

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

# Maine Powerchute Association

## Newsletter

February, 2007

[www.mainepowerchutes.org](http://www.mainepowerchutes.org)

### Welcome back!

We've just about survived that ugly period between our infamous Christmas party and some serious winter flying weather. The lakes aren't frozen during that period, and this year, there was hardly any snow, so most of us have been just sitting around doing things other than flying – Boring!

But with this nice spell of wicked cold temperatures and a little bit of snow, we're ready to get those skis on, bundle up, buy a couple dozen hand/foot warmers and enjoy the winter wonderland from the air.



OK, all you couch potatoes. This is the grandson of one of our members, showing you how much fun winter can be, even without all those flying clothes.

In case you haven't been exposed to the joys of winter flying, here's a quick tour:

- You throw all the clothes you have into the trailer, make sure your plane is tied down, and head off to the lakes.

- Get your plane out of the trailer, slipping and falling a couple of times as you're doing that.
- Your hands are numb by this time, but you continue trying to lay the chute out behind you.
- Start putting the skis on. The bolts won't quite line up with the spokes of the wheel. Much cursing at this point. Hands are REALLY numb now.
- Try to start the engine. Battery is dead, of course. You eventually start it with the pull starter. You're now sweating. While the engine warms up, the sweat freezes on your body.
- You trip and fall one more time trying to get into your seat with the big clunky boots.
- You have a magnificent flight. Incredible scenery. Unfortunately it only lasts 15 minutes because the zero degree temperature has given you a severe ice cream headache.
- You try to pack your chute, sinking into the snow. Finally, you give up and just stuff it in there and will worry about it later.
- More tripping and sliding and falling as you try to get the plane back into the trailer. Finally a couple of your friends help and you've done it.

- Now for the good part – you go into a warm restaurant, and after your face and lips thawed out enough so you can speak again, you tell everybody what an incredible time you just had!

If all that doesn't really turn you on and make you want to run out right now and do it, you're not a "True Winter Flier," and you're also known as a "Winter Wussy."



Flying between the Big Bush and the Weird Tree without catching your chute in either. Another great shot from Gary Lavaway at Cyr's field.

In reality, aside from a few little struggles, winter flying is truly awesome – the scenery, the ability to land almost anywhere, the generally calm air, and just a bunch of other neat stuff makes it an experience like no other!

### **First official winter fly-in**

It's looking real good for our first fly-in of the year – the ice is just right on Moosehead Lake. We'll be flying from Kelly's Landing restaurant and motel, which is right on the bay, and situated so that you can watch all the festivities and flying in the area from inside the restaurant.

The date is the weekend of February 23<sup>rd</sup> and 24<sup>th</sup>. Generally, we get there Friday night and stay at Kelly's, or at the Chalet Moosehead which is just a couple of hundred yards away on the other side of the bay. Kelly's number is

207-695-4438 and the Chalet's number is 207-695-2950. You probably want to make reservations now as they seem to fill up quickly.

For directions, look on the web. Simply though, you drive to Greenville, and ask anybody where Kelly's Landing is.

### **Christmas party again successful**

We had a great turnout for our annual Christmas party and general membership meeting at Jeff's catering in Bangor. That event is a great opportunity to meet some of our new members, and to chat with some of the other people you haven't seen for a while.

We played our annual highlight video, which showed a few minutes each from most of our flying activities during the past year.

If you'd like a copy of that DVD, contact John Gobel at 207-852-7300 and he'll mail you one.

By the way, if you did get one at the party at it isn't playing correctly on your DVD player, it is because the label we used was paper instead of polyester. Just call John and he'll send you another one – the new one should work!

### **Another police chase story**

One of our older MPA members was driving home from a flying event in his beautifully restored 1952 Dodge convertible, when he gets pulled over by a policeman. The policeman says "Sir, do you realize your wife fell out of the car about a mile back?"

Our smart-ass member replied, "Oh, thank God – I thought I'd gone deaf!"

So the policeman peers into his eyes and says "Your eyes look bloodshot – have you been drinking? To which he replied "Your eyes look glazed – have you been eating donuts?"

## Welcome new members

We had three new members join us over the last month or so. No, we didn't pay them to join, and yes, we're as puzzled as you are.

Welcome to Dirk MacKnight from the Bethel area. Dirk is new to the sport, but is one of our most enthusiastic fliers – he just soloed but has already logged more hours in two months than many of our members do in a year. He's ready to start his Sport Pilot licensing process. By the way, he's looking for a covered trailer for his new two-seater, so if anybody is selling, call him at 207-392-1474. Dirk is a professional photographer, and he is looking forward to taking some spectacular shots from the air. Also, he can probably make most of us ugly guys look pretty good with some serious trick photography.

Our other new member is Joseph Findlen from Presque Isle. He is the proud owner of a SixChuter single seater, and has been flying for 28 years, although only a few years in the PPC. I hope Joseph is one of the tough guys who'll be out there on those frozen lakes!

Lastly, our newest member is Scott Doughty from Barrington, New Hampshire. Scott has quite a bit of PPC experience (he owns a Buckeye, but it still counts as a PPC). His reason for joining is that he wanted to fly with some cool guys, so I presume he'll be attending our winter events.

So welcome, new guys – we appreciate the low standards that allowed you join us, and we'll definitely include you in all the fun stuff we do!

## Sport Pilot update

Congratulations to all of you charter members of the Procrastinators' Club – you have missed the January 31<sup>st</sup> deadline for being grandfathered with your BFI rating. That means that the ASC can no longer give you a letter which would have enabled you to take the written test and the check ride without any hassles.

So at this time, you need to take lessons from an FAA Certified Flight Instructor, who can

then endorse you to take the written test and the flight check ride with an FAA examiner.

We have at this time one Certified Flight Instructor and one Examiner in the MPA, so all is not lost. Unfortunately, it's not exactly a cake walk either. Let's review the steps.

You need to have a log book, which can be certified by a CFI, so that all the time you've accumulated will count towards your pilot time. This becomes important as you'll see in a minute.

Next, you need to contact our local CFI (John Gobel), who will make arrangements with you individually to receive some lessons, after which he can certify that you are ready for the written test.

At this time, you need to accumulate certain flight time before the CFI can certify that you are ready for the check ride with the Examiner (Peter Wallace).



Just a pretty scene from last fall in Presque Isle

Now you make arrangements with Peter to have the check ride and the oral test. However, Peter now lives in Florida, so you have to fly down there to take the test, or make arrangements for him to fly up here.

If you're not in big rush, later this spring we're expecting one more MPA member to complete his CFI, and our current CFI to get his Examiner certificate. When those two elements are in place, we'll be able to administer the whole process locally.

## **The “N” number issue & maintenance**

Quite a few of our members have had their aircraft certified with the FAA – in other words, had the “N” number process completed. It is fairly simple, as it involves mostly filling in a bunch of paperwork CORRECTLY – that is key, as a single checkmark in the wrong box or a single line not completed will result in the whole application being returned to you. We have real live examples of that.

If you still have not done that, and want step by step instructions on how to do it, see one of the people who received a sample packet, or call John Gobel at 207-852-7300 and he’ll send you the paperwork.



Here are two of the cheerleaders who will be attending our Aircraft Repairman course. They will be cheering us on at the breaks we will be taking (which will be frequent). It’s either that, or drink

Of course, the downside of getting your plane registered is that it is now a REAL airplane, as far as the FAA is concerned. That means you can’t fly it unless you have an FAA pilot’s license (Sport Pilot, or higher). Your handy dandy ASC BFI or even your Steve Canyon decoder ring and pilot license will not cut it. So you have to do that first, or about the same time.

OK, now that it is certified, you have to perform the required annual maintenance inspection on it. The good thing is that you can

do that yourself, instead of having to pay a licensed & certified A&P person about a thousand bucks. The bad thing is that you can’t do it yourself unless you’ve been through an approved 16 hours aircraft repairman’s course.

So, we are still planning to do that within the MPA sometime this late spring or early summer. We have most of the required elements for FAA approval of our course.

Plan on spending two days in Bethel some weekend in May or June. We will do 8 hours each day – it will be painless, we guarantee it. A number of our MPA members will be conducting various parts of it, and we’ll also have a few outsiders who actually know what they’re talking about.

The requirement is that the first annual inspection be done within 12 months of the “N” number certification. So most of us have plenty of time.

## **Almost Baseball Season**

Two old friends, Jim and Bob were baseball fanatics. They’d go to 60 or 70 games a year, they knew every baseball statistic, and they’ve attended every World Series since 1960. One day Jim says to Bob, “If you die before I do, let me know if they play baseball in heaven. I’ll do the same for you if I die before you.”

Two days later Bob passes away in his sleep. Jim goes to his funeral, gets really tired, and lays down to take a nap. Suddenly, there’s a heavenly voice saying “Jim! Jim!”

Jim is startled awake, and asks, “Is that you, Bob?” Bob answers, “Yes, Jim – it’s me.” Jim asks “So tell me Bob, do they play baseball in heaven?”

Bob says “Well, I have some good news and some bad news. The good news is that they do play baseball in heaven. The bad news is that you’re the starting pitcher in tomorrow’s game.”

## **2007 Fly-ins and other events**

Feb24-25 - Greenville (Kelly's Landing)

Mar 10 or11- Winthrop Lake (whichever day has better forecast)

Mar 17 – Chili cook-off (Wiscasset airport) & **MPA meeting**

Apr 17-23 – Sun 'n Fun (Lakeland, FL)

May 5-6 – Knox County A/P

Jun 9-10 – MPA Spring fly-in (Deblois)

Jun 23-24 – Hampden (J. Williams field) & **MPA meeting**

Jul 3-5 – Eastport, ME (airport)

Jul 7-14 – Yankee Fly-in (Greenland, NH)

Jul 21-22 – MPA Top Gun (TBA)

Jul 23-29 – EAA (Oshkosh, WI)

Aug 4-5 – Norridgewock, ME (airport)

Aug 12-19 – Annual MPA **Adventure Trip** (details TBA)

Aug 17-19 – Lewiston Balloon Festival (airport)

Aug 25-26 – Bowman (Livermore, ME)

Sep 7-9 – Seaplane fly-in (Greenville, ME)

Sep 15-16 – MPA Flight Demo Team at Brunswick Naval Air Station

Sep 22-23 – Bingham (Gadabout Gaddis) & **MPA meeting**

Oct 6-7 – Presque Isle (Cyr field)

Oct 13-14 – Bethel, ME Fly-in (airport)

Dec 16<sup>th</sup> – MPA Christmas Party & **MPA annual meeting** (Bangor)

**Note:** Events are generally scheduled for Saturday & Sunday, however most people arrive Friday evening and stay over.

**Note:** Some dates are subject to change, as some of the organizers did not complete their plans at this time yet.