

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

# Maine Powerchute Association

## Newsletter

www.maine-powerchutes.org

May, 2006

### Sport Pilot recap

We had a large turnout (21 members) for the MPA sponsored briefing on the Lights Port Aircraft (LSA) new certifications and on the Sport Pilot license requirements. We had a rep there from the FAA Flight Standards District Office (FSDO) in Portland, as well as two of our own members who have gone through the process and survived the experience. Thanks to Dave Pepple from the FAA, and to our own Peter Wallace and Randy Autrey.

Our objective was to end up with a simplified checklist of steps we need to take to make both those elements happen. Unfortunately, I don't think we accomplished that – we got into too much detail and did not simplify it. However, we did get quite a few questions answered, and in addition, Randy did provide us with information from the EAA to transform the two seater PPC to a FAA recognized aircraft (LSA).

But do not despair – a comprehensive and simple checklist is coming!

We've taken the experiences of Randy and Peter, read all the material the FAA has on these two subjects, made enough phone calls to the FAA so they won't answer the phone any more when they see my number, and created a real step by step checklist based on REALITY.

I am validating and tweaking the checklist right now by executing every step personally. We will publish it in just about a month (next Newsletter) and it will include phone numbers, specific directions, the actual FAA forms, and solutions to every other little stumbling block

we encountered. And it will be easy to follow, and any of us can do it!

I'm also headed down to Tennessee to get signed off as an instructor in about a month so we'll have someone locally capable of conducting the check rides needed for the license. I've also started the process to get a SPIE certification so we can have instructors signed off locally as well.

So, to recap you need to do two things. One, certify your PPC so it becomes a registered, "N" numbered, FAA certified aircraft. Two, get your Sport Pilot license by passing a written knowledge test and a check ride (if you've been a BFI). The steps to do all that are actually simple once we have all the forms and stuff put together, which the aforementioned check list will do.

By the way, several of our MPA members have done all this – congratulations to them (see the web site for their names.) The knowledge tests were taken at the Old Town airport.

### True Story

One of our more cool MPA guys walked into a cocktail lounge on a recent business trip. He spots a woman sitting by herself at the bar.

He says "May I buy you a drink?"

She says "No, thank you - alcohol is bad for my legs."

He says "Oh, I'm sorry to hear that. Do they swell?"

"No," she says – "they open."

### **Sons who make their Dad proud**

We proudly present a series of pictures in this Newsletter with that theme, painstakingly collected from private albums.



Sons who make their Dad proud - #1 and #2

### **More new members**

We welcome two more brave and confused souls who for some inexplicable reason decided to waste 20 hard earned bucks and join our merry group. Remember, new members, - no refunds when you sober up!

Welcome to Kurt Adams from Rockland, ME and to Ray Godbout from Gorham, NH. Kurt is new to the area (from sunny California) and has no PPC experience but is looking forward to it. Ray has been flying a PPC for over a year, and has put on quite a bit of time during that period. Anyway, guys – welcome, and hope to see you at our upcoming fly-ins. When you get there, look for the scruffiest bunch of old guys – that would be us. There may be few lovely and talented wives and girlfriends there too – don't let that confuse you – we're bewildered by it too.

### **Next events**

We're finally approaching what should be some decent flying weather, since we had to pretty much write off March and April due to high winds and other unpleasant conditions. So let's cross our fingers and get ready.

We'll try the Knox County airport fly-in again on the weekend of May 6<sup>th</sup> and 7<sup>th</sup>. That will be a first for us since we got rained out last year. Jim Holloway and Jerry Sukeforth have made the arrangements for us there, and it should be a good event if we get a weather break.

In addition to the fly-in, we'll also have our third general membership MPA meeting at Knox County. We have several issues to discuss in addition to more information about LSA and S/P stuff (yes, we're definitely getting sick of it!), including the issue about expanding our membership to ultralights in general. Lots of pros and cons to that, so give it some thought before the meeting.

On the weekend of June 10<sup>th</sup> & 11<sup>th</sup> we'll be going out to Deblois, where we always have a good time – very different terrain in which to fly.

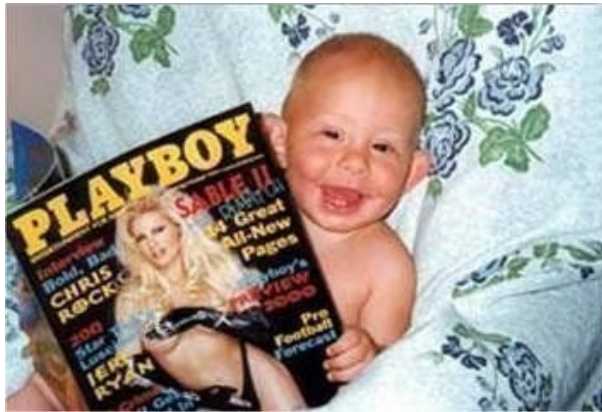
Shortly after Deblois, we have the Hampden fly-in on the weekend of June 24<sup>th</sup> & 25<sup>th</sup>. Jeremy Williams sets up this event. Jeremy and his lovely wife are just superb hosts – we always have a good time there. And on Saturday nights, he generally builds the mother of all bon fires, which seems to keep the coyotes and the rattlesnakes at bay – we haven't lost anybody yet (except a few eyebrows).

### **Chute Across Maine - getting close!**

We're scheduled to start our annual MPA adventure on Saturday, the 12<sup>th</sup> of August, so mark your calendar for that week now! The trip starts from Bethel, with overnight stops at Lewiston, Augusta, Pittsfield, Brewer, Deblois, Machias, and ending at Eastport on Saturday the 19<sup>th</sup>.

We will have an organization and coordination meeting at our Top Gun event on July 22<sup>nd</sup>, and

maybe one before that to get the publicity stuff ready. If you need one of our official MPA blue flight suits that we wear on the trip, call me and we can order you one for about \$40.



Sons who make their Dad proud - #3 and #4

### **Recipe of the month - Pancakes**

Brenda and Steve took their six-year-old son to the doctor. With some hesitation they explained that although their little angel appeared to be in good health, they were very concerned about his rather small penis.

After examining the child, the doctor confidently declared "Just feed him pancakes. That should solve the problem."

The next morning when the boy arrived at breakfast, there was a large stack of warm pancakes in the middle of the table.

"Gee, Mom." he exclaimed, "all these for me?"

"Just take two," Brenda replied. "The rest are for your father."

### **Other aviation news**

From the weekly aviation news AvWeb, and from the EAA Hotline:

#### **COAST TO COAST IN A POWERED PARACHUTE**

A Pennsylvania man is planning an epic transcontinental journey by powered parachute that includes a carrier takeoff and landing. Baron Tayler plans to take off from the deck of the USS Midway in San Diego on May 10 for a two-month trip to Charleston Harbor, S.C., where he'll land on the deck of the USS Yorktown. He'll cover 3,600 miles and stop at least 53 times on the trip. Tayler was the first to get a sport pilot certificate for powered parachutes and part of the reason for the trip is to educate the public on some of their unique capabilities.



And #5

#### **EAA SPORT PILOT TOUR ROLLS INTO ATLANTA AREA NEXT WEEK**

The EAA is sponsoring a "Sport Pilot Tour," which is designed to introduce many more people to the joys of the easy, safe, and inexpensive way to fly through the Sport Pilot and Light Sport Aircraft route. They will be making presentations at most major cities.

Editor's note: I don't think Warren will make it. Bangor or Portland maybe?

#### **Hot off the press!**

Due to the diligent work and the many contacts of Randy Autrey, we have an opportunity that may not come along again in a long while.

As you know, once you get your aircraft registered and certified with the FAA, it gets an "N" number like all other U.S. based aircraft in the country. It then becomes subject to many of the same rules, including the requirement to have an annual inspection performed. For us PPC types, we can perform our own (saving

hundreds of dollars!) provided you attend a 16 hour aircraft maintenance course given by (or sanctioned by) the FAA.

Well, here's the good news. Randy was able to arrange for the course to be given over a weekend by an approved instructor (Michael Huffman from Missouri) in Bethel in a facility that is approved by the FAA. Once you finish this two day course, you are an official FAA certified Experimental Light Sport Aircraft Repairman!

More good news - Michael is also a DAR (Designated Airworthiness Representative) which means he can perform the inspection to certify your aircraft during his visit. So if you send in the couple of pieces of paper to the FAA to register your plane (easy!), the rest can be done painlessly at this course.

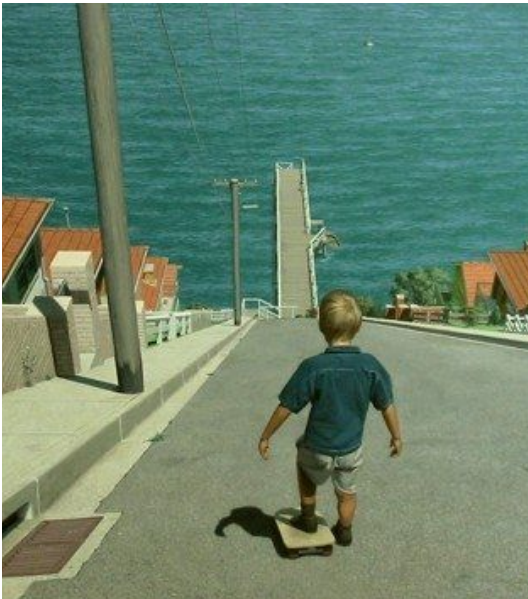
swich we would get credit (provided you actually attended), which then goes towards your biennial exam, we think. More to follow on that whole topic.

**April Fools' Newsletter**

In case you didn't notice, there were a number of April Fools' stories in last month's Newsletter. OK, I know at least some of you didn't get them, since you looked on the Internet to see if William Shatner really was arrested, et cetera. And as far as I know, Bonnie didn't spend all the club's money on jewelry. And no, you can't be exempted form the check ride because you flew into a tree.

**Procrastinators' Club is back for real**

As usual, the Club requested the automatic extension to file their tax return since there was no way to meet the April 15 deadline.



Sons who make their Dad proud - #6 and #7 and #8

The schedule for Michael is tight, as he's doing this for a bunch of other groups (fixed wings and trikes), so about the only weekend we don't have a major conflict and when he is available is the weekend of August 4<sup>th</sup> & 5<sup>th</sup>. We'll confirm this within the next week or two, and we'll let everybody know.

Randy also got an invitation from the FAA to become a "Safety Counselor." This means he can do seminars and official safety stuff for

Unfortunately, the IRS declined it until the extensions we got for last year and the 3 years before that are completed. So we have to meet next month (unless something better comes up).

**Disclaimer**

All material in this Newsletter that is factual or funny was obtained from other sources. All the rest was mine. The pictures are real. We really should have more flying pictures. Or maybe not. These are better. Especially #5.