

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

# Maine Powerchute Association

## Newsletter

August, 2007

[www.maine-powerchutes.org](http://www.maine-powerchutes.org)

### Fly-ins back on track

After a streak of bad weather, we were finally able to have a few events with some good flying opportunities. Of course we have a good time even in bad weather, but a fly-in without flying loses some of its zing. So let's recap the last few of them.

A pretty good crowd turned up at **Deblois**, and we were all able to spend some time in the air when not tip-toe-ing through the blueberries. Our flight demonstration team got their first real full practice session in, going through most of the maneuvers a couple of times. We didn't have the town turn out like they did a couple of years ago, so it was a nice quiet event.

The fly-in at **Hampden**, hosted by Jeremy Williams and his lovely and talented wife Sheila was a big success as usual. We had pretty good attendance from the MPA – in fact, we had more powered parachutes than any other aircraft there.

We had the usual HUGE bonfire, where Jeremy gets rid of all the brush and trees he's cut for the past year, and which smolders for a few days afterwards. Once again, we had a good mostly-country band there with the hot lead singer (yes, female), so we sort of forgot about the fact that the winds really were a little too high most of the the two and a half days.



Early morning flight in Maine's western mountains



The one and only Blue Angels – see them in Brunswick in September. Sadly, try as they might, they won't be able to fly formation with us.

Our annual **Top Gun weekend** was again held at Wayne's field this year. We had some decent flying in the mornings and evenings, with the usual good turn out for that event. More practice by the flight demonstration team (the Chuting Eagles – more on them later). The competition was interrupted when one of the fliers (Ray) made a little error in his low bomb drop, touched a wheel which then grabbed the ground and flipped his plane. Not a scratch on him, but he broke an axle and a prop. The competition resumed after everybody helped get his plane into his trailer. And the winner was..... drumrolls..... more drumrolls..... a few trumpets.... **Mike O'Donnell!!!!** He

now has won this three times, setting an MPA record. Congratulations to Mike. And thanks to Wayne for the use of his facility.

We had more pretty good weather at the Everything That Flies fly-in at **Norridgewock**.

The EAA chapter that hosts the event does a really nice job, and they are VERY powered parachute friendly. Traffic flow went smoothly, with no incidents of any kind. Had more practice for the Chuting Eagles. The trip to Norridgewock was another story – most of us ran into some serious



Jerry doing some serious banking with his elliptical chute – maybe 80 degrees? We think he was still in the plane at this point...

thunderstorms, with lots of lightning and hail. No flagpoles on the campers that night, although the opinions were spilt on whether lightning would strike a vehicle on rubber (but wet) tires or not. The “no” votes seemed to win since nobody got struck, but we’ll keep trying...

Unfortunately, nobody made it to **Eastport** since the July 4<sup>th</sup> holiday fell on a Wednesday this year. Which is really too bad, as Ed Nadeau and his lovely and talented wife Carolyn always do a superb job in hosting this event. The only good thing was that the good folks of Eastport could have their July 4<sup>th</sup> pancakes and eggs in peace without us PPCs doing circles over them. We’ll make up for it next year, and make twice as much noise!

### **OK, this is really your last chance!**

We still have a number of people who have not paid their puny annual dues, so this is their last Newsletter. OK, I guess that’s not much of a threat, so how about if we send Luigi the Slasher and Salvatore the Undertaker to your

house to collect? OK, that would cost more than what’s in our treasury, so just send your \$20 to our extraordinary Treasurer the lovely and talented Bonnie Micue at P.O.Box 13, Warren, ME 04864.

### **Annual MPA adventure flight trip**

Details are on the web, but here it is in a nutshell. Since we could not come up with anything more exciting, we’re going to do a modified and improved version of last year’s trip, also known as Swing Up North.

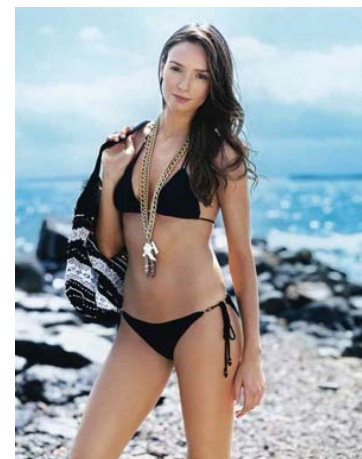
We’ll start at Patten, ME (Exit 264 off I-95), where they’re having their annual big fly-in that the whole town attends. We’ll get there either Friday night or Saturday, and leave there maybe Sunday afternoon or Monday morning. Then spend a day each at Houlton, Mars Hill, Presque Isle, Loring AFB, and maybe one more northern spot. Or it may change along the way. As you can tell, too much planning would spoil the “adventure” aspect of the trip.

We have a good handful of our members committed to going so far, so come and join us! The entire Chuting Eagles team will be there to get lots of practice in along the way.

### **It’s NOT too early!**

Clear your calendar for our annual Christmas party on Sunday, December 16<sup>th</sup> at 3 PM at Jeff’ Catering in Bangor. More details to follow, but we had good success there the last two years, with our highlight video, good food, central location, and good company, and cheap prices.

OK, it sounds pretty dull, so we may have some entertainment if anybody can think of anything... Being a family affair, dancing girls (or guys) in skimpy outfits are out. See example of what we mean above.



Example of the skimpy outfit that we can’t have at our Christmas party. Any questions?

### Upcoming events

The next three events are the balloon festival at Auburn-Lewiston on August 17<sup>th</sup> weekend, followed by Bowman (East Livermore) on the weekend of August 24<sup>th</sup>, and then Greenville fly-in on the weekend of September 7<sup>th</sup>. Directions are on our website.

### “N” numbers

Just a reminder – after you reserve your “N” number and register your PPC with the FAA, you still can’t fly it legally until you receive an airworthiness certificate. The FAA sends out an inspector (free of charge) to perform that check and issue you the certificate. You also need the Operating Limitations document. So, for your aircraft (or ANY aircraft) to be flown legally in US airspace, you must have three things in the aircraft at all times: registration, airworthiness certificate, and an Operation Limitations document. See the information packet and examples that were sent out to many of you. If you don’t have it, call John Gobel (207-852-7300) and he’ll send you one.

### Going high tech

Several of you mentioned that you’d rather receive the Newsletter as an e-mail (several mentioned that they’d rather not receive it at all!) So, I’ll do that for those of you for whom I have an e-mail address instead of the hard copy. If you’d like to get it electronically, or if you are getting via e-mail but would rather have it as a paper copy version, call me or send me an e-mail at GOBELJ@GMAIL.COM.

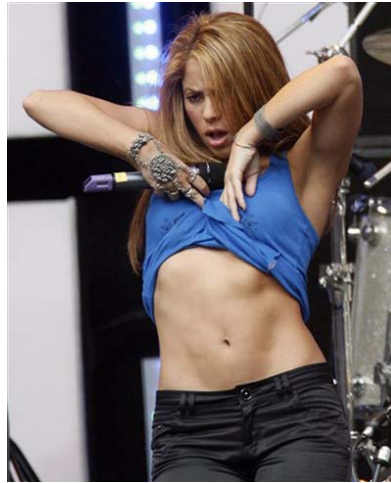
### PPC Flight Demonstration Team



ANY thinking is painful), we came up with the name Chuting Eagles. We like eagles, and

To showcase the capabilities of our wonderful flying machines, we have formed a flight demonstration team. After weeks and weeks of painful thinking (of course for many of us,

“chuting” was the best we could do. Chuting – get it?



One of the many screaming fans of the MPA Chuting Eagles practicing what she’s going to do when she sees them. Yes, dreaming is good!

So far, we have performed our routine at each of the fly-ins we’ve attended, but all those are just warm ups for the Big Show – the Great Maine Air Show at the Brunswick Naval Air Station in September. Yes, we will be flying our routine at the same show where the Blue Angels fly, along

with dozens of other flight demonstrations and aerobatic performances. So, we’re doing lots of practicing, and it’s shaping up to be a pretty good little show, from the feedback we received so far from our spectators (we’re not counting relatives or people who may work for us, or any drunks).



The four pilots of the Chuting Eagles from L to R - Jerry, John, Robin, and Mike. Yes, without the plane to lean on, they’d fall over.

The team consists of Mike O’Donnell, Robin Paradis, Jerry Sukeforth, and John Gobel. Scott Adair will be doing the announcing and comic relief in case we screw up some of our stuff. The show consists of seven synchronized maneuvers that show the safety, the

maneuverability, the precise handling characteristics, and just the general fun of these machines.

In addition to the flying part, we will also have a static display of two of our powered parachutes. We'll also be giving some rides to some VIPs at the show – weather permitting, of course.. Jim Holloway is the coordinator for that portion.

If anyone is interested in helping out with the static display or some other part of the event, call John Gobel (207-852-7300). Why would you do such a foolish thing, you ask? – well, you'd probably get some special pass to get into the sacred reserved areas, and even be able to park your camper in some special place yet to be assigned to us. And of course, be able to observe up close the screaming Chuting Eagle fans and groupies. And again, relatives and people who may work for us and drunks do not count – well, wait a minute – that'll leave nobody!



Our MPA traveling man Doug Sukeforth back from his African safari with his trophy. Doug is the one without the tusks.

Since it takes at least 2 to 3 months to get through with all the paperwork and the FAA bureaucracy, you need to act now and start the process. It really is pretty simple – many of us in the MPA have done it, and there is a very effective checklist with sample forms filled out for you to follow. It is definitely much easier than trying to convert your two seater into a part 103 legal machine.



From our Home and Garden division, here's a wonderful household tip. Instead of raking your lawn, use your powered parachute to blow it onto your neighbor's lawn. If you don't get it registered, it's about the only thing you'll be able to do with your PPC.

### **Time is running out on registrations!**

OK, here's the straight story. In about 5 months, the grace period for registering any two-seater powered parachute is over. If it is not fully registered and legally flyable by January 31<sup>st</sup> of 2008, it can never be registered. So your beautiful machine will become an expensive leaf blower, or a not-so-attractive lawn ornament.



**The End**