

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

# Maine Powerchute Association

## Newsletter

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

January 2011

# Wow! Another new year!

### A Look Back at 2010

2010 was not the best of years for weather, as several of our scheduled fly-ins were scrubbed due to high winds or persistent rain storms or hail and pestilence. However, we made up for it by having some great events throughout the year, by visiting some places we haven't seen before, by having a super adventure trip, and by having several new members join our merry little group. So overall, it was a good year. Of course, with many of us on the wrong side of 60 or 70, any year that we're above the ground is a good year...

### Words of wisdom

Since we all got a year older (yes, so far this is the oldest you've ever been!), here are some words of senior humor (or wisdom?)

*"It's frustrating when you know all the answers but nobody bothers to ask you the questions."*

*"When you fall down, you wonder what else you can do while you're down there."*

*"Time is great healer but it's a lousy beautician."*

*"Wisdom comes with age, but sometimes age comes alone."*

*"Middle age is when you choose your cereal for the fiber and not the toy..."*

### 2011 Fly-in Schedule

Every year around this time we start putting together our flying schedule for the year. And every year around this time we break our new year resolution to not get aggravated and curse aloud when the various organizers of some of our events cannot be found or do not know the dates of their own event.

Anyway, the process has been started, and it will be finished in the next few weeks. We might be guessing at a date or two, but other than that, it will be right on.

### Great end-of year Christmas party

Our annual club Christmas party and annual meeting on the 12th of December had an excellent turnout, so

as always, we all had a great time. The venue at the Oriental Jade works out well, as our northern members as well as our southern group can make it without having to spend too many hours on the road. The mid-Maine section of course, gets the break again.

So we wrapped up the flying year with our Christmas dinner, our highlight video, and our last



Nice photo by Mike C. of Jeff trying out his new skis over Sebago lake. Since the lake is not quite frozen, Jeff will see if they can serve as water skis as well as snow skis...

general membership meeting for the year, we said good-bye to old friends for a few months, and are looking forward to 2011. Oh yes - and some of us are also looking forward to the delightful winter flying opportunities that are now just around the corner.



Yes - it's that time of the year again - the long-awaited MPA Cheerleader try-outs are just around the corner. Here are some of the hopefuls practicing for the big event...

### **Membership meeting**

The last general membership meeting of the year was held at our Christmas party in December, and here are the highlights:

- *discussed the selling or buying of aircraft - make sure you send the proper forms to the FAA (see the MPA web site for more instructions)*
- *reminded everyone about having to perform the annual inspection on your aircraft, and the biennial flight review to maintain you pilot's license*
- *we had 7 new sport pilot licenses issued this past year, which was a record year for new issuances*
- *discussed some options for some winter fly-ins; see this issue for more on that subject*
- *we are going to clean up our web site to make sure the "Contacts" are correct, and that the "Classified" section is better utilized*
- *the "blog" section of our web site is quite popular, along with the MPA picture gallery, so members were asked to submit any pictures they've taken that they'd want to be on the web site - send them to [Aimee.gobel@gmail.com](mailto:Aimee.gobel@gmail.com)*
- *congratulated Scott R. on completing his Rotax certification on both the 582 two stroke and the 912 four stroke, and congratulated Randy A. on soloing 9 students this past year of whom 6 have*

*already passed their final FAA check ride (the others still need some more flight time)*

*- since we have quite a few newer members (4 years or less with the MPA) Bill G. volunteered (all right, had his arm twisted) to remember the early days of the club (over 14 years); Bill is one of the original founders of the club, and was president for several years, and told some neat stories of those early days*

*- Aimee G. reminded everyone that we now have a Facebook page, and that it will be a good vehicle to get last minute updates about fly-ins, etc. to the members; several of us did the usual grumbling about how stupid Facebook is (even though it has 500 million members...)*

*- talked about the event schedule for the coming year - we decided to try to add the Old Town venue and to have the July 4th event be at Monmouth (Kevin O. hosting it) this year and at Presque Isle (Robin P. hosting it) every other year; also discussed some of the venues for the Chuting Eagles flight demonstration team*

*- lastly, we all agreed to Bonnie M.'s suggestion to change the membership fiscal year to coincide with the calendar year - see below for details.*

### **Membership dues change**

Our previous membership year ran from July 1 through the following June 30, which caused some billing and paying and accounting confusion. So, ever ready to change stuff that isn't working (all right, it took us 10 years), we're switching it to run from Jan. 1 to Dec 31 of each year.

So here's how it will work. Due to our superb Treasurer Bonne M.'s accounting wizardry, we have enough funds so that if you have paid up since last July, your membership will now run all through 2011 (to Dec. 31) - in other words we're getting a 6 month bonus. Otherwise, pay up now and it will go through the end of 2011.



We'll also send out reminders and invoices near the end of the year, so hopefully nobody will miss out on the joy of receiving this trashy Newsletter and the other privileges of membership (we'll let you know what those are as

soon as we come up with some). Oh..., oh..., - I just thought of one - members are allowed to call Jerry S. by his first name (Peggy) instead of what outsiders have to call him - "Your Grace" or "Your Most Revered Lordship of All Things Mechanical."

**MPA Highlight video**

Every year we put together a video of most of our flying events throughout the year and edit all those hours into a 30 minute production, highlighting all the great stuff (and some less than great stuff) that we did over the last 12 months or so. We gave a copy to all our members who were at the Christmas party, but if you'd like to have one, contact John G. and we'll send you one. Since we're charging \$0, it's definitely worth the price. All right, maybe not "definitely."

**Top Gun contest**

For the first time in about 10 years, we did not hold our Top Gun competition this year as the weather just did not cooperate at the couple of venues where it could have been held. So this year, since we still have the Top Gun Hat for 2010, (and we're not skilled enough to undo the embroidery to change it to "2011") we will run TWO Top Gun events - back to back. Double your chances for screwing up the bomb drop or the Bunny Hop!



One of the judges for our upcoming Top Gun competition. Focus on the flying!!!

**Observations from real life**

*"Nothing sucks more than that moment during an argument when you realize you're wrong."*

*"Bad decisions make good stories."*

*"Can we all agree to just ignore whatever comes after Blue Ray? I don't want to have to restart my collection...again."*

*"Shirts get dirty. Underwear gets dirty. Pants? Pants never get dirty, and you can wear them forever."*

*"The first testicular guard, (The Cup) was used in hockey in 1874. The first hard helmet was used in football in 1954. So it only took men 80 years to decide that their brain is also important."*

**Welcome to new members**

Since we got a little lazy about getting out the Newsletters in 2010 (which will be fixed in 2011 - pinky promise!...), we missed welcoming our six new members. So to all our new members, let me extend a belated but warm welcome to our merry little group of irreverent and jolly and incredibly good looking bunch of PPC pilots!

So Terry B., John B., Jeff H., Stanley M., Scott R., and Don W. - obviously, we question your judgment for joining, but we welcome you anyway. But we have to ask you the usual new-member questions - did you actually look into this before you joined? You really couldn't think of anything better to do with your \$20? Did you talk to any of our half-crazed members (who else would fly these contraptions)? Were you sober? Did a federal judge give you a choice of either 3 years in a penitentiary or joining the MPA?

Now that you've answered our quiz, and you still want to stay, we hope you come to as many events as you can, because we really do have a good time, both flying and just hanging out with each other. And flying really is more fun when enjoyed with others who share your love of the open skies and good friendships. And while the Newsletter is sexist, sophomoric, trashy, and generally a literary disaster, it does keep you in touch with what's happening around the club and every now and then, it even provides some useful information about rules and regulations and safety tips.



A New Year's day flight in the Lewiston area by Mike T. and Steve G. - tough guys - the pilot is wearing shorts!

***"Remember, the only time you can have too much fuel is when you're on fire!"***

### Winter flying

Yes, you can fly in the winter. A number us deranged pilots actually do that. Don't ask why.

So let's look at the negatives.

- *it's cold*
- *you need 40 to 50 pounds of clothes*
- *you WILL get an ice-cream headache*
- *you need to strap skis onto your landing gear*
- *your nose will be dripping (more than usual)*
- *you'll look like hell when you finally stop and take off your 40 to 50 pounds of winter gear, and the hordes of sex-crazed groupies who usually attack us when we land will be very turned off*
- *you may lose several fingers to frostbite*
- *it's cold (did I say that already?)*

So let's look at the positives.

- *it's not as bad as the North Pole in the winter*
- *the sex-crazed groupies don't look so hot either in their winter gear anyway*
- *that pretty much covers it*

All right, it's actually quite fun, and we do have several planned winter events, as well as some impromptu ones. The best part is the frozen lakes where you can do touch and go-s most anywhere, and the scenery is just incredible. After a few trips, you actually work out the best way to dress for the occasion, so believe it or not, the cold is not that bad! And here's the best part - it feels SO good when you stop!

By the way, the web has a section on tips for winter flying - both for your aircraft and for you.

### Winter events

At this time, we have three planned events - dates will be firmed up as we get close - check the MPA web site for up to the minutes status.



Brand new home-made skis crafted by two of our new members - better than store-bought! Nice work Jeff & Mike!



Late January - in Warren, on South Pond (near Herb & Bonnie) - one

day event on Saturday with option to stay over to Sunday either in camper or at a nearby motel.

Mid February - Sebago Lake usually has a fishing derby to which we are invited - generally Saturdays, again with the option to stay over.

First week in March - Moosehead Lake in Greenville at Kelly's Landing motel/restaurant. Definitely a weekend event - we stay at the motel which is right on the lake - great venue! They get busy sometimes, so need to make reservations as early as possible for the weekend of March 4th & 5th. Dates are pretty firm except if we run into some really weird weather conditions, or if the ice is not safe, but Kelly's is real good about letting you cancel. Beautiful flying in that area!

### TSA report

As a public service by the MPA, we report on the statistics gathered by the Transportation Safety Administration (TSA), whose fine officers perform the body searches you need to have before you can get on an airplane. Here are this week's results:

<i>Terrorist Plots Discovered</i>	<i>0</i>
<i>Transvestites</i>	<i>133</i>
<i>Hernias</i>	<i>1,485</i>
<i>Hemorrhoids</i>	<i>3,172</i>
<i>Enlarged Prostates</i>	<i>8,249</i>
<i>Breast Implants</i>	<i>59,350</i>
<i>Natural Blondes</i>	<i>3</i>

### Re-registering your aircraft

This is IMPORTANT! The FAA has decided to CANCEL all registrations (i.e. your "N" number) as of June 30th, 2011. You may have already received a notification from them - if not, you will shortly. When you do receive it, you need to fill it out, and basically re-register your aircraft with a \$5.00 one-time fee. Sounds pretty simple, actually.

If you don't do this, that is just ignore it like most pilots have done in the past when the FAA sends out their annual survey, you registration will

actually be withdrawn, and you will be flying an unregistered (i.e. ILLEGAL) aircraft.

The reason the FAA is doing this is because their registration system got so screwed up (due to the lack of response to the surveys) that they don't really know if many of the registered aircraft are actually still in existence. So they're doing this massive "recall" and hope that by the end, they will have an accurate picture of the U.S. civil aircraft fleet.

So let's all do this folks, and make sure to tell your PPC friends about it in case they don't get the word! We DO NOT want to cause our registration to be withdrawn, and then have to go through who knows what kind of administrative hell to get another registration and another "N" number.



Another beautiful winter flying scene. You can either experience it yourself, or watch others do it from your living room. Both have their upsides. One is less painful.

### **On the lighter side**

*My wife and I were sitting at a table at my high school reunion. I kept staring at a drunken lady swigging her drinks as she sat alone at a nearby table.*

*My wife asked "Do you know her?"*

*"Yes," I sighed, "she's my old girlfriend. I'm told she took to drinking right after we split up many many years ago, and she hasn't been sober since."*

*"My God!" said my wife, "who would think a person could go on celebrating that long!"*

OK, just one more...

*A mother and her 6 year old son were on a commercial flight when the youngster asked her mother "Mom, if big dogs have baby dogs, and big cats have baby cats, why don't big planes have baby planes?"*

*The mother couldn't think of a good answer, so she told her son to ask the stewardess. So the boy asked the stewardess "If big dogs have baby dogs, and big cats have baby cats, why don't big planes have baby planes?"*

*The stewardess responded "Did your mother tell you to ask me that?" The boy said "Yes she did."*

*"Well then," said the stewardess, "tell your mother that there are no baby planes because this airline always pulls out on time. Have your mother explain that to you!"*

### **No last names**

In case you're wondering (like I did) why we don't use last names when referring to any of our members in the Newsletter - well it's because a couple of our members thought that sine it is now on the Internet, it may be wise to maintain some privacy. I'm all for privacy, so I said OK. But then we list our members' names and phone numbers on the "Contact" section of the MPA web site. Let me know your thoughts on this. We can also discuss this issue at the next general membership meeting in June.

### **More miscellaneous rules & stuff**

OK, we all hate rules, but it is better to know them than to be surprised. Also, it is always easier to just play by the rules than to have some government agency come down hard, which they can and often will do. Anyway, once you get the gist of it, the rules by which we have to play are very simple and mostly painless. So here are a few reminders and some tips.

Annual condition inspection - your aircraft has to be inspected every year, and you cannot fly it legally if the inspection expired. An FAA certified A&P mechanic has to do this, or you can do it yourself on your own aircraft if you have attended a 16 hour course (which we will try to have this summer). Luckily, one of our members (Scott R.) is an A&P, and he does it at a very affordable rate for MPA members - around \$50 or \$60. Much more for non-members.

Biennial Flight Review - this has to be done every two years, and again, your sport pilot license (or any other FAA pilot license, for that matter) is not valid if you don't do this. It is a two hour session with a Certified Flight Instructor - one hour flying and one hour ground instruction. At the end of the session, you will have a log-book entry with a date, and you're good for two more years. Our two CFIs, Randy A. and John G. can do this, and it's generally painless except for having to pay about \$75 for MPA members. Much more for non-members.

State of Maine registration - similar to what you have to do with your car every year, you are supposed to register your aircraft with the State of Maine. The excise tax for experimental PPCs is \$10 annually, and you will get a little sticker that you need to put on your plane. I guess that's our part in balancing the state budget.

#### WINGS program

The FAA sponsors a program called "WINGS" - the part we're most interested in is the Pilot Proficiency Program. It is a series of educational seminars and some other stuff, and there are a number of benefits, such as reaching certain level exempts you from biennial flight reviews, in general it makes you look good to the FAA in case you need that for some minor error you might make in the future, gives some cool on-line courses, gives some nice discounts on insurance, and in general makes you a safer and more professional pilot. Randy A. is a WINGS representative, and he will provide some more information for us in the spring, and teach us how to join and how to benefit the most from this program.

By the way, to register on-line for WINGS credit, go to <http://www.faasafety.gov> and then click "get registered," enter your e-mail address, and you are all set to begin.

#### Adventure trip

This fun annual week-long event will take place starting Saturday, August 13 through August 20th, so mark your calendars now, and put in for vacation now! We usually go on some long cross country trips near places we haven't been before, and it's generally a good adventure. We haven't decided on the details yet - we're open to ideas!

#### Safety Tips (from our Safety Officer - Jerry S.)

This month, we have two useful tips (as opposed to useless tips, of which we have many) from the Safety/Maintenance corner of our world.

The first one seems simple - read your Maintenance Manual that comes with your aircraft! Actually read it! That means taking the plastic wrapper off it, opening it, turning it right side up, and you know the rest. Jerry assures us that it contains many good things about taking care of your aircraft that may surprise you, such as how to winterize it (that is if you're going to be one of those wussy fair-weather fliers who does not fly in the winter - smart guy, by the way!).

The second tip is about long-term storage - longer than a month. Prior to shutdown, run the engine at about 3000 rpm. Remove the air cleaner and spray a fogging oil (5-10 seconds) into the carb. Engine may stop during this process. Stop engine and remove spark plugs and inject the same fogging oil into the combustion chamber (10 second spray per chamber. Turn the crank over 2 or 3 revolutions coating all top end parts. Replace spark plugs. Drain float bowl, fuel lines, and fuel tank. Drain coolant to prevent damage from freezing. Close all openings of the engine like exhaust end pipe, venting tube, and air intake to prevent entry of dirt and humidity. Remember, in storage the oil will evaporate. What is left behind is a sticky residue that does little to prevent rust while making start up more difficult next spring. The fogging oil referred to is a hydrocarbon solvent that provided a fine film on all internal parts. Pennzoil Fogging Oil #1109 can be used. Sealing all ports will help prevent this as well as keeping humidity from promoting rust and corrosion. To help fuel from forming gum and varnish, use a fuel system Cleaner and Stabilizer in the last tank of fuel for the season.

#### Disclaimer

This Newsletter will not be recalled, no matter how many defects the NTSB finds in it.



**The End**

(As usual, the highlight of the Newsletter)