



Rohan Whittington  
RA registered Super Petrel LS  
Story page 3

## Best value in Australia!

# \$0 FREE \$0

Whether you are a pilot, an aspiring pilot, or just love the idea of seaplanes we have great news for you.

Membership of SPAA now costs \$0.00 There is no catch, and no small print.

Membership to the SPAA is now FREE! Why have we taken this unprecedented action:

- 1. We want more people to know about the joy of flying seaplanes, and that, when operated responsibly, they have minimum impact on the environment.
- 2. There are many new recreational seaplanes on Australian waterways. We want all these pilots to be members of the SPAA.
- 3. We have a high quality newsletter and we want more people to contribute to it and enjoy it
- 4. We want all seaplane pilots and operators to be aware of how inappropriate seaplane operations can result in seaplanes being locked out of waterways. Authorities can be ruthless in shutting down seaplane operations because of the actions of one irresponsible person.

How then will the SPAA be able to survive financially without members' subscriptions?

DONATIONS. We ask members to donate to SPAA when **they** want to. No amount is too small. There are times when a membership subscription is a hardship and there are times when it is not. There is no obligation but much appreciation for your contribution!

To join or renew your membership to the SPAA:

1. goto: <http://www.seaplanes.org.au>
2. Click the "Join" Button on the home page.
3. Fill out the membership form and submit.

Note: Your membership details are confidential! They can only be accessed or updated by YOU. The SPAA will not release them to 3rd parties.

Many happy and smooth alightings

**Jim Moline (VH-DUX) - Treasurer**

## From the Editor

# Spoiled for choice

The 40 years between 1920 to 1960 was a time of great innovation in flying boats, with numerous interesting ideas explored. I did not realise just how many amazing craft flew until I read "Seaplane Operations" the book by Cesare and Dale that I referred to in the last newsletter. There are hundreds of photos of amazing historic flying boats. I will try to feature one in each Newsletter this year.

# \$0

It seems that after the 1960s most of the world lost interest in flying boats. If you wanted a seaplane you needed to use a "float plane". But no more, we are now seeing a resurgence of interest in flying boats.

The February issue of Recreational Aviation Aust has advertisements for 5 different makes of flying boats. One make has 3 different models!

This is good news, but it raises concerns about government regulations that could limit our freedoms.

In Australia, seaplanes have enjoyed relatively free access to waterways up until now, but the general public are easily spooked by low flying aircraft. Their concerns are often unfounded; you will see the same person who is concerned about a seaplane landing 100 metres away, think nothing of standing on a pathway only 2 metres from cars passing at 100 km/hr. Their fear may be unreasonable but it is still there.

So, with more and more people discovering the joys of seaplanes we need to ensure that ALL seaplane pilots follow the SPAA code of operations and adopt self-regulation, otherwise we will see waterways everywhere gradually become off limits to seaplanes. Please help us encourage all seaplane pilots to join the SPAA, to fly neighbourly at all times and to strictly abide by the SPAA code of operations.

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

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

# Who needs PAPER?

**Your Editor - Ross Vining**

I just love my iPhone and iPad. And they are a great flying tools. Some of the best flying apps for the Australian pilot have been developed by a couple of South Australian pilots, Rowan Willson & Bas Scheffers.

Rowan's "day job" is Captain of a P3 crew based at Edinburgh SA. He's with 11SQN who flew the Catalina in WW2 so he has a vicarious interest in flying boats.

But back to the apps.

## NAIPS

*"Get weather, first and last light, file a plan, go fly. And more. All without the need of a PC. NAIPS for iOS is the essential aviation app for recreational, private, military and commercial pilots alike. You won't know what you used to do without it"*

This enables you to get your wx, and save it for later reference, lodge a flight plan, etc, basically do just about everything you used to do on the Pilot Briefing" pages of Airservices. I use it all the time.

## OzRunways

*"The premier mobile aeronautical information app for Australia. Fast access to ERSA, DAP and AIP. Automatic updates, use it live over the internet or download all data for access where you can't get a signal. iPhone, iPad and soon on Android"*

For a subscription cost of \$50 a year I always have a current ERSA, AIP, DAP East & West. However did I manage in the "olden days" of paper!

Rowan and Bas also plan to put VTCs VNCs and WACs on to the system - I can't wait.

## Dial-a-WIS & Pilot Currency

Here are another 2 great apps by the same team.

Rowan writes . . .

*"We're delighted to provide a good product to the public where there is a massive gap. We're also making a bit of money out of it which is another motivating factor, although we'll need nearly 100% of people with an iPhone/iPad to make it worth the massive amount of time and expenses from paying royalties, insurance etc.*

*A big motivating factor is knowing you have built a product that changes the way people do things."*



# Super Petrel LS Amphibian



Now available in Australia, the new Super Petrel LS, is a two seat Rotax 912 ULS powered factory-built amphibian that has been in continuous production by Edra Aeronautica in Brazil since 1989.

The aircraft traces its roots to the Hydroplum which first flew in France in 1983. Edra obtained all rights to the design in 1996 and redesigned it as the Paturi. They redesigned it again in 2002 as the Super Petrel 100 which continued until the Super Petrel LS was released in 2009. Edra have produced over 240 kits or factory built Super Petrel's so far. A number of the older designs, all kit built, are flying in Australia.

All LS's imported to Australia are factory built and therefore can be used for training in flying schools, let for hire, or just used for pleasure. The first two are now operating in Qld.

I had planned to attend the 4th Catalina Festival in October but the weather forecast suggested it would not be prudent on a RA Aus Pilot's Certificate due to the need to go around control zones on route. Rohan Whittington attended and has described his experience in this newsletter. His safe return up the NSW coast to Queensland definitely required his GA licence and many years of experience!

The Super Petrel LS is constructed of composite materials greatly reducing corrosion. The 100hp Rotax engine uses 18.5L/hr at 75% power (5,000rpm) and has a TBO of 2,000hr. The actual W&B of delivered aircraft indicate legal weight capacity at 600kg MTOW. Typically this allows 65kg/90L fuel plus 170-180kg depending on options (excluding BRS @23kg).

Cruise speed is around 85 to 95kt depending on prop fitted. The standard aircraft with locally fitted radio fly away Warwick is around AUD\$110,000 (AUD\$1: US\$0.95).

Major options are; carbon Kevlar fuselage (20kg lighter), radio/transponder/GPS, in flight adjustable propeller, Dynon EFIS-D100/EMS-D120/Skyviews, autopilot, and BRS.

Further details at [www.superpetrelaustralia.com](http://www.superpetrelaustralia.com)

Regards, **Peter Frith**

Australian distributor for Super Petrel Amphibian  
Ph (07) 4666 3372 Mobile: 0415 714 182  
email: [peteramphibian@gmail.com](mailto:peteramphibian@gmail.com)

# Super Petrel to Rathmines



In all we had 8 aircraft on the ramp and the Cessna Caravan from Sydney Seaplanes made a grand entrance.

I participated in the fly past and was #2 out of 7 aircraft behind a Lake Buccaneer as we thundered low in line astern for two passes and a touchdown in front of the crowd.

The weather started to turn and thunderstorms appeared on the horizon and by mid afternoon all the waterbirds (aircraft) except us had departed for their local perches.

So many people we met there were most generous in assisting us and I was humbled by offers to help with whatever we required.

Hi all,

The first major trip in my new SUPER PETREL seaplane was a flight to the Central Coast of NSW to take part in the 2010 Rathmines Fly In on Lake Macquarie.

We (a potential new student pilot Grant and I) took off from Jacobs Well Field (50Km south of Brisbane) and headed south.

First stop was Grafton, where we landed on the Clarence River right next to town. We beached, tied up and walked into town just 100 metres away for lunch.

The weather started to change and we pushed on heading for the coast where we skirted around low rain clouds and scraped past the hills near Coffs Harbour.

Our first night was at Old Bar near Taree. There is a beautiful grass strip, virtually on the beach, and it abuts a flyer friendly caravan park that thoughtfully has a wide gate so pilots can drive their planes through into the park.

Next morning we flew coastal down to the very pretty Nelson Bay at Port Stephens where we pulled up on the beach near the Marina, for a comfort stop. Relieved we took off, manoeuvring on the step between the tied up luxury cruisers and sail boats moored in the port and headed for our destination, Rathmines on Lake Macquarie.

Rathmines was a major seaplane base for Catalinas and assorted flying boats in the war and at its peaked housed over 1000 military personnel during the war.

The Rathmines Fly In was arranged to raise interest and money for a Catalina Flying Memorial to be established on the site of the old WWII flying boat base.

There were thousand of people and the festival was well organized with fly past from c150s. The superb aerobatic display kept eyes skyward for a good days entertainment.

Jack, an 84 year old ex air force pilot from the war, helped us source and transport fuel from the local servo. As a thank you I took Jack for a quick flight around the bay. Entering and exiting the aircraft was a bit of a strain for his old frame but he was really thrilled and kept his little video camera on the entire time.

We found his house at the top end of the Lake and he was so grateful that he got to see it from the air. He couldn't wait to show the grand kiddies his video. As he struggled out of the aircraft after we landed he had the biggest grin on his dial. I could see that he hadn't been for a fly for some time. I won't forget that flight.

We were generously and most kindly put up with a lovely couple, Ross and Carolyn, just up the road at Fishing Point not far from Rathmines. (Ed's note: Ross and Carolyn also put us up in 2007 in their lovely home.)

The view from Ross and Carolyn's house over the Lake was beautiful and we enjoyed a relaxing afternoon as the thunder boomed in the distance.

It rained all night. Next morning I used my iPhone to access the BOM Rain Radar to watch the masses of rain come through. I chose a time bracket when the rain was lightest. Even so, the rain made for an interesting take off! I think windscreen wipers would suit the Petrel.

We powered across the lake using more water runway than I would have liked and cleared the trees on the shore line by a good 50 feet. That had our hearts racing

We scrapped our ass out of Rathmines at 11am at barely 500' and headed north in rain that got steadily worse. Visibility was a barely 5kms at times and with



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hind sight I should have stayed overnight.

The beauty of the Super Petrel is that if it turns pear shape we have plenty of options to land so we stayed on the blue side of the coast (ocean) with that thought in mind.

It was the roughest weather I have ever been in, and as we passed the small off shore islands the wind shear was incredible.

The source of this infernal weather was a surface trough that was pushing North East to the coast from the Hunter Valley and we were attempting to out run it

After an hour we finally broke free of the muck, the clouds lifted and we sighted OLD BAR air field. We swooped in, landed for a short break, then blasted off into some what kinder weather.

At Port Macquarie we drove up the boat ramp and parked in the shopping centre car park behind BiLo in the middle of town and grabbed fish and chips.

Whenever we land, the wanna be aviators and old pilots come over for a chat. It's often hard to wrap up a conversation and blast off.

Then we encountered strong head winds and our ground speed was woeful. 85 minutes later we reached Ballina. We attempted to land on the river, near the town for a cuppa but there was too much wind shear from the buildings. So we ignored our aching bums and full bladders and pushed on.

Finally Queensland hove into sight. Thankfully we received a coastal north bound airways clearance from some generous sole in the tower and we managed to continue uninterrupted.

Normally this isn't possible without a transponder, so I think that our call sign was unique and this may have prompted a look see from the guys (girls) in the tower and being a quiet Sunday afternoon they let us through so they could have a good old Captain Cook at us.

Now the guy in the tower radios " Super Petrel 7997 what's your aircraft made from?" I replied " Super Petrel 7997, we are carbon fibre composite."

"Ah, Super Petrel 7997 you don't show up on our radar"

"I know I specially ordered it as a stealth aircraft"



*Rohan at Rathmines Fly In - Lake Macquarie*

I heard the laughter of the control tower in the back ground as he responded, "maintain track coastal not above 1000 ft, report at Burleigh Heads."

Soon we passed out of CTA as the tall towers of Surfers Paradise glided past our windows and the sun dipped to the horizon foreshadowing the day's end.

Finally we couldn't handle it any longer with our stiff legs and we chose a quick landing on the water at Seaworld to shake out the muscles.

The Broadwater is a large but very busy sand bar and boat-ridden body of water on the northern end of Gold Coast so there was some manoeuvring required amongst the jet skis to find the ramp safely.

We drove up the boat ramp and into a vast empty car and boat trailer park and tumbled out of the plane. I could feel the blood flow back into my ass and some feeling washed back in to our legs.

The final 15 minutes got us home some 6.5 flying hours from Rathmines.

All in all, the best weekend I have had for years.

To sum it all up, I thought that after 20 years of virtually nil flying I would get lost or screw it all up, but the intensive training from all those years ago came back to me. And I have to thank Nick Sigley my CFI from Australian Pacific Aviation at Heck Field, as he took me thru my water endorsement just 3 days before departing and wished me well for the journey.

And of course, most importantly, I received my travel clearance from my good wife Linda without whom I would never have enjoyed my launch back into flying.

One day she might come up and join me!

Regards,

**Rohan Whittington**  
**(RA24-7997)**



*In the car park at Port Macquarie*



Editor

Thanks for the Newsletter, we always enjoy it.

About June this year Donna and I are planning a 4 week trip to the Top End and ***we would really like another aircraft to enjoy the trip with us.***

I just love this area and have flown it many times in both fixed wing and a helicopter. I expect it to take about 60 -70hrs in our Buccaneer and it will be well worth it – I can't wait.

The tentative flight plan is:

- Day 1 - Sydney, Lightning Ridge, Charleville.
  - Day 2 - Longreach, Winton, Mount Isa, Adels Grove.
  - Day 3 - Burketown, Sweers Island
  - Day 4 - Borroloola, Daly Waters, Victoria River Downs, Kunnanurra
  - Day 5 - Local Flying, including "The Bungles" + Lake Argyle, Overnight @ Lake Argyle Village
  - Day 6 - El Questro or Emma Gore.
  - Day 7 - Drysdale River Station or Beverly Springs.
  - Day 8 - Kalumburu.
  - Day 9 - Horizontal waterfall, Derby.
  - Day 10 - Broome.
  - Days 11 to 15 at leisure in Broome.
  - Day 16 - Fitzroy Crossing. Day 17 -> Hall Creek.
  - Day 18 - Wolfe Creek Crater, Rabbit Flat, Yuendumu, Alice Springs.
  - Day 19 - Mount Dare. Day 20 -> Dalhousie Springs.
  - Day 21 - Birdsville. Day 22 -> Innamincka.
  - Day 23 - Tibooburra, White Cliffs.
  - Day 24 - Cobar, Dubbo. Day 25 -> Sydney.
- 3 days up our sleeve for contingencies.

Regards,

***Bill & Donna Handley***

Mb 0419 030 019 or bill@addstyle.com.au

## **Aircraft Noise Ombudsman**

The SPAA was recently contacted by the newly appointed Aircraft Noise Ombudsman (ANO).

The ANO engages directly with the Board of Airservices Australia to undertake independent reviews of their handling of aircraft noise matters.

The ANO's charter includes:

- Reviewing the handling of complaints or enquiries made to Airservices Australia about aircraft noise;
- Monitoring and reporting on the effectiveness of community consultation relating to aircraft noise undertaken by Airservices;
- Monitoring and reporting on the effectiveness of the presentation and distribution of aircraft noise-related information by Airservices Australia;
- Making recommendations regarding all of the above.

For more information see website: [www.ano.gov.au](http://www.ano.gov.au).

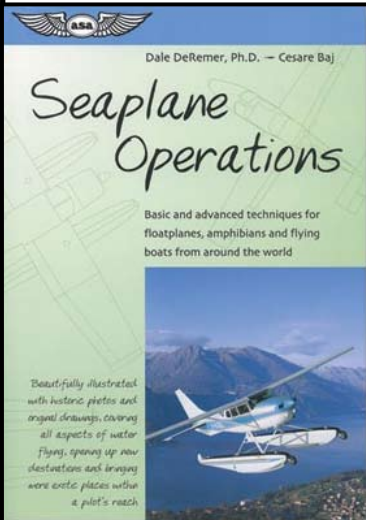
Strictly speaking, the ANO does not have a role in aircraft noise complaints outside Airservices Australia. However, many aircraft noise complaints will inevitably go to the ANO. And with that in mind the Executive of the SPAA have been working with the ANO to help him understand seaplane operations.

All seaplane pilots are reminded to

- Consult the "Code of Practice" for seaplane operations, (see the SPAA website)
- Fly neighbourly at all times.
- Remember that even though you have lots of separation from spectators, they are usually not used to seeing aircraft near them and become easily apprehensive.

# Seaplane Operations

**Dale DeRemer**



*In the last SPAA newsletter I wrote glowingly about the Book "Seaplane Operations" co-authored by Dale DeRemer and Cesare Baj. It is such an interesting mix of Cesare's Italian style and Dale's more direct American approach with a multitude of fascinating historical pictures. I asked Dale how this unusual book came to be. This is his reply. (Editor)*

Several years ago, before the advent of world wide internet email, I received a fax at the university from a Mr. Cesare Baj in Italy saying that he was writing a book about seaplanes called "Il pilotaggio degli idrovolanti" and he had some questions. Many faxes travelled back and forth across the Atlantic Ocean from North Dakota to Italy until finally we could email each other.

Cesare Baj published his excellent book in Italian, in 1992, it contained many wonderful historical pictures of seaplanes, some of which Cesare obtained from the archives of the Roman Catholic Church in Vatican City.

My Italian was not that good so I wrote Cesare saying how impressed I was with the work he had done, but that he really needed to publish the book in English. He wrote back and asked me if I would collaborate and do it, putting it in publishable American English.

I had no idea how much work I was in for when I responded, saying, "Have someone translate the



If you love Catalinas check out the website at [www.catalina.org.nz](http://www.catalina.org.nz)

This site is maintained by the Catalina Group, comprising the Catalina Club of New Zealand, and Friends of the Catalina. They publish a great little newsletter, "The Catalina Flyer". Membership of the group is open to anyone with an interest in the Catalina.

Italian into rough English and I will do it".

Over the next few years, I laboured, learning that it was ten times harder and slower to rephrase poor English than it was to just write English.

I tried hard to keep Cesare's charming phraseology yet make the English understandable so no misconceptions would occur. I also added a great deal of the things I had learned over many years of flying and instructing in floatplanes.

In 1998, the first edition of the English version was published by ASA, using the cover artwork of the original Italian version, and printed in Italy because the plates and original pictures could not leave Italy.

The present day version, containing error corrections, a more modern cover design by ASA artists, and some additional wisdom about seaplanes, was published in 2003.

*Dale DeRemer*



# OUT FOR LUNCH

**My favourite landing place**  
by Linda Vining VH-RRZ



Linda & Ross Vining  
at Chapman River

Looking for a perfect spot for lunch with a long grass runway, a protected spot to tie down the plane and a comfortable hangout for the pilot and friends? Throw in a cast of interesting folk for a chat and some rural scenery, with a tray of tasty refreshments, and it's an inviting call.

Chapman River Cellar Door on Kangaroo Island (KI) in South Australia invites pilots to drop in.

When owners Diana and Bruce Keir bought the 120 acre property close to the Chapman River and just behind the dunes of Antechamber Bay, it came with an old homestead, a disused hangar and a grass airstrip.

Diana, an artist, quickly converted the hangar (tin shed) into a stylish, rustic cellar door surrounded by an art gallery where the couple sell the wines they make themselves from grapes they grow on the limestone

soils of KI in the cool maritime climate. Their small and interesting range of wines can be bought by the glass, the bottle or the box.

Diana, Bruce and dog Jaco offer friendly, informal hospitality and the living is easy with deep lounge chairs and cushions in homely array.

Depending on the weather, you can eat indoors or on the wide veranda, or around the fireplace in winter. Don't miss the luscious gourmet platters of local meats, cheeses, bread, olives and other goodies. Local artwork around the walls of the old hangar adds to the ambiance.

Ross and I sometimes fly there for lunch on the weekend. It's about an hour's flight from Adelaide in the SeaRey (a bit longer if you splash about on the way), along the diverse coastline of the mainland decorated

with some of South Australia's most expensive real estate, past the wind farms and across Investigator Strait. At 155 km in length, KI is no small island. Antechamber Bay is on the north eastern end.

Once you reach KI you may want to stay longer than lunch. The island offers a brilliant blend of native wildlife, sea lions basking on white beaches, fabulous sunsets and native bushland. Home to 4,400 people, many locals till the fertile soils to produce some of Australia's best gourmet foods and wines. Add to this a thriving arts community with many galleries and eateries, and there's lots to see and do both before and after lunch.

Chapman River Cellar Door 35.800°S  
138.072°E strip is 17/35 and 900m grass.

Open 11-4.30 Thursday to Mondays.

Closed in winter during July and August.

Ph 08 8553 1371

[www.goodfoodkangarooisland.com](http://www.goodfoodkangarooisland.com) and click on wines.

*So, what's YOUR favourite landing place?  
Send me your thoughts to share with others.*

**Linda & Ross Vining**  
**(VH-RRZ)**



*The hangar has been refurbished into a rustic, arty and comfortable lunch spot, and it's right beside the strip!*

# The Land of the Seaplane



Photo by Ben Vining

Landing in Macquarie Harbour in Tasmania- Bluey's home base

to move mountains and reshape the earth is clearly evident and real to watch. 'Calving' glaciers were spectacular with a booming noise preceding the breaking of huge chunks of ice from the main glacier.

Juneau, the capital of Alaska is a land locked city where ferries and seaplanes transport all goods in and out. Ketchikan was another picturesque seaside stop on our cruise north where seaplanes replaced the normal means of transport. At the end of seven days we had walked on glaciers, hiked to snow capped mountains and travelled by rail into the remote Yukon Gold Fields. The Inland Passage journey to Alaska was a remarkable journey we will never forget.

The 24 hour daylight of Alaska was difficult to adjust to. The Alaskan people enjoy this time of the year and live life to the full as their winters are long, cold and difficult with over 25 feet of snow falling. Seaplanes are common for travel in the summer months but in winter the floats are replaced with skis to work off the ice and snow.

In Anchorage we visited Hood Lake beside the International Airport which not only supports general aviation but is a massive seaplane base as well. It is phenomenal. Between 500 and 1,000 float and landplanes are located here with every colour, shape and condition imaginable! Our taxi dropped us off and we walked down taxiways, across runways, (with caution signs) raising nothing more than a cheery wave from security police driving around!

We spent a week in Anchorage then travelled by glass top train to Denali

National Park. More fantastic experiences were in store as we flew past the snow capped peaks of the highest mountain in America, Mt McKinley. At twenty one thousand feet, this massive mountain provided a stunning backdrop to the surrounding countryside. On the ground we were rewarded with close up sightings of Caribou herds, wolves and their young, Moose, Bald Eagles, Grizzly Bears and cubs, dall sheep, foxes and squirrels.

At the end of our journey, we reluctantly returned home to Tasmania, ready to commence our seaplane season at Strahan once again. Whilst we loved what we saw and will return to see more, there is absolutely no doubt that we also live in a beautiful part of the world.

**Dale & Cally**

## **Dale & Cally write about a journey to Canada in search of a second seaplane to support their seaplane business in Strahan on the west coast of Tasmania.**

In Vancouver we discovered a place where travel by seaplanes was as common as travel by car. And Victoria, a beautiful town on the water of Vancouver Island, has seaplanes coming and going every few minutes.

Our efforts to find the 'right' aircraft saw us spend many hours climbing into and out of seaplanes, checking engines, corrosion, chasing up referrals, negotiating, and driving but we could not find what we wanted.

Then we heard of an aircraft in Maine, on the other side of North America. 'Bluey', as she became known, is a Cessna 185F, and she was absolutely the right plane for us. She belonged to Keith Dunfee, who had flown her for many years to remote locations in Maine and Canada, taking fishermen and hunters to areas that had no other form of access. Bluey was dismantled, shipped to Australia and now provides scenic flights to the far south west of Tasmania.

But our 2007 trip had whetted our appetite to see more of Canada. So we returned in 2010 to take a 7 day cruise from Vancouver to Alaska. It was awesome! We had a cabin with a balcony and would lie at 'night' with the curtains wide, watching glaciers move past in the long days of sunlight. Tasmania's glacial history was thousands of years ago and leaves a great deal to the imagination on how the huge ice caps shaped our land. In Alaska the glaciers are alive, and their power



Getting airborne in the Gordon River Gorge South West Tasmania



Photo by Ben Vining

Landing in Macquarie Harbour - Blues home base



# Operating a Seaplane on Victorian Waters

## Jack Peters



*SPAA members have requested information on the regulations on seaplane water operations around Australia. In this article Jack Peters summarises the key elements of the Victorian regulations. Future issues of SPAA newsletter will cover the regulations in other states (Editor)*

This note covers Victorian operations, however most state regulations are similar.

All vessels operating in Victorian waters must comply with the relevant provisions of the following documents;

- ▶ Marine Act 1988
- ▶ Marine Regulations 1999
- ▶ Marine (Hire & Drive Vessels) Act 2001
- ▶ Vessels operating and zoning rules
- ▶ Local Port Rules and Harbour Masters Directions

Some of the key requirements from these Acts are:

Any person operating a registered recreational power boat must have a licence (Power Boat with Personal Water Craft Endorsement, recommended for seaplane Pilots) Interstate Licences are recognised in Victoria.

When the Seaplane Pilot descends below his lowest safe or legal altitude with the intention of alighting or inspecting a water area before alighting he or she must comply with the above regulations.

These regulations are available from the "Road Traffic Authority" of your particular state. They are called the "Recreational Boating Safety Handbook"

### Where can I alight in a seaplane?

Basically you can alight "in safety" at any location where power boat operations are permitted provided you operate without exceeding the water speed limit.

### What are the speed limits?

**Coastal Waters;** (Such as; Bass Straight, Port Fairy Bay, Venus Bay) There is a **5kt limit:**

- ▶ Within 200mtr of shore, (unless designated for other purposes)
- ▶ Within 50m of any wharf, jetty, slipway, diving platform or boat ramp.
- ▶ When passing through a recognised anchorage for small vessels.

**Enclosed Waters;** (eg. Port Philip Bay, Lake King, Lake Wellington)

- ▶ Limits are as per Coastal waters;

**Inland Waters;** (eg.; Inland Lakes and rivers). There is a **5kt limit:**

- ▶ Within 50mtr of waters edge unless the local authority specifically excludes these waters by notice or by buoy or sign.

- ▶ Within any fixed or floating structure in or on of the water.

### Unless Designated for other purposes;

As for seaplane operations in rivers and other inland waters, about the only area available for landing and take off outside the 50mtr line is that set aside for water skiing, PWC (Personal Water Craft, Jet Ski, and Kite Surfing)

This water skiing flag is triangular, checkered black and white, with a yellow flag showing access to the beach, or a green "ACCESS LANE" buoy. We must be familiar with the Buoys; Special marks, Danger marks, Cardinal Marks, Safe Water Marks, Speed Restriction (Yellow), Special Purpose (Red & Yellow)

### Use of the HORN (if fitted)

The horn is useful to warn swimmers when approaching a beach. Also to notify other vessels of your intentions:

- ▶ ONE blast I am altering my course to starboard
- ▶ TWO blasts I am altering my course to port
- ▶ FIVE blasts I am unsure of your intentions

### Emergency preparations

Private sartime or flight plan should be lodged, definitely if flying alone.

Passengers must be given a proper pre-flight emergency briefing before take off, with particular focus on water evacuation.

### To Raise the alarm;

- ▶ VHF Radio  
contact other seaplanes on 123.45  
PAN call on VHF 121.5 MHz, (All airline aircraft listen out on 121.5)
- ▶ Marine radio, 27Mhz-Ch 88,.
- ▶ Mobile Ph ,VMR Mornington 0419 233 999  
Or Phone 000
- ▶ Activate your 406 Mhz distress beacon.
- ▶ Flares (Activate when you see a potential rescuer)
- ▶ Stay with your aircraft.

Recommended reading is "Recreational Boating Safety Handbook" and the "Seaplane Code of Operations" (SPAA) plus any relevant local operating requirements obtainable from your local SPAA representative.

**Jack Peters (VH-YES)**

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*A drifter on floats*

