

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

# Maine Powerchute Association

## Newsletter

August 2008

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

### Dues! Dues! Dues!

As you may remember, our membership year runs from July 1 through June 30<sup>th</sup> – so we should have reminded everyone to get your \$20 dues in to Bonnie right now – yep, we're all overdue! Luckily, we don't report it to any credit bureaus, and until now, we have not sent Luigi the Deadstick and Antonio the Foulplug (the Enforcer brothers) to pay you a visit.

OK, so some of you bright ones out there are asking – what am I getting for \$20? Good question. Wish I had a good answer.



One flying, one resting, and three supervising. In spite of those appearances, the MPA is NOT a union shop.

Well, we can make stuff up – you're getting this low-brow Newsletter, which is suitable for wrapping fish, or lining the bottom of your bird cage or can even be used as toilet paper if you're out in the boonies with nothing else. It contains some weak humor, some very soft porn (since most of you are not allowed to read Playboy, this will have to do), and very occasionally some interesting aviation stuff.

Oh yeah – one more thing – membership in our humble little group gives you a chance to keep up with the region's powered parachute community, find out what's going on, who joined us, who screwed up, who won the Top Gun and Top Deadstick, see real PPC pictures, keep up with FAA rules and regulations, get valuable safety tips, and a bunch more stuff of marginal value. Also, you get to go to our infamous Christmas Party with real highlight videos of the year and almost-free food!

But most importantly, you'll be part of a fun-loving, somewhat irreverent, laid-back, easy-going, adventure-loving, drop-dead gorgeous bunch of guys and girls. OK – I'm not so sure about that last part.

If after all that, you're still asking "OK, What am I getting for my hard-earned \$20," well then, you're obviously too bright for this group. But if you're not, then send your money (\$20 for individual, \$30 for family membership) to:

Bonnie Micue  
P.O.Box 13  
Warren, ME 04864

### Rookies vs. Veterans

By definition, before you can be a veteran flier, you have to be a rookie flier. The other trick to being a veteran pilot is to survive the rookie pilot days. Nobody has ever gotten through the rookie phase without making mistakes. But, the mistakes can be small if you pay attention to the veteran pilots and to your instructor (who hopefully is a veteran pilot – if not, get another instructor IMMEDIATELY!)

At our fly-in events, we have real experienced pilots as well as many less experienced and even “just-soloed” pilots. As with any other skill, an experienced veteran makes it look easy. Ever watch an Olympic gymnast swing around on the high bar – they make it look so easy! But if you or I tried that, well let’s see – broken back, wrenched shoulder, dislocated hip, death, calluses, twisted neck, halitosis, compound fractures, and other bad things would be the result.

Same with flying. After logging a hundred plus hours or so, you can do things that you couldn’t do when you had 10 or 20 or even 50 hours of flying experience. So, know your limitations, and be patient! Get that experience – and there are no shortcuts to experience. What does help though is listening to more experienced pilots, so you can learn from their mistakes. You really don’t have to make all the mistakes – others will help you there.

At our fly-ins, we see people who either do not have the experience, or who have not flown for a long time, trying to do the things the veterans are doing. And sometimes they fail, other times they get lucky, but it’s just a matter of time before they fail. So again, do NOT fall for peer pressure – do what you’re comfortable doing, and you will soon become a veteran without scars and without having spent many thousands of dollars fixing up your plane.

### Top Gun - 2008

We had an excellent turnout again this year for this popular fly-in, and as usual, we had a lot of spectators lining the road as well as coming over to our rag-tag camping area to ask the usual set of questions – you know, like “What the hell are these things?” and “How much does it cost?” and “Are you guys crazy?” By the way, thanks again to Wayne for the use of his field!

We had the usual late afternoon thunderstorms as is typical in July, but due to our superb weather prediction capability (all right, dumb luck), we were able to get the Top Gun competition in with almost no wind – it really picked up like 10 minutes after we were done. We also were able to get quite a bit of casual flying in both Friday night and all day Saturday, and even some on Sunday morning.

And the winner was..... drum rolls..... more drum rolls.... a trumpet ..... for the second time .....**Robin Paradis** !!!!!!!! Congratulations to Rob for some excellent flying. Coming in second and third respectively were Mike O’Donnell and John Gobel, with Kevin Oliveira and Ray Godbout rounding out the top five finishers.



Typical scene from an MPA fly-in. Pretty girls running to try to get a ride in a PPC, while overdressed ugly guys try to beat them to it.

We only had one slight mishap during the weekend – one of our new members with very little flying experience touched down in the tall grass a little short of the runway, then tried to add power a little too late, and ended up bending his cage and his wheels some. No injury – just a little embarrassment.

### Dead Stick contest

We added a new event to our Top Gun weekend this year which we’ll continue in the future, weather permitting – the engine out competition. This was NOT part of the Top Gun competition, but since we encourage everybody to practice landings from several hundred feet of altitude with the engine out, we thought we’d see who can come closest to a mark in the center of the field, flying dead stick from anywhere above 300 feet.

Since only experienced pilots could fly in this event, we only had 4 entries, with the winner

getting the coveted Dead Stick award (see picture), and, here's the best part – the guy farthest from the mark buying breakfast for all the other contestants. So you could say we have many winners. This year's Dead Stick award winner was John Gobel. The guy who will generously buy breakfast for us all – Mike O'Donnell! And as our 2008 Top Gun Robin said – “None of this cheap-ass fly-in pancake breakfast stuff, either!!!”

### **Safety Corner**

OK, why are certain sections in newspapers called “corners?” Why not “straight-aways?” Or “walls?” Or even “holes?” Anyway, “Safety Hole” would sound funny (and just a tad obscene), so we'll keep calling this section “Safety Corner.”



John gives flying lessons to beginners. “This is a dead stick. Any questions?”

It can be done one at a time or both together, but you've got to do it! While pumping it may help to inflate your end cells, the safety reason for doing this is to verify that your steering lines are free and not caught in some knot or loop or a tuft of grass. Much better to find out that you don't have full steering while on the ground than after you're in the air!

Number two – another great idea from Jerry. While hanging around at fly-ins, we tend to do a lot of hangar-flying, as it's called, or BS-ing as it's also called. While doing that, check out each other's planes, as we tend to not see things on our own machines as well. A fresh pair of eyes will often spot something which escaped your attention. Also, you can pick up valuable tips for handling or setting up various parts of our rigs.

This practice becomes really valuable before we fly over more remote areas, such as our annual Adventure Trip, which this year will take us over mountainous areas with little opportunities for easy forced landing.

### **Technology update**

Apple, the creator of iPhone, iPod, and other advanced consumer electronic gadgets, today announced today that it has developed a breast implant that can *store and play* music. The iTit will cost from \$499 to \$699, depending on cup and speaker size.

This is considered a major social breakthrough, because women are always complaining about men staring at their breasts and not listening to them.

### **Annual elections**

Part of our June/July fly-ins is the annual election of officers. Learning from this year's national presidential election, all the MPA members in the running for the various offices were running attack ads and smear campaigns against their opponents. So, on behalf of the four officers that were elected, I'd like to once and for all clear the record and deny the charges



2008 Top Gun winner Robin Paradis, enjoying his victory afterglow. And don't read anything into his somewhat limp left wrist.

Since we have a new Safety Officer, who is superbly qualified by the way, we will have some good material for us with every issue of the Newsletter. So here's the first installment, with two tips.

On takeoff, absolutely positively get into the habit of pumping both your pedals at least once.

that were raised in these ads. Therefore, be it known that:

- 1.) Jerry breeds dogs for a living. When referring to “bitches,” he is NOT being disrespectful to women.
- 2.) Aimee runs for exercise and to get ready for road races. When doing that, she is NOT “running around!”
- 3.) Bonnie does accounting for a living and keeps clients’ books. She also cooks for herself and Herb. She does NOT “cook the books!”
- 4.) John, ah, well, OK, well, yes, ah ha, well, - ..... All right, we have no excuses for John. The attack ads and smear campaigns were right on.

Anyway, after several round of close voting, with recounts and all, the MPA officers for this fiscal year will be:

- Public relations – Aimee Gobel
- Safety Officer – Jerry Sukeforth
- Treasurer – Bonnie Micue
- President – John Gobel



Mattie serves as the look-out while Buzz throws up as he realizes his plane is a Six Chuter instead of a Buckeye.

### Annual Adventure Trip

Our trip this year should be exciting, as it involves mostly mountain flying. We’re doing it a little differently this year – we’ll be driving first, then flying home. In the past, we’d start in the middle of the state of fly to distant parts, and then have to drive home when we’re all

tired, but not this year! We’ll be FLYING home when we’re all tired! OK, the real reason is that since we will be flying across the White Mountains, from Barre, Vermont to Lewiston, Maine – we’d rather be flying east with the prevailing winds behind us.

The various legs of the trip are listed below with the dates we expect for each. Feel free to join us for any or all of the legs. There are six MPA members that will be doing the whole trip, and another 5 or 6 indicated they’ll join us for a part of it.

We expect to finish in Auburn/Lewiston airport, arriving there on Friday in time to fly with the balloons at the annual Lewiston Balloon festival. It’s quite a spectacular event. Steve Goulet and Mike Theriault fly out of that airport quite often, and they had made arrangements for us to camp by the runway like we used to do many years ago – thanks, guys!

### 2008 Adventure Trip itinerary

Friday/Saturday, 8/8 & 8/9 – gather at Bethel airport

Saturday, 8/9 – drive to Barre, VT in a caravan of trucks, trailers, and handsome studs (OK, and maybe a few stunning women).

Sunday, 8/10 – fly from Barre, VT to Haverhill, NH (leave first thing in the morning).

Monday, 8/11 – fly from Haverhill to Mt. Washington Regional airport, NH

Tuesday, 8/12 – fly from Mt. Washington to Gorham, NH

Wednesday, 8/13 – fly from Gorham to Bethel, ME

Thursday, 8/14 – fly from Bethel to Bowman field in E. Livermore, ME

Friday, 8/15 – fly from Bowman to Auburn/Lewiston, ME

**The End**



Any questions?

### Disclaimer

The spots on the red shorts were NOT the result of the editor’s drooling. Really.