

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

Maine Powerchute Association

Newsletter

www.mainepowerchutes.org

April 2010

A Spring Poem

*Spring has sprung
the grass has ris,,
I wonder where
The birdies is...*

OK, I hope this inspirational poem has put you in the mood for some lovely spring flying – I know it did me! Obviously, it doesn't take much...

And if it didn't inspire you, maybe some of our flying pictures will do the trick. Anyway, we had some of our more intrepid fliers out for several events so far. As usual, spring flying is a combination of shivering and sweating, as you get all bundled up before you go out, and wish you hadn't had all those clothes on by the time you get back.

Spring event review

While we didn't get to do any real winter flying (you know, with skis and frozen lakes and lots of snow and frostbite), we had several mini-fly-ins, as well as the scheduled one at Wiscasset. We had a new event scheduled which got drowned out by warm weather – we were invited to the annual the Sebago Lake Fishing Derby, but since five of the fishermen went through the ice after it started, they called it off.

Family Humor

A little boy went up to his father and asked "Dad, where did my intelligence come from?" The father replied "Well, son, you must have got it from your mother, because I still have mine."

Two guys were discussing popular family trends on sex, marriage, and family values. One said "I didn't sleep with my wife before we got married, did you?" The other replied "I'm not sure. What was her maiden name?"

Fly-in Schedule for the year

The last page of this Newsletter has our schedule for all the events we have planned for 2010. It is suitable for framing – OK maybe that's a little excessive – however, it is suitable to hang on your refrigerator. And the page before it will have nothing risqué on it so if any minors in your house get to look at it, they won't keep coming back for just one more peek.

New members

Welcome to Scott Royal, our newest MPA member. He just purchased a Buckeye, and is taking lessons as we speak – he will be soloing in a week or two. After which he may be in the market for another PPC – you know, one without all the tubes bent. Just kidding – he will do fine!

Upgrading our annual dues process

We have had several of our members ask us to remind them when our annual club dues are due. Since we only announce it on the web and in two or three Newsletters ahead of time, they have a point. By the way, the due date is in June, since our fiscal year runs from July 1 to June 30.

But anyway, our Public Relations



wizard Aimee G. will be sending out an invoice to everybody which you can submit to our Treasurer extraordinaire, Bonnie M.! Due to her prudent fiduciary acumen (say that three times fast!) we have not raised our dues from \$20 since dinosaurs roamed the earth. And we won't again this year.



The boys and their toys – they can stare at them for hours, especially if they're new. The toys, that is...

the MPA discount.

Annual condition inspection – every year, your “N” numbered aircraft must be put through a condition inspection. This must be performed by an FAA licensed A&P mechanic (Airframe and Powerplant mechanic), or by

yourself if you have received your rating as a result of the 16 hour course you attended.

Rules and stuff you need to know



Biennial Flight Review – every FAA registered pilot with ANY certification (which of course includes Sport Pilot rating) must undertake a flight review every two years, otherwise you cannot legally fly past your two year anniversary. The flight review (or BFR – can you guess what it stands for?) consists of two hours – one hour of ground work and oral stuff, and one hour of flight (and flight line work). It can be

administered by any CFI who is rated in the aircraft you will be using. By the way, you can take the session in ANY aircraft in which you are rated.

The two hour session is **instructional** – it is not a test so you cannot flunk it. However, if the CFI thinks you are dangerous to yourself and a general menace to society, he can withhold his sign-off until he thinks you have reformed your ways and can fly again safely – in other words, you need some more instruction. Of course since we're all such hot shot pilots, this rarely happens.

So check you log book to see when the last time you had a BFR and make arrangements to get it done before it expires. The session should cost you about \$60 with the MPA member discount with one of two CFIs in the club. Or about \$100 if you don't want

One of our MPA members is an A&P – Scott Royal will perform a superb inspection – even a better one now that he owns a PPC – and he will give you an MPA member discount so it's much cheaper than if you had to go outside to get it done. Look on our web site for his number

Night flying in your PPC – the short answer is “NO”, and the long answer is “NO” unless a bunch of conditions are met.

First of all, your aircraft has to be night flying equipped, meaning it must have position lights and your Operating Limitations must specify night flying capability.

Second, part of the limitations of flying under the Sport Pilot rules is no night flying. So you must be flying under Private pilot privileges.



Although the grass is still brown and the pilot is all bundled up, it still not “winter flying”

To get that, you have to be signed off by a Private Pilot CFI who has Sport Pilot and PPC ratings as well. Read the regulation on that in 14 CFR Part 61 Section 109. It's not easy, but can be done. One of our CFIs is



This is the official MPA Easter Bunny – looks almost human!

planning on getting his rating in that this year, so that might make it easier for the rest of the club.

Oh yes – one more thing – why would you want to fly a PPC at

night? Well, for a couple of reasons – it is truly a unique experience to be up there at night, especially if the lights at your airfield go out. Also, quite a few people will call the police to report a UFO, and you can be the star of that episode and the ensuing story in the newspapers the next day.

Checklists – we cannot over emphasize the importance of this! If you don't have a checklist taped to your PPC somewhere, do it before your next flight!

As simple as the systems on our PPCs are, it is SO easy to forget some important part of the pre-flight or takeoff sequence. When you do, you will regret it! It doesn't matter how experienced you are, sooner or later you will forget something unless it is on your checklist, and of course if you read it. Just write down the stuff you always do before a flight, and tape it somewhere so you can read it before takeoff. Check with a CFI if you're not sure what to put on the checklist.



Marriage counseling advice - since some of our wives and girlfriends get upset by our frequent absences due to our fly-in events, here's a true story to keep in mind.

The divorce court judge said to the husband in a divorce case " I've reviewed your case very carefully, and have decided to give your wife \$775 a week." The husband said "That's very fair, your honor, and every now and then, I'll try to send her a few bucks myself."

Next events

Our flying season gets into full swing in a few weeks with the annual trip to Knox County airport (in Owls Head) on the weekend of May 8th. We usually get a good turn out at this event, as it is centrally located and we have generally good flying conditions there.



Since the average age of the MPA is around 95, we are looking high and low for new recruits...

Knox County is also the back yard of Jerry S., so it is a good opportunity to pick his brains about all sort of stuff for free regarding power parachutes. And if you happen to notice that you're missing a wheel or 10 or 12 parachute lines, or an engine, he can just run home and get you whatever you need.

A few weeks after that is another fun weekend at Bowdoinham airport (Merrymeeting) on May 22nd. Mark Bowker is our gracious host and it is the home field of Gary B. who always makes us feel welcome there. Very little traffic there so we can experiment with stuff we can't do at too many other places.

Disclaimer

No artificial sweeteners, no animal parts, and no human brain cells were used in the production of this Newsletter.



The End

(Once again, the highlight of the Newsletter)

2010 Fly-in Schedule

Dates are Saturdays – most get there Friday afternoon and stay through Sunday

Feb 20	South Pond – Warren
Feb 20	Sebago Lake Fishing Derby – PPC flyby
Mar 13	Greenville, ME (Kelley's Landing restaurant)
Mar 20	Wiscasset A/P (Safety Seminar & Chili Cook-Off)
Apr 21 - 26	Sun 'n Fun (Lakeland, FL)
May 8	Knox County A/P
May 22	Bowdoinham (Merrymeeting A/P)
Jun 12	MPA Spring fly-in (Deblois)
Jun 26	Hampden (J. Williams field) & <u>MPA meeting</u>
Jul 3 - 5	Eastport, ME (Eastport A/P)
Jul 10 - 12	Yankee Fly-in (Greenland, NH)
Jul 17	MPA Top Gun (TBA) & <u>MPA meeting</u>
Jul 26 – 8/1	EAA Air Adventure (Oshkosh, WI)
Aug 7	Norridgewock, ME (Central Maine A/P)
Aug 7-10	Mainely Sport Planes Fly-in (Patten, ME)
Aug 14 - 21	Annual MPA Adventure Trip (details TBA)
Aug 20 - 22	Lewiston Balloon Festival (Auburn-Lewiston A/P)
Aug 28	Bowman (Livermore, ME)
Sep 11	Presque Isle (Cyr Field)
Sep 9 - 12	Seaplane fly-in (Greenville, ME)
Sep 25	Bingham (Gadabout Gaddis) & <u>MPA meeting</u>
Oct 2	Wiscasset Fly-in (Wiscasset A/P)
Oct 16	Bethel, ME Fly-in (Bethel A/P)
Dec 12	MPA Christmas Party & <u>MPA annual meeting</u> (Bangor)