

On The Step



The Official Newsletter Of The Seaplane Pilots Assn Of Australia

On The Step Reports from EAA Airventure Oshkosh 2006

Good Good Good, Good vibrations bup bup, as the Beach Boys gave a live performance, the estimated 50,000 crowd was buzzing with good vibrations, Oshkosh is special, here you are amongst your peers just about everyone is a pilot and has made the annual pilgrimage to celebrate aviation, including members of the SPAA committee to bring you the latest aviation news.

This the 54th annual fly-in convention of the Experimental Aircraft Association, was all about personal flight, with LSA (Light Sport Aviation) and VLJ's (Very Light Jet) being the main focus.

At the dedicated LSA Mall there was 30 new light sport aircraft that on display, but the aircraft that got the majority of interest was Cessna's unveiling of its foray into the LSA market dubbed the Cessna Sport C158.

I was witnessing history in the making when on day one of the convention, on a bright sunny morning in Aeroshell square Cessna Chairman and Ceo Jack Pelton and his team rolled in an aircraft draped under black covers. Moments later Pelton formally introduced the aircraft, and the black cover draped over the airframe was removed, revealing a ruby red and white two-place, high-wing design with purple trim and yellow piping. It's constructed mostly from aluminum with some composite in the cowl and fairings. Accessed by upward opening doors, the interior of the aircraft, which has not yet flown, was bare. Cabin width is 48 inches. The Cessna Sport, will be powered by a 100-hp Rotax 912 engine. Gross weight (600 kg's) and airspeed (120 knots) are both the maximum allowed in the category. No price has been set but Pelton said the company expects it to be "competitive" with other LSAs in the market. First flight of the aircraft is planned for later this year.

While the announcement of Cessna's LSA aircraft was no surprise, what followed had everybody completely gob-smacked. CEO Pelton informed the crowd that Cessna indeed did have plans for a line of Next Generation Piston aircraft, and in what was a very well timed speech Pelton said to the crowd "and for a glimpse of the future if you care to look to the sky you will see it" and just as the crowd looked skyward the sleek new Cessna flew past, causing the crowd to gasp in amazement.

Cont... Page 2



The unveiling of the Cessna Sport C158

..... Inside this issue:

Oshkosh Wrap up Here We Grow Again!! 2

In Brief 3

Aerocet's Beaver Floats Technical Tip 4

First Impressions: Kodiak 5

Places to Visit Oshkosh SPB 6

Classifieds 7

Snapped 8



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The next generation C172/C182 replacement, resembles a Cardinal overall, with a Cantilever forward swept wing, with a new fully-tapered planform in place of the familiar Cessna mid wing taper. It has front and back access doors plus a baggage door and subtle compound curves. It looks like a five place aircraft, and the engine sounded like a Lycoming IO-550, although I hear a diesel engine is being talked about. The aircraft did three fly-pasts, and then left, it did not land. Cessna says the aircraft has been flying since June 23 and accumulated 20 hours in its developmental program.



While unable to land on water but none the less exciting are the array of VLJ's entering the market, made possible by the many new engines available. There were many public announcements during the show which included Eclipse obtaining FAA provisional Type certification for the Eclipse 500, Cirrus announcing their intention to manufacture a personal jet smaller than the VLJ's and Honda announcing the go head of the Honda Jet. An aircraft that got a lot of attention and that was Publicly unveiled at Oshkosh was the Diamond Jet, for a deposit of \$30,000 you could have had one and a lot of people took up the offer, the aircraft is single engine, certified to FL250 and cruises at 340kt. The Eclipse and D-Jet sell for around \$1.3M.



Here We Grow Again !! SPAA Welcomes Members New and Rejoining for July

Membership of the Australian Seaplane Pilots Assn offers you many great Member Benefits check them out at this link <http://www.seaplanes.org.au/BenefitsofMembership.htm>

Membership also supports the tireless efforts by many volunteers to tackle the many issues that could adversely affect seaplane operations. A few of the projects that are happening at the moment include industry self administration, education of public authorities relating to seaplane operations, Harbour plans of management, Cockatoo Island seaplane base, demise of Australian airports.

Harvey Prior—Newport NSW

Ken Hughes—Summerland Point NSW

Alex Psaropoulos—Hughesdale VIC

Ralph Boehmer—St Kilda VIC

Christopher Francis—Bangholme VIC

Tjasa Boh—Hong Kong





US SPA New Executive Director Selected

The Board of Directors of the US Seaplane Pilots Association has selected Dr. James F. McManus as the Association's new Executive Director effective July 17. McManus replaces Michael Volk, who is stepping down later this year after eight years at the helm. "Jim's experience in aviation, business administration, writing and public speaking make him an ideal candidate for the position," said Volk. "I'm encouraged by his background and ideas, and look forward to helping him carry this organization forward." Jim previously served as Director at Nova Southeastern University, where his duties included editing a national journal, authoring publications, and speaking at seminars. He holds a Doctorate in Administration, and has held senior leadership roles in four Fortune 500 companies. McManus has 15 years of flying experience in a wide variety of aircraft, and holds a commercial license with single engine land and sea ratings, among other credentials. "I look forward to advancing this important segment of general aviation," Jim said of his new position. "We all share common waterways, and can benefit from working together on waterway advocacy and public education."



Jim McManus with Secretary Chad Boot

Refurbished Renegade takes to the Skies
By Rob Loneragan

After a two year total restoration by Air Ag at Bankstown airport, Lake Renegade VH-LKT is heading to its new home at Summerland Point on Lake Macquarie NSW. Owner Ken Hughes will keep it at his water front property.



The Aircraft was originally owned by Neville Kennard. After Nev it had a life up in the Whitsundays and then went to a hangar for some years out central west Queensland until Ken bought it and had it transported to Air Ag who have done the rebuild/restoration. It is just like a brand new aircraft. Nearly everything is new and the attention to detail of finishes is a credit to the enthusiasm and dedication of Ken and Air Ag.



Move Over Dad
By Rob Loneragan

My son Tom (now 22 yrs young) was 11 around the time I first got involved with the SeaRey. He was a close observer of my construction of 3 SeaReys and has "been there" in a significant way in my aviation journey over the last 11 years.

Every opportunity he could get to go flying with me, he would be there, my trusty co-pilot. Two weeks ago during his University holidays, he lived in at the Moruya aeroclub on the south coast of NSW where he completed his Recreational Pilots Licence. It was a proud moment for me as I watched him take his 2nd solo when I visited him during his training. I will "fess up" to experiencing a strange lumpy feeling in my throat.

Now that he is licenced and back home, Tom has assumed the Captains seat and I have been relegated to co-pilot status. I guess age is starting to show when a fine young man takes the controls and shows with great competence that Dad is no longer in the drivers seat. What a way to go.





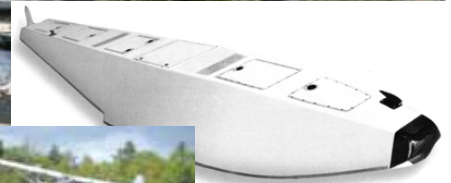
At Oshkosh we caught up with Aerocet's Matt Sigfrinius to find out what is new in the world of composite floats and there was plenty to talk about.

Aerocet's new composite 5850 straight floats for Beavers are now in the air.

These floats incorporate a new composite manufacturing process which Aerocet has been developing over the last year and a half, making them the toughest and lightest floats for their size. They feature Aerocet's double -fluted hull design, with two large compartments in each float. Rip-stop bottoms mean damage will not propagate rearward from the damage area. The floats are priced at \$59,500 and amphib under development will sell for \$120-\$130K.

Aerocet are also currently developing 2200 straight and amphib floats for the Super Cub and also the lightest floats on the market for the fantastic new Questair Kodiak.

Aerocet have recently also had Cargo Pods for the Cessna 206 certified.



www.aerocet.com

Technical Tip

By Rob Loneragan

This product tip is was brought to my attention by Peter Stuart-Smith, who I recently spent a week flying with in Moruya. Peter mentioned that he had treated his windscreen with a product called Plexus. As our week of flying progresses I paid particular attention to how clean the windshield stayed during the intensive water operations that we conducted.

This product I can now say is excellent. The salt water and spray that got slogged up on the screen just seemed to run off with no residual salt formation or streaking. Most of the time the windscreen seemed totally dry and free of any salt formation. I was truly amazed at how clean the screen stayed all week.

Plexus actually seals the pores of the plastic, making small scratches less visible, leaving a surface that's fresh, lustrous and protected. It dries perfectly, no smears, scratches or smudges and is anti-static.

So here is the tip for treating older windscreens:

Step One

You will be amazed just how well you can rejuvenate your windscreen and sliding canopies by firstly using Meguiar's No. 10 and 17 polish and cleaner. If you do one half of your windscreen first and compare it with the "untreated" side, you will see an amazing improvement in visibility.

Step Two

After treating a scratched screen/canopy cover with the Meguiar's, apply the Plexus. Simply spray on and then wipe off with a clean cloth and -BINGO—the result is really remarkable. Note new windscreens do not require treatment with Meguiar's.

Whats more the Plexus is exceptional in resisting the salt water and salt formation on the screen—it is this dried salt that scratches the screen and and leads to the foggy look. All the fine scratches are a direct result that the salt causes to the windscreen.

An application of Plexus about once a month (but depends on the amount of salt water flying you do) will keep your screen looking like new and will help to preserve it from saltwater damage.

Plexus is available from Whitworth Marine for \$19.95 in an aerosol spray can or for more information check out

www.plexusplasticcleaner.com





At Oshkosh there are so many slick looking new models of aircraft, but one that I thought stood out amongst the crowd(literally) was the Kodiak by the Quest Aircraft Company. It is basically a modern day Dehavilland Otter and as far as seaplanes go will be a serious competitor for the Cessna Caravan, both in terms of price and performance.

Equipped with wheels (floats will be an option), the Kodiak can cruise at faster than 190 knots. It has a range of 1,050 nautical miles (not including a one-hour fuel reserve) when flying at 185 knots at 12,500 feet. It can climb at 1,700 feet per minute from sea level, and 1,150 feet per minute from 10,000 feet. Pilots will appreciate the plane's high wing design, robust landing gear, and 19-inch prop clearance that enable it to land on and depart from grass strips, gravel bars that emerge from lakes during the dry seasons, and other backcountry landing areas that were once the nearly exclusive habitat of Beavers and Otters, as well as Couriers and Porters.

The Kodiak has a reconfigurable interior with eight removable passenger seats. Quest Aircraft, a company founded in 1998 in Sandpoint, Idaho, designed the Kodiak specifically for Christian missionary and humanitarian organizations in parts of the world where the ground temperatures are high, the air is thick, and the reliability and high horsepower-to-weight ratio of a turbine is ideal. The chairman of Quest's Board of Trustees, Bruce Kennedy, has been working for Missionary Aviation Fellowship (MAF) since 1991, when he left his post as CEO and president of Alaska Airlines. For the last eight years, he has served as the chairman of MAF, an organization operating about 90 light aircraft that transport missionaries and relief supplies to remote regions. The design, development, construction, and FAA certification of the Kodiak are being funded through donations -- \$14 million to date -- to not-for-profit missionary and humanitarian organizations such as MAF. In return, quest plans to deliver one in every 10 Kodiaks that it produces to a missionary or humanitarian organization at cost.

The plane's current base price is \$1.3 million includes a three screen Garmin G1000 avionics suite. Quest expects the Kodiak, which made its maiden flight in October 2004, to receive FAA certification by the end of June and to make its first delivery in July. The company says it already has a backlog of orders that extends into late 2008.



Two Old Salts: Henry Gorman and Col Evans check out the Kodiak



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The AirVenture Seaplane Base is one of Oshkosh's best kept secrets. Nestled in one of Lake Winnebago's coves, the base hosts over 100 seaplanes and 40,000 visitors during the week of the convention. Most people arrive via the shuttle bus that runs between the amphibian parking area on Wittman Field and the seaplane base, its then a short walk through tranquil woods, and you arrive at this very picturesque cove of lush green grass and willow trees, it seems a world away from the bustle of Wittman field.

The Airventure Seaplane Base has been operating since 1973, it is owned by John Vette and his sister Burleigh Blust. It is a seaplane base for one week of the year only, during the annual Oshkosh pilgrimage. The main attraction is the collection of seaplanes that congregate in the cove, and can be viewed by the boat tour that operates regularly. Seaplanes arrive and depart the base regularly throughout the week, but Saturday mornings seaplane fly-by of Wittman field gives rise to the most intense arrival and departure pace.

The big social event of the week is the Watermelon Social, usually held on the Saturday it attracts a large crowd and needless to say a large amount of Budweiser is consumed and the odd tale or two is told.

Camping is available at the base throughout the week, there is power and amenities, you just need a tent or have one of your own very popular motor homes.

The base like the whole of the EAA Convention is extremely well organised, not a thing is forgotten or overlooked. A team of volunteers run the base and their position descriptions vary from Aircraft Judge to dock greeter.

The Base has its own website which includes lots of photos from each years convention, check it out www.oshkoshseaplanebase.com



Above: Manufacturers display their latest wares

Below: A homebuilt, parked next to where boat tours leave from.



Republic Seabee moored in cove



Left: Called a Sealane this immaculate C182 is parked in the tranquil cove.





For Sale: Rans S7 Amphibian

The asking price for VH-JIB is \$80,000 or \$100,000 with hanger.

Rans S7 amphib (aerobatical in land version)

2 seater (has main and tail wheels still in box)

Aluminium with disc brakes

912uls 100hp Rotax engine

TT 146hrs

4 years old

Owner builder

Nil accident history

New 3 blade ground adjustable warp drive prop

Full instrumentation front and rear

Bilge pumps, paddles, flares etc

VHR & Marine radios

Intercom

Deluxe interior

Assistance gaining endorsement once deposit given

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Shattering the Image of Float Design





“When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return.”

Leonardo Da Vinci

The Purpose of Snapped is to capture the thrill and excitement of Water Flying, it could be the solitude of taxiing on an inland lake, heeled up on a pristine beach, or that hearting pounding moment on the step right before lift off. Each month we will feature a contributors picture that best represents all that Water Flying has to offer. Everyone who sends a photo in will receive a Pilot In Command T-Shirt courtesy of Concept Aviation, Bankstown Airport . Email your photos to editor@seaplanes.org.au



LSA, the way of the future for GA. The LSA Mall had 30 aircraft on display.





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