stupid enough to earn him a real award (that we could find out, anyway). Also for making us spend over an hour trying to think of something that he screwed up, and finally coming up with this bogus award.

Robin Paradis – “Scary Ingenuity” award

for figuring out how to take both the extra fuel and his brother on the last leg of the Kitty Hawk trip. Obviously, he put the extra can of fuel in his brother's lap, and strapped both of them into the back seat. He then proceeded to have an overheated condition about 15 minutes from the airport, but naturally he ignored that too and waited to fly into Kitty Hawk with the rest of the team.

Jerry Parlin – “Hey, Watch This” award

for demonstrating to all the doubting Thomases that yes indeed, powered parachutes can be made to stall. Unfortunately, the demonstration caused great pain to his body, but being an iron man, he just shrugged it off (after a few months).

Ed Nadeau – “Alan Alda Sensitivity” award

for respecting his lovely wife's wishes not to compete in the MPA annual Top Gun event because she saw one guy get dragged across the ground, another one stall and crash and the wind was much too high. So after endless hours of practice, and being the odds-on favorite to win the Top Gun hat, he just packed his chute without a single audible four-letter word. But she owes him big-time. (Note - this award should not be confused with the “PW” award.)

Dunbar Seamans – “Chuck Yaeger” award

for making an incredible dead-stick landing into a driveway in the middle of a crowded town. His clear thinking under fire, his flying skills, and his instant and accurate decision making clearly made him the winner of this award for the year.

Dunbar Seamans – “Chuck Yaeger With Brain Removed” award

for running out of fuel on final, thereby violating the number one rule of all aviators - “Never run out of fuel!” and thereby forcing him to make the incredible dead-stick landing for which he won the Chuck Yaeger Award. This award is especially deserving as he had a full spare tank in the seat behind him.

Get well wishes to Art Willard

One of the pioneers of powered parachuting in the New England area, Art Willard has been diagnosed with lung cancer. He is receiving treatment, and our best wishes are with him hoping for a speedy and complete recovery.

Art and his lovely wife Dot have been active in our sport for the last 15 years or so, and were instrumental in getting many of us in the MPA into the sport. Art has been a good friend to many of us, and one who has willingly shared his great wealth of knowledge about powered parachuting and related equipment with us.

Last word on Kitty Hawk

We’ve had quite a bit of material in the Newsletter about our Kitty Hawk adventure, and we have had a ton of attention from local newspapers, and even national magazines. While it was quite an accomplishment, enough already!

But... just one more comment from a personal perspective as the group leader of the Kitty Hawk 13.

There were many noteworthy accomplishments and excellent work done by many individuals, but I was most impressed by the way almost every one there at one time or another rose to the occasion. I’ve had the honor of leading men in military aviation units both in peacetime and in war, and time and again I’ve seen people there put their personal comfort and fear aside, and step up to get the job done. What I saw our members display many times on this trip was the same quality – over and over, our guys did what needed to get done, often things they have not done before. And they did it without excuses, without whining, and with enthusiasm. I was proud of the MPA!

Special Holiday recipe

For the many of you who love to spend hours in the kitchen creating wonderful surprises for your family, here’s a new cookie recipe:

Ingredients:

1 cup water; 1 tsp. baking soda; 1 cup sugar; 1 tsp. Salt; 1 cup brown sugar; lemon juice; 4 large eggs; 1 cup nuts; 2 cups dried fruit; 1 bottle Absolut vodka

- * Sample the Absolut to check quality.
- * Take a large bowl.
- * Check the Absolut again, to be sure it is of the highest quality. Pour 1 level cup and drink.
- * Turn on the electric mixer. Beat 1 cup butter in a large fluffy bowl. Add 1 teaspoon of sugar, beat again.
- * At this point it's best to make sure the Absolut is still OK, try another cup, just in case.
- * Turn off the mixerer thingy, break 2 leggs and add to the bowl and chuck in 1 cup of dried fruit.
- * Pick the frigging fruit off floor... mix on the turner.
- * If the fried druit gets stuck in the beaterers, just pry it loose with a drowscriver.
- * Sample the Absolut to check for tonsistency.
- * Next, sift 2 cups of salt or something. Who giveshz a sheet.
- * Check the Absolut. Now shift the lemon juice and strain your nuts. Add 1 table.
- * Add a spoon of sugar, or somefink. Whatever you can find. Greash the oven.
- * Turn the cake tin 360 degrees and try not to fall over.
- * Don't forget to beat off the turner.
- * Finally, throw the bowl through the window, finish the Absolut and make sure to put the stove in the dishwasher.

CHERRY MISTMAS!!!!!!



In case you were wondering what some of our members who went south for the winter are doing. Note the official MPA hat and bathing suit.

The next big MPA event

It's going to be hard to top our Kitty Hawk trip, but here's an idea that was proposed by one of our members that might come close – a powered parachute flight demonstration team! (As you know, the Blue Angels are officially known as the U.S. Navy Flight Demonstration Team - same for the Thunderbirds, the U.S. Air Force's team).

Anyway, preliminary thinking came up with 4 or 5 maneuvers that we can safely perform, and that would look pretty sharp. Probably can come up with a few more so we can put on a show every now and then. Of course, this is not for everybody, but there seems to be enough of us who think this might be fun and challenging. We'll probably have 3 planes flying the show, so we'll need about 5 people to participate and take turns (as the Blue Angels do). Call me if you're interested!



The Blue Angels practicing extra hard since they heard that the MPA might have a flight demonstration team too.

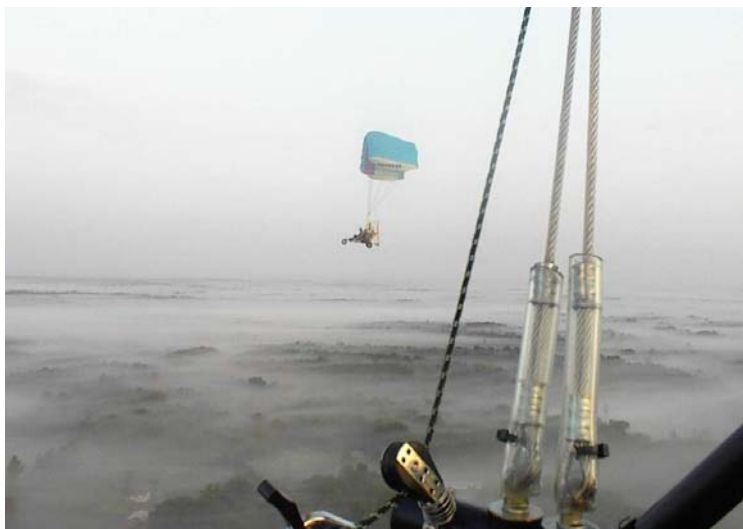
Another new PPC solo

Congratulations to Alec Muller, who completed his flight training with John Gobel, and flew his first successful PPC solo flight at Knox County airport.

Bad way to save money

The body of a man was found in the wheel well of a British Airways plane after a flight from London to Kennedy Airport. The unidentified man in his 30s was the second dead stowaway to be found in less than a week at Kennedy. Last week, a man in his 20s was discovered in

the wheel well of a plane that had arrived from Jamaica.



One of the several instrument-only flights during the MPA Kitty Hawk trip. We know the ground is there somewhere...

Charles Beck to give ice dancing lessons

Charles did not exactly discover torque, but he became intimately familiar with it. As we may remember from high school physics, Newton's Third Law of Motion states that for every action there is an equal and opposite reaction. So as the prop turns clockwise with great force, the plane tries to turn counterclockwise with great force.

Usually this is not much of a problem, as the friction of the wheels on the ground takes care of it. However, on glare ice with wheels, it's a different story. Charles got spun around when he applied full throttle on takeoff, and ate his chute and did some other airframe damage before he could react and turn the switch off.

Charles' mishap serves as a safety reminder to all of us. Since many of us will have the chance to take off on glare ice, remember TORQUE! Ease power on more slowly than you would otherwise, and be ready to abort instantly if you feel losing steering control.

Anyway, according to Charles, he was impressed by the elegant "pirouette on ice" his Six Chuter was capable of performing. We might consider it as one of the maneuvers in the MPA Flight Demonstration team repertoire!

Fruit cake lovers, REVOLT!

Canadian airports have banned fruit cakes – they said that they are too dense for security devices to see through!

Something's wrong with my plane!

As those of us who have flown general aviation aircraft know, after each commercial or military flight, the pilot must enter any mechanical problems he encountered during the flight. The mechanics then must resolve each of those before it can fly again. Here are some allegedly actual writeups and responses from mechanics at Quantas airlines (which is the only major airline that has never had an accident)

P = Pilot S = Solution

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Evidence of leak on right main landing gear

S: Evidence removed.

P: Friction locks cause throttle levers to stick.

S: That's what they're there for.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

Aircraft noise – let's be careful!

Here's a little piece from an aviation bulletin that should remind us of our responsibility to think of how our noise affects other people. All right, often they're crybabies who just like to complain, but a few have a point, and many of them have lawyers! So here's the article:

"Today it's Massachusetts but tomorrow it could be property owners bugged by your flying threatening to sue you out of the air. Pilots under the legal gun on the east coast have started the General Aviation Legal Defense fund. Several pilots who legally practice aerobatics near Hanscom Field are [being sued](#) by the landowners below who don't like the noise. One of the pilot-defendants, Steve Pennypacker, said that if the plaintiffs are successful in Massachusetts, similar lawsuits could spread to other areas."

Quotes I wish I thought of...

"Chicken isn't a vegetable, unless you hit it over the head a few times."

"Nothing says 'guilty' like a high-priced lawyer"

"It's tough to have sex in a marriage because you're always walking that tightrope between 'This again???' and 'Where did you learn THAT?'"

"It's impossible to measure my lack of interest"

"I have an addictive personality. In fact, I just bought a book on addiction... I can't put it down. I'm going to buy another one."

"Inside every old person is a young person wondering what the heck happened."

Treasurer's report

No new income or expenses left our balance at \$812. We don't have the party expenses yet.

Disclaimer

This Newsletter was produced without the use of any artificial growth hormones, as you can tell by the undersized humor and the tiny meaningful content.