



# On The Step

## Issue 24 - December 2010



Paul Hewitt's new SeaRey.  
See story on page 6

### In this Issue

#### Avoid off-loading your best friend!

Mountain scenery is superb but flukey winds and turbulence can make landing on mountain lakes tricky.

However, the real challenge is taking off. You may think that high altitude take offs would not be a problem in Australia, but a combination of moderate altitude, combined with a hot humid day can wreak havoc with your plane's take-off performance, especially off water.

In Newsletter #23 Peter Stuart-Smith described how he was unable to get airborne from Lake Eucumbene until he reduced his take-off weight by off-loading his wife Trish, and arranging transport for her to a strip where he could pick her up. That's not an action that inspires confidence in passengers! Read an analysis of the problem and how you can prepare for it in Dale's article on pages 4 and 5.

#### Keep your association strong

In our increasingly risk averse society there is a tendency for authorities to prohibit many activities and this can curtail the activities of pilots. For example, the US forest service recently tried to ban seaplanes from Lake Waldo in Oregon USA. The judges who examined the case described this action as "**arbitrary, capricious and an abuse of discretion.**" Legal action

by the Columbian Seaplane Pilots Association had the ban overturned. This action emphasises the need for us to keep the SPAA strong and active.

#### Keep building

To all of you who are building or dreaming of building, read Rob's story (p2) and Paul Hewitt's comments (p6) and just get building - Yes, you will finish if you keep at it!

### From the Editor

To fly yourself around Australia is the dream of many Australian pilots. But what does it mean?

To someone with a fast aircraft it may mean cruising at 10,000ft and visiting each of the capital cities.

But Australia is an island nation; our coastal boundary defines us. So what better way to see Australia than at 500 feet around the coast landing in as many places as possible.

That raises a challenging question. How closely do you need to profile the coast and how many landings do you need to make to say you have truly experienced the coast of Australia in a seaplane?

I love setting a challenging goal and then seeing what interesting experiences unfold in realising that goal. So the goal I have set myself is to land on every part of the Australian coastline.

Using the lines of latitude and longitude I have covered Australia in squares, each square is 1 degree of longitude and 1 of latitude. That's a lot of squares. Of this total, 213 squares incorporate part of the Australian coastline.

My challenge is to land my SeaRey in each of those coastal squares, preferably on water. In some cases, such as around the Great Australian Bight, conditions virtually never permit a safe landing on water, so I have allowed for a small proportion of the landings to be on land, but they must be "in the square".

I call my quest the "One Degree Challenge". I will write more on it in future issues.

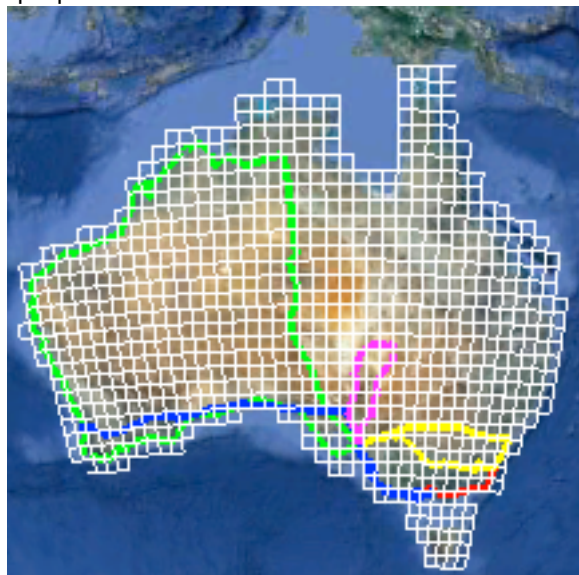
So far I have managed to land in 104 of the coastal squares. I'm almost half way there and have many fascinating experiences as a result.

Have you set yourself any flying challenges lately? If so we'd love to hear them. Write soon!

### Gear UP to "kiss the water" ###

**Ross Vining (VH-RRZ) - Editor**

**Merry Christmas & best wishes for 2011**



# Birth Notice



It is my great delight to advise the birth of a new SeaRey.

On 12 Dec 2010 the wings were fitted and SeaRey VH-UUY was born at hangar 273 at Bankstown Airport.

After an incredibly long gestation, the new arrival presented with stunning visual characteristics. Long term members of the SeaRey Family will recognise the paint job as the same design as VH-CRA but in metallic Royal Blue and Silver. It is certain to be a head turner.

The nervous system (electrics) is almost completed. Final fitment of windscreen, sliding canopies and gap seals should allow the new fledgeling to shed its nappies and take its first sortie aloft in January.

Instruments include a Dynon 7" Skyview Glass Panel, new style UMA 1 1/4" engine instruments and sexy aviation style engraved lit switches to light up the multiple flashing lights, strobes, cockpit and instrument panel lighting .... all a bit over the top, but guaranteed to induce uncontrollable salivation in the most fastidious SeaRey builder. Other sophistications include a single axis Auto Pilot, adjustable rudder trim, Rob style centre console and lockable panel glove box.

The new arrival has not yet been weighed or inspected and I am awaiting the results with some hesitation.

On this joyful note I extend my best seasons greetings to all SPAA members. Our AGM is due early in the new year, and if by chance I am re-elected to the position, I promise to be a better President in the 2011. House moving and all my other excuses aside, I see that I will have more time to devote to the SPAA and the most important job of contributing to the task of keeping our waterways open and growing our membership and the benefits of having such an association.

Merry Christmas to all and hope that you and your families enjoy a wonderful break and safe and peaceful time over the holiday new year period.

**Rob Loneragan (VH-UUY) - President**

These are a few pics from Rob Loneragan's "happy day" with the birth of his new SeaRey (The 4th he has given birth to)



*The midwives prepare for the happy moment.*



*Much joy is evident after an uncomplicated birth. (attaching the wings)*



*The smile of a very proud father!*



*The fledgling displays it's well constructed and very neat nervous system.*



# Lake Boga Flying Boat Base

## Opening of the new Catalina Complex



The opening of the new complex on Friday 13 August was well attended with a crowd of more than 200 people and 7 seaplanes flying in from NSW, Vic and Queensland.

James Williams from Albury arrived first in his beautiful Bird Dog Amphibian. He was closely followed by four Seareys; Rob Scott and Barry Gawne in VH-OSB, Jack Peters in VH-YES, Geoff and Ian from Ballarat in VH-DUK, and Doug in VH-WIW.

Seaplane crews and a gathering crowd then enjoyed the sight and sound of the Seawind (Perry and Viv) and the Lake Renegade (Rhys & Mandy) arriving, conducting a left turn in echelon right around the Lake for a nice circuit alighting one after the other.

The official opening then took place, the Catalina has new floats and blisters, however they did not have time to fit the blisters or install the Dornier DO-24K fuselage.

The museum also has a complete Catalina flight deck.

At least six seaplanes were on the water or in the circuit between 1530 & 1800, Dick Peel flew both the SeaRey and Renegade, David Marks (building a SeaRey) flew the Jollyroger.



Perry took the "Luminaries" including the local Mayor for the flight of their lives in the Seawind, the old lake sounded like WW2.

It was all very disciplined, all calls were made on the numbers, everyone knew where all the other aircraft were at all times.



Finally, as the water became glassy we bedded down the aircraft and headed for the big night at the "Mystic Park Hotel".

And what a night, beautiful food, Vin Rouge, old and new stories.

Saturday 14th August was time to head home. Melbourne Met. warned us to expect wild weather; they were not wrong!

The lake had white caps and about 15kts on the water.

Four SeaRey's taxied out with Doug leading. It was very rough as we made our way slowly to the NW corner. There Doug picked up a gust and went, I



waited and went with the same gust, we all got off quite easily.

The wind at about 400ft was very strong.

The Seawind & Renegade did not like the conditions and had to off-load the girls to Dick who took them to Swan Hill airport, its a credit to Perry & Rhys how they got off, if they were in Searey's the girls could have stayed on board. But I still want a Seawind!

We settled down to a very nice 115kts groundspeed at 4,000ft, all the way to Bendigo, here it became very rough as we had to descend to 2,500ft to remain below cloud.

Finally, I landed at my home base of Penfield (outside Melbourne) and was relieved to hear that Geoff was safe on the ground at Ballarat.

Then I got a call from Doug, **"Jack, I have had a forced landing!"**

Doug had had normal ops. until approaching Rokewood (South of Ballarat).

What started as a slightly rough running engine, was not improved by the application of carb heat, he extended the gear and was hoping to make Rokewood airport.

With full throttle, power was failing rapidly so he made approach to a road NE of the airport.

With such a strong wind he manoeuvred to ensure he could handle any windshear, however with no power and losing over 30kts on short final he could not arrest the sink rate.

Surprisingly, the damage is confined to the left undercarriage plus damage to the forward upper nose cover.

Doug has written to his rescuer, Basil Wooda of Jacks lane Rokewood, thanking him from the SPAA.

It would appear that fuel contamination in the form of dirt particles may have been responsible, we are all checking our fuel tanks, filter bowls and carb bowls.

Apart from Doug's "event" it was a very successful seaplane gathering and our thanks must go to Dick Peel and the people of the Lake Boga Flying Boat Museum for the wonderful support and friendship they always extend to us Seaplane Pilots.

**Jack Peters (VH-YES)**

# High Altitude Seaplane Takeoffs

By Dale DeRemer\*

In the last newsletter Pete Stuart Smith did a great job illustrating the problem of the high altitude takeoff, and your intrepid editor asked me to explain the problem.

In a seaplane takeoff, a key limiting factor is the power needed to overtake your bow wave and get onto the step. But unless you have a turbo charger, your engine power available decreases as density altitude increases.

Once over the bow wave and on the step, you just need sufficient room to accelerate to take off speed. But do you have the power to overtake your bow wave?

First, let me clarify 'high altitude', then tell you how to ask your seaplane to tell you how high it can get off the water, then how you can simulate, and practice, high altitude takeoffs from your home water.

## What is High Altitude?

'High altitude' to an airplane is really density altitude.

Density altitude is a measure of how dense the air around your airplane is. It is mainly affected by altitude, temperature and humidity. Atmospheric pressure (high and low pressure areas) is also a factor, but we can ignore it because it is small and the Kollsman window in your altimeter corrects for it. An increase in altitude, temperature, or humidity decreases air density and increases density altitude. And, the higher the density altitude, the poorer will be your bird's takeoff performance (unless it is turbocharged).

## Calculating your Density Altitude

Here is how to do it:

**Altitude** (pressure altitude) is read from the altimeter.

**Temperature correction:** the standard temperature at sea level is 15°C and it decreases 2°C per thousand feet of altitude. AND: density altitude increases 1,000 ft above pressure altitude for about every 8°C that the temperature is above standard temperature.

## Here is an example

Let's say you are planning to land on a lake at 4,000 ft ASL and you expect the temperature, to be 30°C (a warm day).

First, find standard temperature at 4,000 ft.  
 $= 15^{\circ}\text{C} - (4 \times 2^{\circ}\text{C}) = 7^{\circ}\text{C}$ .

And, the variation from non-standard temperature at takeoff time =  $30^{\circ}\text{C} - 7^{\circ}\text{C} = 23^{\circ}\text{C}$ . So the warm temperature is going to increase density altitude by  $23/8 \times 1000$  ft. = 2,875 ft.

So the density altitude at takeoff time will be about 6900 ft. (4,000 + 2,875ft)

So, will we fly or just thrash about on the water like a ruptured duck?

Probably like a 'ruptured duck'.

But why not ask your bird?

## "Will I be able to get off the water at this high density altitude?"

You will need a manifold absolute pressure (MAP) gauge. If you don't have one, get one. The MAP gauge can tell you all sorts of good information about your engine. Hint: get a big one that you can read easily and accurately.

With the engine off, your MAP gauge should read the atmospheric pressure. Now, do a normal takeoff at your home water and note the reading on the MAP gauge just as your bird is getting ready to go onto the step (have your copilot or passenger do the reading if the gauge is on that side, for safety). The reading should be 2-4" less than atmospheric pressure because of pressure losses in the engine intake system.

Let's say the MAP gauge reads 27". Next, note the outside air temperature and compute the density altitude. Lets say the altimeter reads 300 feet and the temperature is 20°C. The temperature is 5°C above standard. So density altitude =  $300 + 650 = 950\text{ft}$ .

To simulate power available at the higher density altitude of 6,900 feet, load your bird as you expect it to be at the higher lake, then for takeoff, limit MAP to a decrease of 0.75" per 1,000 ft of density altitude change (6,900-950 or about 5,900 feet). In other words, limit takeoff power to a MAP reading of  $6.9 - 1.0 = 5.9 \times .75 = 4.4$  less than the usual reading of 27" at that altitude, or about 22.6".

Note that as your bird accelerates on the takeoff run, the MAP reading will increase. You will have to manage it so that it doesn't go above 23.5 while you try to coax your bird onto the step then into the air. (Perhaps it would be best if your copilot managed the power while you concentrated on finding the best way to get on the step).

If you can get it onto the step and you have enough water in front of you (a lot!) you will probably get it



Three Mile Dam, near the historic town of Kiandra, in the Snowy Mountains, has an elevation of 4,882ft.

Look carefully and you will see seaplane VH-RRZ landing on it. This is OK in winter, but in summer the afternoon temperatures often reach 35°C. Then you are looking at a density altitude of 8,600 ft and you may find yourself waiting until winter to get airborne again!



into the air\*. If you do, be careful not to pull it up out of ground effect until you reach at least  $V_x$ , then do it carefully. If your bird won't accelerate while in ground effect, know that you are being told that things are not going well and you better put it back in the water if there is room.

\*To see why, take a look at the thrust-drag curves for a seaplane takeoff on page 3-12 of Water Flying Concepts, or page 108 of Seaplane Pilot.

While practicing, remember that the airspeed indicator is a pressure gauge, so at liftoff, the IAS (indicated airspeed) will be the same at all density altitudes. What changes is your actual (true) speed across the water.

### Fresh versus Salt

If you have done the test and calculation from salt water, remember that you will be lower in the water in fresh water and so will probably have more drag and so need a little more power to get over your bow wave.

### Humidity

We seaplane pilots operate on and near water, which means operating in higher humidity than our landplane counterparts. But, humidity varies greatly from day to day and even from moment to moment. When humidity is higher, there are more water molecules in a volume of air. But, since there has to be the same number of molecules of gas in that volume of air, those water molecules are taking the place of (excluding) some molecules of oxygen and nitrogen. That is not great for us pilots for two reasons:

- 1 a water molecule weighs a lot less than a molecule of oxygen or nitrogen, so air is less dense when humid. (I know, humid air feels heavier and more oppressive to us, but it really is not heavier, and our seaplane takeoff performance decreases at higher density altitudes).
- 2 Since water molecules have displaced some oxygen, there are less oxygen molecules to unite with fuel in the engine, thus less power is produced (this effect is minimized in turbine and turbocharged piston engines).

I don't know of any seaplane POHs that consider humidity as a variable in their takeoff performance charts, so what is a seaplane pilot to do? The bottom line is that we can expect the takeoff run to increase by as much as 10% on warm, muggy days as compared to warm, desert-dry days where a breeze replaces the humid air near the water with dry, warm air. The only detailed treatise I know of is in Seaplane Operations, Chapter 9. It is only one page long, but provides a nomograph of the effect of humidity on density altitude.

### High Altitude Takeoff Techniques

High altitude take off techniques are a whole other discussion but the techniques that work best are not the fancy ones, but the ones that go back to the basics of a good takeoff.

Stay away from flap change takeoffs. A float lift takeoff might work if you keep the ball in the centre but that will result in a turning takeoff.

Practice makes perfect, but be careful you don't overheat your engine with repeated, long water runs at high power settings.

If your bird gives you the 'ruptured duck' routine, and you are sure you have done everything just right, your choices become:

- Lighten the load.
- Wait for a better breeze.
- Rough up the water.
- Wait for cooler temperatures. Or
- Take a taxi.

While practicing, you can try ever-increasing MAP settings until you can get launched, then do the reverse math to find out what is a 'go' density altitude for your bird.

It's a good excuse to go flying!

Hint: there is more good information on takeoff techniques in chapter 11 of Seaplane Pilot and chapters 3 and 4 of Water Flying Concepts. ([www.asa2fly.com](http://www.asa2fly.com))

\*Dale DeRemer, Ph.D., Professor Emeritus of Aviation, University of North Dakota, has over 24,000 logged hours flying a wide range of aircraft from seaplanes to turboprops (corporate pilot) and helicopters (mostly aerial application). His experience also includes over 70,000 miles of vertical airfoil time. He has written seven texts on aviation subjects of which three are well recognized seaplane operations texts. He has trained seaplane pilots from the jungles of Central America to north of the Arctic Circle.

His website is [www.aero.und.edu/~deremer](http://www.aero.und.edu/~deremer)

**Editor's note: Dales biographical note lists 70,000 miles of vertical airfoil time. Do any other SPAA members have vertical airfoil time?**



Picture from [www.allposters.com.au](http://www.allposters.com.au)

# Dunking Your Lunch



*Paul Hewitt having lunch at Dunk Island on the Queensland coast.*

Paul Hewitt has recently completely building his SeaRey. Congratulations Paul, it looks beautiful.

When Jamie Dantalos from Adelaide (who has begun the task of building a kit SeaRey but still has a long way to go) asked Paul, "How do you sum up building and flying your own SeaRey?" Paul replied . . .

"I certainly prefer the flying to the building. But there is a great sense of achievement building and flying

your own aircraft. The places you can go compared to a non-amphibian is incredible." (Paul's picture above sums it up nicely.)

"There is nothing like a bit of step taxiing, then plough taxiing through the middle of a town waving to the locals..... its priceless," said Paul.

Paul's advice to builders is: "keep working towards the end goal. Often you will think that you are never going to make it. But then, suddenly, its finished, and you are flying!"

## NEWS • NEWS • NEWS • NEWS • NEWS



### Icon A5



It certainly looks sexy.

It has featured on a special edition of the US CBS Sunday Morning program.

It has also appeared in 2 major motion pictures and had lots of main stream media coverage.

Icon appear to be focusing on the **general consumer** market and have eliminated flaps (their website says it will be easier for new pilots) and have a flight simulator for training.

If the engineers who are designing the Icon are even half as clever as the team who are marketing it then the A5 will be an astounding aircraft.

I have no doubt that with the expertise available to them the aircraft design will be relatively safe. But will the general consumers be capable of the airmanship that is needed to operate a safe aircraft safely? Time will tell.

For the latest info go to [www.iconaircraft.com](http://www.iconaircraft.com)



Flight testing continues.

See their Fall Newsletter for a detailed commentary on where they are up to. Goto [www.seawind.net/Fall%20202010%20Seawind%20Flyer.pdf](http://www.seawind.net/Fall%20202010%20Seawind%20Flyer.pdf)

### SeaRey

Progressive Aerodyne, manufacturers of the SeaRey kit have moved to new



premises on Tavares Lake in Florida. The much larger facility is enabling faster production of kits and their new LSX model is attracting great interest from builders See more at: [www.searey.com](http://www.searey.com)

### Super Petrel

Now available in Australia as a two seat Rotax 912 powered factory built



amphibian and attracting a lot of interest, particularly as an RAA registered aircraft.

See more at: [www.superpetrelaustralia.com](http://www.superpetrelaustralia.com)



# Rathmines Catalina Festival

23 Oct 2010

It was fantastic to see 10 Seaplanes attending the Rathmines Catalina Festival this year, the best attendance at Rathmines ever.

The festival is held annually at the ex RAAF Catalina Air Base at Rathmines, located on the western shores of Lake Macquarie in NSW.

There were a number of regular attendees and some first timers. It was great to see 3 x RAA Super Petrel aircraft at Rathmines interacting with the 'VH' machines. This was the first time RAA aircraft have attended a Rathmines Splash in and we hope to see more RAA friends next year.

A special thank-you also to Sydney Seaplanes for sending the 'big' Cessna Caravan Amphib for Joyflight duties.

Unfortunately the 'picture perfect' morning weather gave way for some rather ugly CB buildups, local storm cells and general rain periods later in the day. This meant most aircraft 'bugging out back home' prior to 1300hrs, but not before a Seaplane Flypast (line astern) thrilled the crowd with 2 low passes. . .

Our attendance was well received by the festival goers and event organisers, and the Catalina Flying Memorial benefited well from the festival overall.

Many thanks to the following 'Webbed Footers' that attended:

- Jay Laybutt - Super Petrel, RAA 19-5405  
Wedderburn NSW
- Phill Lee - Super Petrel, RAA 19-7249  
Wedderburn NSW
- Rohan Wittington - Super Petrel, RAA 24-7997  
Jacobs Well, QLD
- Harvey Prior - Lake Buccaneer, VH-LAK  
Central Coast NSW
- Bill & Donna Handley - Lake Buccaneer, VH-DQN  
Wedderburn NSW
- Ben Hutchinson - Lake Buccaneer, VH-LUG  
SE QLD
- Jim Moline - SeaRey, VH-DUX - Central Coast, NSW
- Keith Clarke - SeaRey, VH-ZRA - Bankstown, NSW
- Ben Hunter - SeaRey, VH-TAD - Bankstown, NSW
- Sydney Seaplanes - Cessna Caravan, VH-SXF  
Rose Bay/Bankstown.

Hope to see you all again next year... more the merrier!

## **Ben Hunter (VH-TAD)**



Rowan Wittington has recently been endorsed for water landings and flew his Super Petrel from Queensland to Rathmines for the festival - He had a great flight down and back and has written a detailed story about his experience. You can read that in Newsletter #25 which will come out in February 2011



*The "parking lot" at the Rathmines festival*



*Phil Lee's Super Petrel at Rathmines*



*Sydney Seaplanes, Cessna Caravan at Rathmines*



*Keith Clark's SeaRey at Rathmines*

# Regulations & Seaplane Operations

## Jack Peters

This is a brief analysis on the current situation with the Regulations that apply to seaplane operations, (as I understand them!)

### 1 Low Flying CAR 1988 157 (page 315)

(1) a An aircraft must not fly over any town or populous area at a height lower than 1,000 feet.

b Or any other area at a height lower than 500 feet.

Sub Reg (4) (e) Unless the aircraft is flying in the course of taking-off or landing **at an aerodrome**.

**So what is an aerodrome?** CAR 1988 92 (page 294)

(1) an aircraft shall not land at or take-off from any place unless

(d) the place (c) is suitable for use as an aerodrome for the purposes of landing and taking-off of aircraft, and having regard to all the circumstances of the proposed landing or take-off (including the prevailing weather conditions), the aircraft can land and take-off from, the place "in safety".

No dispensation required as the current regulations permit the seaplane pilot to operate as required "in safety".

***So - A seaplane pilot can select a suitable water area, land and take-off, over built up area, with power, provided it is done in a "place of safety".***

### 2 Operations At This Selected Aerodrome (stretch of water) by a seaplane Pilot

CAR 166 (Operation on and in the vicinity of an aerodrome, or in the case of the seaplane pilot, his selected alighting area)

(1)(d) make all turns to the left when approaching for a landing or after taking off, (Dispensation CASA EX 49/10 (3 June 2010 to 31 January 2010)\*.

(f) before landing, descend in a distance from the perimeter of an aerodrome as is common to the ordinary course of navigation for the aircraft type concerned, the commencement of that straight line not being nearer the perimeter of an aerodrome than 500meters, (Dispensation CASA EX 49/10)

(g) after take-off not alter heading from the take-off heading at a height less than 500 feet above terrain unless ATC directs the alteration, or unless the alteration is due to terrain (beach, built up area, boats, masts, hill, bridge) Dispensation is not required for seaplanes as the current regulation permits heading change due to terrain.

***So - A seaplane can manoeuvre before touch down or after take off as operationally required***

### 3 Flights Over Water ENR 1.1-84 AIP Australia

73.3 There is no limitation (73.2) for PVT, AWK, or freight-only CHTR operations.

73.2 Charter passenger carrying flights must remain over suitable water for a landing and located adjacent to land.

73.4 Each occupant of the aircraft must wear a life jacket during the flight below 2,000 feet over water.

73.6 VFR flights are required to submit a sartime to ATS or a flight note.

CAO 20-11 Each aircraft must carry an additional life jacket for every five POB, for two seater aircraft three (3) life jackets.

***So- A seaplane pilot can operate over water in accordance with the above, wearing a life jacket when below 2,000ft***

The regs for twin engine aircraft are covered in CAO 20.11

\* The dispensations carried by CASA have a "stops having an effect date" however CASA have an automatic trigger that will maintain continuity for these instruments, so they remain in force\*.

We should all enjoy our seaplane flying. Ensure you are endorsed for every activity you undertake and be aware that the public are always watching.

I believe we have a very good reputation with the public and CASA, but don't take my word for it, look at the regulations yourself. These notes are only a guide and should only be the start of further study. CASA have been very helpful to seaplane pilots and will answer all reasonable questions.

In my last life we used to say an incident in flight usually started in the crew lounge or flight planning, so the good preparation we are now seeing for our splash-ins from our newer seaplane pilots is very satisfying.

***Cheers Jack Peters (VH-YES)***





Lake Waldo, Oregon, USA



## US Seaplane Association Wins Major Legal Battle

Recently, the US Forest Service attempted to prohibit seaplanes from using Waldo Lake, which has been used by seaplanes for more than 50 years.

The Columbia Seaplane Pilots Association (CSPA) argued in court that the Forest Service had no credible reason to prevent seaplanes on Waldo Lake. Under questioning, Forest Service staff admitted they had never actually seen a seaplane on the lake.

Judges from the U.S. District Court for the District of Oregon, stated in their ruling that the Forest Service attempt to prevent seaplanes from using Waldo Lake was "**arbitrary, capricious and an abuse of discretion.**"

Under the U.S. Administrative Procedure Act, non-profit groups such as CSPA may petition to be reimbursed for legal expenses if they prevail in the lawsuit. CSPA so petitioned, and was awarded the \$25,000 which will be paid by the US Forest Service. CSPA will keep these funds in reserve to fight future battles where an agency attempts to curtail legitimate seaplane access rights.

The President of CSPA said: "We believe the court's ruling confirms that seaplanes are a vital means of travel and commerce, and that reasonable and safe use of seaplanes should not be artificially restricted," We hope that other public agencies will recognize the importance of seaplane travel and continue to allow free and open access for our pilots."

"It is important that seaplanes continue to receive this right of access to navigable lakes and rivers, so that they can continue to be a practical mode of transportation. Many citizens and planners are not aware that seaplanes can provide a much lower carbon footprint than automobiles, since they do not require the extensive infrastructure necessary to build and maintain highways, which has an enormous added carbon footprint. The seaplane's infrastructure is simply the existing healthy clean waterways, the same as what is needed for wildlife and recreation uses."

Lake Waldo, Oregon, USA



## Membership Time

Jim Moline has volunteered to take over responsibility for managing our membership.



Expect to get a notice to pay your annual dues from Jim early in January.

Please pay them promptly.

We all want to enjoy continuing access to Australian waterways.



To do this we need an active SPAA with a strong membership.

The annual membership, at just \$50, is trivial compared to the cost of a short flight in your favourite aircraft.

## The Importance of a Strong Seaplane Association

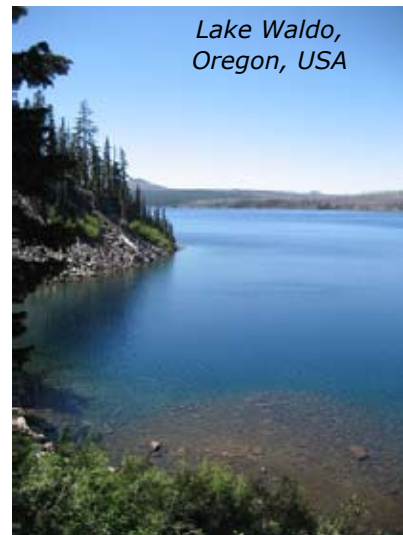
The story of Waldo Lake in the US illustrates the need for seaplane pilots to be ever vigilant to ensure that our rights and privileges to land our seaplanes are not eroded.

A single voice of protest is not nearly as influential as the combined action of a strong and representative association.

If you have any concerns about the erosion of our rights or any experience of unreasonable landing restrictions contact the President of SPAA, Rob Lonergan .

Of course we must be sensitive to environmental

Lake Waldo, Oregon, USA



concerns and to the needs and concerns of other users.

However, arbitrary and capricious decisions must be challenged.

The SPAA is our voice.

As a minimum, pay your membership.

If you can, take on an active role and let others know about the SPAA.

# SPAA Office Bearers

## Chairman:

Phil Dulhunty . . . . . (02) 9870 7277 . . . . . Mb: 0413 431 441. . . . . chairman@seaplanes.org.au

## President:

Rob Loneragan . . . . . (02) 8003-3130 . . . . . Mb: 0411 816 300. . . . . president@seaplanes.org.au

## Vice-President:

Graham White. . . . . Mb: 0403 625 445. . . . . vpresident@seaplanes.org.au

## Secretary:

Suzanne Dehlsen. . . . . Mb: 0408 860 971. . . . . secretary@seaplanes.org.au

## Editor of On-The-Step Newsletter & SA Coordinator

Ross Vining. . . . . Editor . . . . . Mb: 0418 493 220. . . . . editor@seaplanes.org.au

## Treasurer and Membership enquires:

Jim Moline . . . . . (02) 9953 0587 . . . . . Mb: 0418 235 879. . . . . treasurer@seaplanes.org.au

## Public Relations:

vacant . . . . . publicrelations@seaplanes.org.au

## Qld Co-ordinators:

Perry Taylor . . . . . Mb: 0401 003 161. . . . . qldco@seaplanes.org.au

Kevin Bowe. . . . . (07) 5474 4745 . . . . . Mb: 0414 744 799. . . . . qldco1@seaplanes.org.au

Peter Gash . . . . . (07) 5599 4509 . . . . . Mb: 0412 644 497. . . . . qldco2@seaplanes.org.au

## ACT Co-ordinators:

Richard Holgate. . . . . (02) 6241 3879 . . . . . Mb: 0418 251 16 . . . . . actco@seaplanes.org.au

Peter Stuart-Smith . Mb: 0419287201 . . . . . pstuartsmith@srk.com.au

## Vic Co-ordinators:

Jack Peters . . . . . (03) 9690 5398 . . . . . Mb: 0414 737 400. . . . . vicco@seaplanes.org.au

Doug Thomas . . . . . Mb: 0410 560 324. . . . . vicco1@seaplanes.org.au

## SA Co-ordinator:

Ross Vining. . . . . Mb: 0418 493 220. . . . . editor@seaplanes.org.au

## WA Co-ordinator:

Craig Muir. . . . . (08) 9168 1333 . . . . . Mb: . . . . . waco1@seaplanes.org.au

## Tas Co-ordinators:

Kyle Gardner. . . . . (03) 6471 7280 . . . . . Mb: 0419 363 731. . . . . tasco@seaplanes.org.au

John Williams . . . . . Mb: 0428 450 108. . . . . tasco1@seaplanes.org.au

## Committee Members:

Ben Hunter. . . . . Merchandise & Mkting . Mb: 0417 022 712. . . . . committee1@seaplanes.org.au

Neville Kennard. . . . . NSW Liaison

Bill Lane. . . . . Training & Commercial Operations

## Victorian Commercial Representative:

Rod Gunther: . . . . . Melbourne Seaplanes . Mb: - (03) 9547 4454 . . Mb: 0418 688 388

On The Step is produced bi-monthly and is available to members as part of their annual subscription.

Stories, articles, photos and news are welcome and can be sent to: editor@seaplanes.org.au.

Joining the Seaplane Pilots Assoc is easy, visit the website, click the **Join Here** button.

Seaplane Pilots Association of Australia  
Attention Brian Dehlsen, M'Ship Coordinator  
Unit 2, 35-41 Waterloo Rd  
North Ryde, NSW 2113 Australia  
Ph +61 2 9870 7277  
Mob 0413 431 441



*American Daniel Myers is just 21 years old and already has his own seaplane!*