

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

Maine Powerchute Association

Newsletter

www.mainepowerchutes.com

April 2022

Special Spring issue

Preamble

This is officially the last Newsletter for the year which does not reference any of our recent flying adventures (since we haven't had any since last fall). So, sit back to read about PPC flying stuff, aviation related information, and more of the usual mildly humorous nonsense. And of course, the gratuitous girlie things too.

By the way, if we have to cancel any event for weather or other reasons (like the facility has unexpected constructions, etc.), our website (www.mainepowerchutes.com) will have a notice on it by Friday. So make sure you check it out BEFORE you head out for any of our events. Or call me at 207-852-7300.

I've come to the conclusion that I'm a reasonably intelligent person who does moderately stupid things on a semi regular basis.

Next events

Kicking off our flying season is our first fly-in on the weekend of April 22, at Knox County airport (Owls Head). The boys and girls of the EAA chapter and the flying club members there have always warmly welcomed us in the past, and are looking forward to seeing us again. Really, they said that!

Probably still a little chilly towards the end of April, but hey, we're tough (and we have long underwear and cool zoot suits for flying. So hope to see you there!

Three weeks after that (May 13th weekend), we go to Fryeburg, another nice venue with good flying facilities. The airport manager Dave C. is a super guy who usually has a hamburger/hot dog cook out for us.

As usual, we'll be sending out an email with reminders and details about each fly-in the Tuesday before the weekend of the event.



Early morning formation flying, PPC style. Look out Blue Angels!

Dues

Our super club-Treasurer Bonnie is happy to report that almost all of our members have paid their 2022 dues. However, there are still several who have not.

As punishment for these few bad boys for their heinous omission, we are providing this Newsletter to them – but it's definitely the last one.

Wait a minute – maybe this being their last Newsletter is actually a reward?



Doctor: "Sir, I'm afraid your DNA is backwards" Me: "And?"

Top Gun lives again

For many years, our club held an annual fun little flying competition at one of our fly-ins, and the winner would be awarded our highly coveted Top Gun hat. For the last several years, we drifted away from it – I think it may have something to do with age-related decreasing levels of testosterone.

But rejoice – those of our members who have some left can once again enjoy the camaraderie of friendly competition – we'll re-institute the event this year,



A driving force is the discovery of these two hats from 2012 and 2014 as I was cleaning out my camper (we didn't have the competition those years for some reason). So one or both of these will be awarded this season.

When I was young, I was poor. But after years of hard work, I am no longer young.

MPA members at Sun 'n Fun

I don't think they can be classified as snowbirds, but 4 of our members escaped the Maine mud season and weird Maine spring weather by hopping down to Florida to watch some of the great air show at Lakeland. Our other two members (Melinda and Bill) are actually snowbirds – they teach PPC flying down there in the winter.

So, since we're running woefully short on real news, here are some pictures from the event (taken by Rachel).

If you haven't been to the Sun 'n Fun event or to EAA's Oshkosh AirVenture event, it is

something you must do at least once in your life as an aviator. Yes, PPC pilots are aviators!

Having been to each once, it really makes you appreciate the incredible skill many of the performers possess. How do you get that good?

Unfortunately, I suspect the answer is practice, practice, practice. Plus a good dose of natural talent, fearlessness, dedication, and great equipment. Some may add death-wish?

The usual highlight of each of these big air shows is a performance by the Air Force Thunderbirds or the Navy Blue Angels. Their skills are just incredible. This year, the Thunderbirds performed at Sun 'n Fun.



Rachel, Steve, Fred, and George. Just curious – and a little suspicious – what are the missing five arms doing?



Melinda and Bill. It's close, but who has the better legs?



One of the typical performances at Sun 'n Fun

Airport protocols

Since in most years, several of our events take place at airports (as opposed to private grass fields), it's pretty important that we understand and follow the "rules of the road."

Nothing magic – just a couple of important things. Number one is communication. Know the airport commo frequency, and announce your intentions, i.e. taking off or landing. And of course, listen for other traffic – don't taxi onto a runway if somebody is in the pattern.

The next important part is using the airport pattern (downwind, base, final). And of course announcing your position within the pattern. The reason that's important is so others in the pattern, or while approaching the airfield, know where you are, and can plan their activities based on your position.

Since we all have an FAA license, we're part of the community of professional aviators. As such, we share the airspace with general aviation professional aviators, all of whom know the rules and who expect you to do the same.

We enjoy real good relationships with just about all the venues we have visited over the years. And the biggest reason for that is that we're "good citizens" when it comes to interacting with fellow pilots. Obviously, we want to maintain the pleasant atmosphere we enjoy at our events.

Father knows best...

A father tell his daughter: "My darling, don't marry this man. He's crippled, ugly and an orphan."

The daughter, surprised and angry, tells him: "I only care about love, daddy, I don't care about his looks or his background."

Her father says to her: "I'm not talking about that. Don't you think he's suffered enough?"

20th anniversary

In 2003, a group of 8 MPA members took a trip from Augusta, ME to Kitty Hawk, NC in powered parachutes. The trip consisted of 19 legs and a total mileage of 925 miles.

The occasion was a celebration of the 100th anniversary of the first powered and controlled flight in history by the Wright brothers at Kitty Hawk. It was sponsored by the National Park Service, and invited a pilot selected from each State to fly the State flag there.

Against all odds, we got selected by Maine. We accomplished this by so making 35 to 45 miles legs and leapfrogging from location to location, 2 or 3 planes at a time.

So next year, 2023, twenty years after that memorable event, we're planning to try to have another real adventure like that for our club. Nothing specific planned yet, so all ideas are welcome. We have about a year to plan, so stay tuned.

***Doctor: Are you aware of your sodium intake?
Me: Na.***

Aircraft accident precursors

According AOPA and EAA and FAA statistics, there are five principle reasons why loss of control accidents occur. This includes all aircraft, but some are applicable to us as well.

1. Disorientation. Flying into clouds or fog. More than 90 percent of accidents that occur in this phase of flight are fatal.

2. Distraction. Sometimes accidents occur when there is a distraction by something on the ground or in the airplane. The term "moose stall" is familiar to Alaskan pilots, and more than

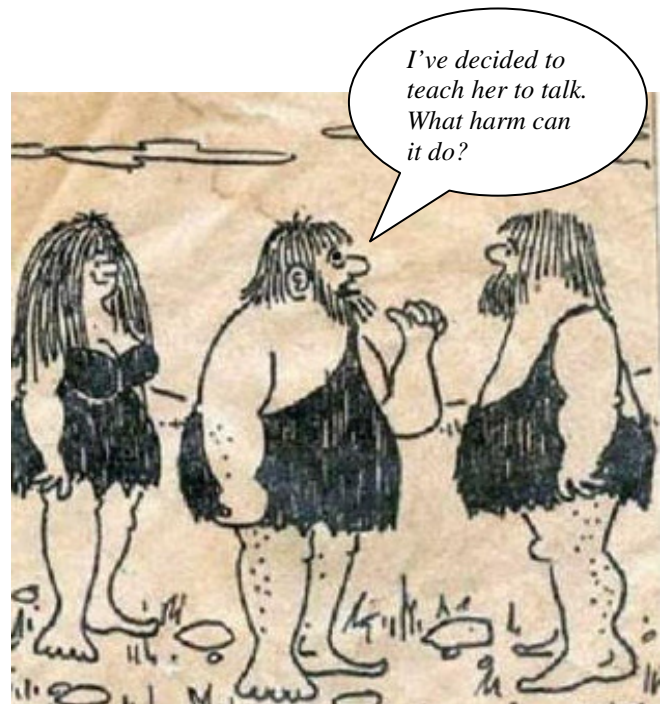


a few Alaskan aviators have lost control while maneuvering for a better view of a moose on the ground. Low altitude maneuvering for aerial photography is another activity that generates opportunities for loss of control due to distraction.

3. Bad decisions. An inappropriate response to an emergency event or "startle response" can delay or inhibit the pilot's reaction to hazards that occur suddenly. This includes many pilots who, while maneuvering to return to the airport, lost control of their aircraft following an engine failure on takeoff or climb-out.

4. Rusty skills. Lack of aircraft handling skills has contributed to loss of control, particularly in crosswind operations.

5. Over your head. Bad risk management has led many pilots into situations where they lacked the skill to cope with the hazard. Assess the risk of whatever you're about to do.



If you're under 50, you may not get this...

A woman's perfect breakfast:

She's sitting at the table with her gourmet coffee. Her son is on the cover of the Wheaties box. Her daughter is on the cover of Business Week. Her boyfriend is on the cover of Playgirl. And her husband is on the back of the milk carton.

Birthday story

It was a man's 80th birthday and his friends wanted to get him a special gift. Since he was a widower of many years, and after some discussion, they decide to have a hooker come to his house that night and give him the time of his life.

Later that evening as the old man was getting ready for bed he hears the doorbell ring. He opens the door and sees a hooker standing there in a sexy outfit. She says to the senior: "Hi there, I'm here to give you super sex!"

The old man thinks for a moment... then says: "I'll take the soup".

The End

It's about time!



Flying over the Himalayas – local customs don't allow long pants.

Reunions

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

My wife asked, "Do you know her?"

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

"My God!" says my wife, "Who would think that a person could go on celebrating that long?"