

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

Maine Powerchute Association

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Newsletter



www.mainepowerchutes.org

The summer flying season is finally in full swing, although it didn't seem that way for a large portion of our members who attended our Deblois fly-in and general membership meeting – winter coats were the uniform!

We have many events coming up, including some new venues. We have some new members from last year and from this year who are ready to take lessons and get into our wonderful sport. So, get the dust off, change the fuel, and get into the skies!

Lots of news and updates this issue, so let's get to it.

Correction

In the June issue, we published the results of the ASC National competition rankings for 2003. Through my oversight, we left out Wes Daggett, who finished a spectacular 12th in the nation! Congratulations, Wes! So here is the revised list of the MPA members who finished in the top 50 in the nation.

12th place – Wes Daggett
14th place – John Gobel
20th place – Mike O'Donnell
24th place – Bill Grusik
31st place – Joel McCabe

Time for the annual dues again

It's that gut-wrenching decision time again – every June or so, you say to yourself "Think of all the things I could do with \$20 – instead, I'm about to waste it on renewing my membership in the MPA!" Look at it this way, you've made wrong decisions many times before, so what's one more... go ahead and renew!

Our treasurer, Bonnie Micue does a superb job in collecting the \$20 annual dues from anyone with whom she comes in contact, however she

draws the line at chasing you down at your house, or at your favorite bar, or at your favorite house of ill-repute, or wherever you



Joel McCabe looking pretty against an early sky at Deblois. He is most photogenic from that angle.

hang out when you're not flying. So, please send her \$20 – the MPA fiscal year ends on June 30th, so we have to have your money by July or we drop you into that horrible class of "inactive" membership. Once there, you won't get the Newsletter, and so you won't be able to

hang out with the coolest, wittiest, best looking guys and gals this side of the Po river (the other side has the normal, boring people).



Taxiing through the sprinklers was tricky.

MPA Spring meeting at Deblois

The flying condition could have been better, but we had a great meeting anyway on June 19th at Deblois. Had some excellent flying Friday night pretty close to sunset, some less than ideal conditions Saturday morning, great buckets of rain during the day Saturday, and more good flying the rest of the weekend.

We had almost a third of our members present, elected officers for the 04-05 season, discussed a number of other issues, and enjoyed the good camaraderie of friends. Also had lots of laughs, as a number of our members regaled the group with stories of minor and less minor mishaps, which of course they only committed to entertain and amuse their MPA friends.

Here are the highlights of the meeting:

BFI refresher course – Dunbar (our only active AFI currently) has graciously volunteered to set up and coordinate a course, tentatively targeted for August 15th at Knox Country airport. Since we have not had one of those in this area since December of 2002, many of us will need one this year (they have to be renewed every two years). More info on this to follow.

Upcoming fly-ins – Hampden EAA fly-in on June 25-27; Eastport Independence Day fly-in on July 3 –5; and Top Gun fly-in at Fairfield on July 23-25. More information on these coming up.

Treasurer's report - see next item in this Newsletter.

Off-weekend fly-ins – it was suggested that our schedule of planned events be expanded to have on it informal fly-ins on off-weekends, i.e. when there is nothing formal scheduled. These would be at airfields that some of our MPA members use routinely, such as Leon Markee's back yard, Robin Paradis' near-by field, etc. We will collect such places that any of our members volunteer, and add them to our list of planned events for next year.

Search & rescue work - Jerry Sukeforth has been working with the Maine Warden Service, and has registered us to be available for search opportunities. Unfortunately, most of the time when someone needs rescuing, the weather is generally bad, limiting our contributions, but we're ready anyway!



Jim Holloway waking up the troops. We tried to shoot him down.

While on this topic, Herb told the story of his successful search for a neighbor's horse. He was able to spot the animal eventually, identify it as a horse (it was trying to hide amongst a flock of turkeys) and then direct the owner to it.

Officer elections – we only received one advance nomination from our massive election drive a month ago, so the members present at the meeting did all the nominating and electing. Here are the results:

-- **Public Relations** – Ed Nadeau was re-nominated, and was elected by a landslide. Again, much praise and many compliments

about his superb work on our public relations posture and his work on our web site.

-- **Safety Officer** – Jim Holloway was nominated, and elected. However, he asked that he be co-safety-officer with our incumbent Bob Ellis, so everybody agreed. Bob wasn't there. So the vote was unanimous for the co-safety position. Jim will work out the details with Bob, since nobody could quite tell what a co-safety-officer was.

-- **Treasurer** – Bonnie Micue was nominated and re-elected as the Treasurer, and everybody praised her precision and her excellent work with our finances.

-- **President** - John Gobel nominated 8 different MPA members for this post. All of them declined the nomination, some threatened to resign, and some threatened him with physical violence. So that left him as the only non-nominee standing, so he was elected for one more term as President.

Treasurer's report

Here's the status of our finances, from Bonnie Micue, our Treasurer:

Closing balance last report:	\$592.00
Renew web address:	\$99.00
Ending balance:	\$493.00

The above numbers do NOT include any membership dues collected for the 2004 -2005 season, which starts in July1.

Our funds are generally used for expenses connected with our sanctioned fly -ins, for the Christmas party, for mailing and preparation costs of the Newsletter, and for other club promotion activities. If you have any suggestions for similar worthy causes, bring it to the attention of one of the club officer s, and it will be voted upon.

Mystery solved

Since most of us often wondered what would happen if a pair of ski goggles went through the propeller right after takeoff, John Gobel decided to solve the mystery. At about 10 feet in the air, with not enough runway left to abort the takeoff, the goggle striking the prop sounds about like a gunshot, or a couple of riser lines

snapping, or your heart exploding from your body. No damage to the prop, but the goggles have seen better days. See picture below.



Mystery solved #2

Joel McCabe decided to solve the other burning question we often pondered – how could you break the steel cable that holds our carriage to our parachute.

After carefully planning the experiment, Joel started taxiing down the runway at De blois at a pretty good clip, rolled over the cable, wrapped it around his axle which then locked the wheel, rubbing the steel cable against the concrete runway, and about two seconds later, the cable was cut in half. Another mystery solved. See picture below.



Joel McCabe to give PPC taxiing lessons

He's done it all. There's nobody better. There's nobody more experienced. There's nobody who can make it more exciting. End of story. Sign up now.

Hampden EAA fly-in

One of the more interesting events of the year is coming up during the weekend of June 26 -27. Jeremy Williams is hosting the EAA chapter's (827) fly-in. Besides our powered parachutes, a number of ultralights are expected, along with a briefing on the Sport Pilot rules, a safety seminar, a pot-luck lunch, a baked bean dinner, bon fire, and other activities.



Joel, Ed, Charles, and Jerry (L to R) enjoy a light moment during a serious game of pocket pool. Charles is making a rookie mistake – hands are much too high.

The event will also sponsor a program called “Flying Start,” which introduces the general public to the many different forms of flying in which they could engage. Since there are many wanna-be pilots out there, this should be interesting.

Lastly, the “Young Eagles” program will be running as well at the event. This nation-wide program gives teenagers (and pre-teens, I think) introductory flights in some kind of light aircraft. We’re invited to participate in this, since one of our club goals is the education of the public about flying. The fly-in has “event insurance,” so we’re protected while giving these introductory lessons.

Jeremy will have guides present to show us where to park – we will have a nice area all to powered parachutes, about mid field, so we can take off in either

direction, depending on the wind. There will be an “air boss” who will provide some air traffic control on 122.8. Only real restriction is stay out of northeast of the field, as that is only a mile or two from the Bangor International restricted airspace.

This will be great opportunity for a number of our members who have not flown this area to see some new sights and do some different flying.

Directions to Williams’ field: Delorme map #23, go south on Rt. 69 from I-95 (Exit 174) about 1 mile south of Rt. 9. There’ll be signs.

Actual airport conversation

(if you don’t get it, you shouldn’t be flying!)

Tower: Experimental XYZ, cleared to land 17, hold short of 35.

Me (without thinking): Roger, cleared on 17, hold short of 35.

(Several seconds later.)

Voice on frequency: I want to see this!

Another voice: Me, too!

Tower: Uh, Experimental XYZ, make that hold short of 22.

Voice: Darn!



Dunbar sacrificing his left arm to keep the hot grill top from damaging Jerry’s van.

Welcome new member

We welcome Scott Adair from Scarborough to our jolly organization, and we ask the usual three questions before we accept you into our fold – can you laugh at yourself; can you laugh at others even louder; and what were you thinking! – was that \$20 just burning a hole in your pocket?

Lindbergh Museum fly-by a success

That may have been caused by the fact that we weren't there. Unfortunately, the winds were too high for us to repeat last year's still-envied approach and landing by Jerry Sukeforth and John Gobel into a tiny, sloped airfield where this yearly event is held. Anyway, they went ahead with the rest of the program without us.



Wes quietly waiting for Herb to pass by so he can scare the willies out of him.

Top Gun 2004

Our most-attended event will once again be held at Wayne's field in Fairfield – thank you Wayne for making the field available to us again. The event will be held during the weekend of July 24th. The Top Gun contest is generally targeted for Saturday afternoon, but we can do it other times if the weather doesn't cooperate.

It was suggested at the Deblois general membership meeting that we publish the events so our pilots can practice, or figure out ways to

cheat. So here it is – it will be the same events we had last year.

Event 1 – High Bomb Drop – drop the bean bag onto target from 100 feet or higher.

Event 2 - Low Bomb Drop – drop the bean bag onto the target from any altitude (no touching the ground).

Event 3 – Bunny Hop – touch down at first target line, get airborne to clear a 3 foot ribbon 70 yards down the runway, and touch down at the second target line 70 yards from the ribbon.

Event 4 – Spot Landing – touch down as close as possible on target line.

All four events are flown consecutively by each pilot, i.e. there's no stopping once you start flying, except after Event 4, the Spot Landing. If you complete the run, you will receive 5 scores, the sum of which is your score for the coveted Top Gun hat. The distance from each target is your score for each event – you get two scores for the Bunny Hop as there are two target lines there. John Gobel, winner of the Top Gun hat in 2002 and 2003 has this advice; "Close your eyes – that's how I won it!"

Again, as we pointed out in last month's Newsletter, the objective of all competition is to demonstrate very basic flying skills which you employ every time you fly – control your aircraft so you can land it where you intend to, and fly over a specific point on the ground. That's all there's to it.

Directions to Wayne's field: located at the intersection of Rt. 201 and Rt. 23 in Fairfield (Delorme map #21)

Eastport Independence Day fly-in

Ed Nadeau has again organized our famous July 4th fly-in, held this year during the weekend of July 3 through 5th, since the 4th falls on a Sunday and most people have the 5th off. It is held at the Eastport airport – we will be situated near the big tent this year, which is a prized spot.

Eastport has quite a July 4th program, with parades, pancake breakfasts, Navy ships coming in, girls dancing in the streets, and even the Governor making an appearance. With any luck, the weather will cooperate so we can add color to their parade (flying OVER them, not into them). We're also planning have our summer general membership meeting there.

Directions to Eastport: Delorme map #27. Keep going east. Keep going, going, going until it starts getting wet. The airport is there close by. Follow signs to the airport once you get into Eastport.

Cracks found on frame of helicopter



Classified ads

FREE YORKSHIRE TERRIER. 8 years old. Hateful little dog. Bites

FREE PUPPIES: 1/2 Cocker Spaniel, 1/2 sneaky neighbor's dog

FREE PUPPIES... Part German Shepherd, part stupid dog

GERMAN SHEPHERD 85 lbs. Neutered. Speaks German. Free

FOUND: DIRTY WHITE DOG. Looks like a rat ... been out while..better be reward.

COWS, CALVES: NEVER BRED.. Also 1 gay bull for sale

NORDIC TRACK \$300 Hardly used, call Chubby

GEORGIA PEACHES, California grown - 89 cents lb.

NICE PARACHUTE: Never opened - used once

MUST SELL WASHER AND DRYER. Joining nudist colony

FOR SALE BY OWNER: Complete set of Encyclopedia Britannica. 45 volumes. Excellent condition. \$1,000 or best offer. No longer needed, got married last month. Wife knows everything.

In the news...

Hungarian aerobatic champion Zoltan Veres (unofficially) broke the roll record (70) last week in Hungary. Veres rolled his Extra 300S more than 70 times, then lost count and kept going. *I miss Mark Look – he would have tried it!*

The MPA can stop working on trying to win the one million dollar X-prize (given to the first civilian aircraft that can go into space and return and do it again in the same craft 2 weeks later). Burt Rutan's Spaceship One did it – flew to the edge of space (about 62 miles) and returned safely. He's ready to go for the second leg. *Burt called us and congratulated us for putting up a good fight.*

During a tandem hang-gliding ride in New Zealand, the pilot realized that his passenger was not secured. He wrapped his legs around her to try to keep her with him. She told him she couldn't hold on, and fell 500 feet to her death. New Zealand's Civil Aviation Authority (CAA) is investigating. *Lesson for all of us – SEATBELTS for your passenger too!*

French officials have said they will shoot down private pilots who stray into restricted airspace during this weekend's 60th anniversary D-Day events in Normandy, the Daily Telegraph reported Monday. At least 16 heads of state and 1 million visitors are expected to attend the ceremonies. *Since straying into restricted airspace is one of our favorite things to do, I guess we're not going.*