

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

Maine Powerchute Association

Newsletter

August 2025

www.maine-powerchutes.com

Special bumper-sticker issue

Preamble

So here we go! Sit back in your easy chair and get ready to enjoy another exciting Newsletter filled with lots of flying adventures and other huge events that are happening, or are about to happen in our jolly club!

Oh! Never mind - that was my opening for the May Newsletter, and it was before our first scheduled event.

The sad reality is that weather patterns have conspired to force us to cancel our first four scheduled fly-in events. Remember our frequent warnings that "Flying is a perishable skill?" Yep, the "rust" is getting thicker...

We finally were able to have an excellent fly-in at Deblois a week or so ago (more on that later) and have two more fly-ins scheduled before we put away our silver spurs for now.



So, you may ask, what can possibly be in this Newsletter since nothing has happened in almost four months?

Excellent question. Same one I asked myself before setting out to do this. Then I gave myself one of my frequent and inspiring pep-talks, which goes something like this...

"Ok, dumbass – you got yourself into this mess, now get yourself out of it." Well, not exactly Tom Landry or Vince Lombardi material, but it works for me. And it must be effective since unlike those coaches, I never lost an NFL game...

The fact that nobody understands you doesn't mean you're an artist.

So on with the Newsletter!

So to continue the theme "What to put in the Newsletter since nothing has happened in our club for almost four months," the answer is – the usual. Which are member happenings, safety and regulatory compliance stuff, some humor (?), new FAA rules that have an impact on us, and of course, general nonsense and the celebration of scantily-clad women.



***Hard work pays off in the long run.
Procrastination pays off immediately.***

Safety and compliance stuff

It was brought to my attention that we do too much of that. So we'll skip this portion for now. You already know it anyway. And nagging is not my style (although it was the favorite style of my many ex-es).



***I may not be able to stand up again but
look at all the nice blueberries!***

Deblois fly-in

This venue is one of the best flying sites, with many open fields, no GA traffic, lots of runway, and interesting nearby places to fly over.

We had excellent weather for the whole weekend, and the seven members who made it ventured into some new areas, visiting the edge of the ocean. Got some excellent pictures and videos.

We were still in time to be able to pick some blueberries, and of course to ask the usual blueberry question "Is all this work worth it?"

Marriage is grand. Divorce is a hundred grand.



Just a short trip from the Deblois airfield...

New marriage story

Right after the wedding ceremony, the new husband says to the new wife, "Here are my rules for our marriage."

"I want dinner ready every night by 6:00 PM. I will be out with the boys two nights a week, and I don't want you whining about it."

New wife says "No problem, dear. Here are my rules. I want sex every night at 10:00 PM. And this will happen with or without you."

I used up all my sick days, so I called in dead.

New member

We welcome our first female pilot-to-be, Stacey Boudreau from Pittston, ME.

She has started training in a powered parachute with Randy, working towards earning her Sport Pilot license. We welcome you to our happy club and hope to see you at our fly-ins. Also hope that you're ready for a culture shock!

Stacey has recently completed her first solo, and is studying for the FAA written test.

Another new Sport Pilot to-be working with Randy is Joel Doyon, who recently purchased a powered parachute and has also completed his first solo.

Make America Grate Again! Ban shredded cheese!

MOSAIC

What is that?

The acronym stands for Modernization of Special Airworthiness Certification. The essence of it is that it modifies and greatly simplifies rules as they relate to Light Sport Aircraft (LSA) and Sport Pilot licensing. It has now passed the FAA reviews and is now the law!

So what does that mean for us?

For aircraft, to be considered as an LSA, it is no longer a function of aircraft weight, speed, landing gear, propeller, and some other previous restrictions. It is now a function of stall speed, which is set at 59 knots or less.

Our powered parachutes are considered virtually stall-proof, but Part 103 says that stall speed has to be 24 knots or below. No problem there!

By the way, about the only way to stall a powered parachute is to collapse the chute. This can be done by grabbing the steering lines in flight and keep pulling until the chute becomes a pretty bedsheet flapping in the breeze. But really, there are much less dramatic ways to commit suicide.

For Sport Pilots, you can fly any aircraft that has a stall speed of 59 knots or less, but of course, you have to have the training and a CFI endorsement to fly in these other aircraft.

In addition, you can fly at night with only the Sport Pilot license, with the caveat that again you have to have the training and endorsement from a CFI. In addition, to fly at night, you have to have the Basic Med or a third class FAA physical – your driver's license is not adequate for night flying.

So for all you Sport Pilots out there, you can now hop into a Cessa 172 or other similar fixed wing aircraft, figure out what those pedals and yoke and mixture control and flaps are for, and fly into the wild blue yonder! Of course, you'll need some willing CFI to sign you off, but how hard can that be?

As to why you'd want to do that is another matter. Landing in the trees at 25 MPH in your PPC is quite different than landing in those same trees at 70 MPH in a fixed wing aircraft. You probably won't walk away from that one.

With apologies to our dyslexic members...

- *Dyslexics are teople poo!*
- *Dyslexics of the world, untie!*

Next events

Coming up on our published schedule is Presque Isle during the weekend of August 22, which is also the annual balloon festival there. This is another four day event, with many us getting there on Thursday instead of Friday.

Following that is our last fly-in event at Pittsfield (Thompson field) during the weekend of September 12th. This a fairly new addition to our schedule, and it has been real popular in the past.

So we have high hopes of breaking the weather curse and not have these events postponed or cancelled. We have consulted Mr. Google about breaking curses (Google is now powered by AI, so it has to be right!) It involves sacrificing a chicken or a goat while chanting some satanic anti-curse verses. Seems easy enough.

To close out our year, we of course, have our annual Christas party on Saturday, December 6th at 3:00 PM. Due to the scarcity of flying videos this year, our highlight video may have to resort to a "Trip down memory lane," in other words recycling some old videos from the last 25 years.

In case you're wondering...

What is that "Special bumper-sticker issue" note at the top of our Newsletter? Well, as you may have noticed, we sprinkled even more of our many witty (?) slogans throughout this issue, mostly to fill up space.

Who says you can't make up for lack of real content!

A word from our leadership

Both our CEO George Dumond and our President Ed Walsh want to assure our membership that the adverse weather that forced our many cancellations had nothing to do with their otherwise highly energetic, competent, and enthusiastic leadership.

And as a testament to their sincerity about this issue, they have been secretly practicing reciting the curse-breaking satanic chants. They are also looking for a volunteer virgin chicken and goat. See Next Events section to the left.



Passenger: *I'm loving this – it's so nice and quiet!*

Pilot: *Holy shit! Just lost the engine and steering lines!*

The End

