

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

# Maine Powerchute Association

## Newsletter

February 2009

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

### Made it through another year!

As in most years, 2008 had its ups and downs for the MPA. Starting with the down side, the skyrocketing gas prices for most of the summer made it real tough for many of our members to drive to our many flying events – when just getting there and back cost \$150 or more, we tend to choose our events more carefully. That was pretty much it for the “down” – had a few engine problems, but nobody got hurt, and had a string of windy weekends that cancelled some of our events.

On the up side, we had an excellent Adventure Trip, all our fly-in events went smoothly, a few more of our members earned their Sport Pilot licenses, had a great Christmas party, made an excellent highlight video for the year, had a few new members join our merry group, had a great Top Gun weekend, added a second CFI to our ranks, everybody lost some weight and became even better looking, and nobody got hurt (OK, a few got their pride hurt with some questionable landings, etc.).

Looking ahead to 2009, the gas prices have fallen to a level we can afford, so we should have more of our members attend the many events we have (see last page). We still have a few members that will be taking their Sport Pilot exams, and we have several new students lined up to take up our sport. The Farmers' Almanac says that every weekend on the MPA schedule will have winds of less than 5 MPH – guaranteed. Yes sir - can't wait!

### Christmas party nice end to season

The 2008 event was held at the Oriental Jade in Bangor, which turned out to be a very good

location and facility. We had an excellent turnout, and our annual highlight video did a pretty good job of capturing the spirit of our organization as well as having some neat flying scenes from our Adventure Trip.



Some wonderful winter flying in Winterville, ME

### Winter fly-ins

This year is turning out to be quite good so far for some nice winter flying. The lakes are frozen pretty solid, snow cover is good, and if you have enough layers and goggles and hats and gloves on, you don't even notice that your nose has frozen off!

We had to postpone our annual northern fly-in twice due to really bad wind conditions, but the third time was a charm – had a beautiful weekend in Winterville, Maine on Jan. 31<sup>st</sup> at Robin & Darlene's camp on the lake. Nice conditions, nice weather, and Robin and Darlene were excellent hosts – winter events just don't get better than that!

Our next winter event is in Greenville, Maine on Moosehead Lake at Kelley's Landing. That location is probably the most PPC friendly in

that we can stay at the motel/restaurant right on the lake, and watch everybody flying from inside while eating French fries and drinking hot chocolate. Oh yeah – somebody has to be actually flying outside so the rest of us can watch from inside! But that’s no problem – somebody is always gullible.

The date is the **weekend of March 6<sup>th</sup>** – get there by Friday PM if you can for some great flying off the lake. They have some large rooms there that will hold 5 or 6 people – had 8 in there one year – and they also have 4 or 5 other regular size rooms. Call Kelley’s as soon as you can at 207- 695-4438 for reservations. By the way, they also have a large municipal parking lot right next door for our rigs, and you can stay in those if you have thick fur or a heater.

### **Annual membership meeting**

Our annual Christmas party also serves as our annual general membership meeting, so with many of our members present, we discussed a bunch of stuff regarding our merry little group and its activities. Here are the highlights:

- Bonnie Micue, our Treasurer Extraordinaire gave us a finance report – we have about \$500 left until next June. Since we hardly spend anything, that should be all we need.
- Reviewed our Adventure Trip - had lots of laughs, lots of flying, and even an additional adventure when we couldn’t get into our target airport (Bowman) due to fog and had to land at our alternate – a very sweet grandmother’s backyard.
- Started planning 2009 events – pretty much the same as 2008 with a few additions.
- Discussed the Sport Pilot situation and some other relevant rules – had an excellent question-answer session.
- Told flying stories
- Bunch of other stuff that really couldn’t be called highlights. Not that what’s been already listed above are...



The winner of our annual Miss MPA contest – can’t believe you missed it!

### **Some little-known facts of life**

What’s the difference between a wife and a girlfriend?

*About 40 pounds.*

What’s the difference between a husband and a boyfriend?

*About 40 minutes.*

Why is it so hard for women to find men who are sensitive, caring, and good looking?

*Because those men already have boyfriends.*

Why do men find it difficult to make eye contact with women?

*Because breasts don’t have eyes.*

### **Now that we’re real pilots...**

Since we (almost) all have our FAA licenses and (almost) all our aircraft are registered and “N” numbered, we need to do what the rules say to keep our machines and certificates current. To do that, you must have a **biennial flight review** (every 2 years) by a certified flight instructor (CFI) who is rated in the aircraft you’ll be flying – that is a powered parachute. The log book endorsement after that 2 hour session will last you for two more years. Remember, your license does not expire, but you cannot legally fly unless your biennial is current. Your first biennial is due 2 years from the time of issuance of your license. Cost for that should be about \$100, less our MPA club discount.

The other thing you have to do is to have an **annual inspection** of your aircraft (yes, that’s done once a year).

This must be done by an FAA certified A & P (airframe and powerplant) mechanic, OR by you if you have completed the 16 hour Repairman Course which then certifies you to perform your own annual inspection. We have submitted the proposed course to the FAA, and expect approval any time so we can hold our first session as soon as the weather gets better – probably by April. Cost of that should be

around \$75. Once you have that rating, you can do your own inspection forever free!



**Safety Corner**

Form our Ace Safety Officer, Jerry Sukeforth come the following five tips:



Jerry's safety assistant

- The gap on the spark plugs for the Rotax 582 engine should be .018 – not .020 as the manual will tell you. Jerry's experience with these engines trumps any other advice.
- Never deep-fry in the nude.
- In the winter (very cold conditions), add ½ pint of dry gas to 10 gallons of fuel – better performance and easier starts.
- Buy low, sell high.
- Make sure you have a fine mesh screen on the fuel line coming out of your fuel tank. We've had

several incidents where some foreign object gets into your tank and eventually works its way into your fuel line and either stops the fuel from getting to your carb, or gets into your carb and then starves your engine. The mesh screen will stop that (most of the time).

**Healthy eating advice**

A well known nutrition expert was addressing the audience in Warren, Maine.

“Red meat is awful for your cholesterol. Soft drinks erode your stomach lining. Chinese food is loaded with salt and will cause high blood pressure. Our drinking water is full of germs. Fast food is full of fat and will stop your heart.”

He continued, “However, there's one food which is the most dangerous. It will cause the most grief and suffering for years after eating it. Does anyone know what that is?”

A 75 year old man promptly stood up and said, “Wedding cake!”

**Maine Aviation Forum**

The Maine Powerchute Association was invited to the annual Maine Aviation Forum to give a presentation on powered parachutes, our club, and some of our activities. This event has most of Maine's aviation groups (Most of the EAA chapter, flying camps, Life Flight, several FBOs, and a bunch of other aviation related groups attend and give presentations about their activities. We felt honored to be included in Maine's aviation community, and we were made to feel very welcome by the group.

Randy Autrey and John Gobel gave the presentation, which included a piece on what powered parachutes are and how they work, a piece on the MPA, its history and activities, and the annual adventure trips we take. We also showed some of the pictures of our trips (primarily the Kitty Hawk trip).

Lastly, Randy gave a wonderful talk about how the MPA has worked hard and achieved a high level of success in getting most of our aircraft “N:” numbered, and getting most of our members licensed as Sport Pilots. He also spoke about the many efforts we have made and are making to fit in with the aviation community in Maine and elsewhere, and the many activities we have to promote safe flying.

I think at this point, most general aviation pilots and airfield owners understand that we're totally legal with the same rights as all other aircraft and other pilots, so we need to keep all this good will working for us! We had a number of people compliment us on the presentation and our club, so let's keep up the good work while having a lot of fun!



The End  
(Usually the highlight of the Newsletter)