



From the President

"Catalina: Champions & Contributors.

A Legend preserves a Legend"!

At precisely 2:00 pm on Sunday 7th December a Catalina Flying Boat registered VH-CAT having departed some 3 weeks earlier from Portugal, touched down majestically at Bankstown Airport.

This momentous event, which occurred on the 67th anniversary to the day of the bombing of Pearl Harbour, was historic indeed especially for our SPAA Chairman Phil Dulhunty.

This Catalina was the second Phil has brought to Australia. The first Cat which arrived about 3 years ago was the inspiration of Phil who started raising money back in 1999. The pre flight preparation and ferrying was taken over by HARS (Historical Aircraft Restoration Society) and Phil was excluded from the ongoing operation of the first Cat.

It was always Phil's vision to make the Cat readily available and physically accessible to the public for joy rides and attendances at airshows. Phil wanted it to be a living "flying memorial" to the men who flew this great aircraft during WW11 and to help promote an awareness of the very significant war time role it played.

Continued on page 2



From the Editor

What's wrong with this plane?

No, not the tandem floatplane in the picture above, I'm talking about the sleek Trinidad pictured below.

Last week I had to fly Adelaide, Gundagai, Sydney, Adelaide return, on business. It would have been a slow and inconvenient trip by RPT so a friend offered me his new Trinidad.

What an aircraft! Cruises at 145 kts, has fuel totaliser, autopilot with flight director, VOR, NDB, DME, GPS dual coms etc etc.

Wx in NSW was foul so I had several hours of IFR, but this machine is fast, relaxing to fly and safe. Effortless flying. It's just got one big problem.

You can only land ia Trinidad on water once; the



A Stocata Trinidad, beautiful, fast and effortless to fly, but it does have one significant limitation!

experience won't be pretty; and you can't take off again. As I flew over numerous lakes, dams and rivers I had to stay high when I really longed to drop down and have a little splash!

NewMembers

New members are the life blood of any organisation and we warmly welcome them to SPAA. I have introduced three of our new members to you with their contact details. Why not give them a call and help them connect with our seaplane association

Gear UP to "kiss the water" # #

Ross Vining (VH-RRZ)

President's message continued.

Phil is never one to let things get in his way, so he set about getting another Cat to Australia to fulfil the vision. For a single person to achieve the feat of bringing one Catalina to Australia is notable but to have done it a second time is truly extraordinary.

We should also acknowledge the significant financial contributions of both Neville Kennard and Dick Smith towards the first Cat. Amazingly Neville contributed a most "handsome" donation toward the second Cat and without his incredible generosity the 2nd Cat would not be here. Neville is the Chairman of the Catalina Flying Memorial and presides over the future plans to locate the Cat at the WW11 base at Rathmines where a hangar will be built to store the aircraft. Joy flights and access for the public will attract funds to help maintain and operate the Cat.

In conclusion I would like to pay tribute to Phil who is truly a Legend. Phil has made an extraordinary contribution to aviation and in particular the Seaplane industry. At 86 years of age he is a living treasure. Phil has great vitality and enthusiasm and we at the SPAA owe him a great debt of gratitude for what he has done for seaplanes and our association.

Finally, from all at the SPAA, we wish you all the very best for a peaceful and Happy Christmas and a New Year of improved financial prospects and good health.

As always and until 2009 fair winds, gentle ripples and many safe alightings.

Rob Loneragan (VH-UUY)



Phil Dulhunty



Crew above - L to R
Bernie Van Surksum,
Chris Goezinne,
Geoff Hazelton,
Hal Griffith,
Jim Hazelton &
Richard Purdy



Neville Kennard

Werner Buhlmann

Werner works for a Perth-based company flying their business jets and a Cessna Caravan Floatplane. He has over 14,000 hours with an ATPL and was a flying instructor for 18 years.

Werner's flying career has included time in Broome flying a C208 on floats for the pearling industry and a year in Kununurra on a C206 float for tourist flights.

Werner says: *"I love flying all sorts of aircraft, especially vintage aircraft. Some of my most cherished memories are of the 25 hours I was privileged to have as PIC of a P51-Mustang.*

I particularly love float flying as it reminds me of tail wheel flying in vintage aircraft where the fun really starts when you are on the surface!"

email: Werner.Buhlmann@avwest.biz

New Member Profile

Werner with the Cessna Caravan
he flies to Abrolhos Island,
off Geraldton.



Seawind Advanced Training

Kevin Bowe



In October, Sue and I spent 8 days in paradise, otherwise known as the town of Wanaka, in the South Island of New Zealand.

Bill Day of Seaworks Ltd wanted some additional training on his Seawind. I had last checked him out on the Seawind in 2001 and I was a little apprehensive as I had not flown the Seawind for some years and I remembered that at touchdown speed there was very little aileron control.

Bill's house has fabulous views over the township and Lake Wanaka with impressive snow covered ranges in the background.

We started with land circuits to reacquaint me with the aircraft and to see how Bill handled it. Then we settled on Lake Dunstan for

our water work. A couple of landings illustrated Bill's problem. He was not setting his trim to the same position each time and consequently was losing his attitude after touchdown; This made a waterloop a very real possibility.

We discussed the appropriate trim and throttle settings needed to achieve correct approach speed and attitude. Then we did another few water landings. The improvement was easily seen.

The three most important things to remember, when operating on water is; attitude; attitude and attitude.

The next morning was fabulous; clear blue skies; 5 knots of wind and some of the most picturesque scenery on earth. Away we went to Lake Hawea and in three sessions of about 2 hours each,



Bill Day over Lake Wanaka

In operating a Seaplane on the water there are 3 things to remember

Attitude

Attitude

Attitude

interspersed with morning tea and lunch we did 60 water landings. There was only one that was a little interesting but Bill handled it well.

I found the Seawind a lot better to handle during the touchdown phase than I previously recalled. Bill, like many other Seawind owners, has disconnected the flap/aileron interconnect. The reasoning behind the interconnect was that when the flaps were lowered the ailerons would

droop thus giving a lower stall speed. The problem was that it robbed the aileron of authority. Not a comfortable feeling.

The Seawind is now a much nicer aircraft to fly, but still needs vigilance during landing, even in good waters, until it slows from 60-65 to 40 knots.

The next day the wind was up so with Sue aboard we climbed out over the lakes and enjoyed a circumnavigation of Mount Aspiring, 10,050 feet and the highest peak in the region. **What a great experience!**

At the end of our stay the weather really turned sour. Real blizzard conditions, with snow driven horizontally and power lines brought down.

The Summit of Mt Aspiring



Our last day was clear but windy; ideal for a load check and some rough water work. After just two water landings I was happy to say that Bill was very capable in handling the aircraft.

It was an interesting trip. Bill's hospitality was fantastic, both he and the aircraft performed well and the scenery was fabulous. I kept thinking

Life doesn't get much better than this!

Kevin Bowe, email: kbo@internode.on.net

www.flyingboat.com.au

Scott Robinson

email: dsrobinson@iinet.net.au

Scott started flying at 17 and in 30 years he has flown hang gliders, sailplanes, and various GA aircraft, as well as skydiving. He is passionate about aerobatics which he discovered 20 years ago in a Tiger Moth. Now he flies the Pitts S2A at Maitland. He also flies the Hunter Valley Gliding Club Pawnee tug and the gliders.

Scott says: "My interest in amphibious flying was sparked by the Icon A5 publicity and attending the 2007 Rathmines Splash In. I live on Lake Macquarie near the old Rathmines flying boat base, and like the idea of an A5 in my boat shed.

I visited Hobart recently and spent time flying with Kyle Gardner in Barry and Suzie Smith's Searey (Ed. see separate story). This was my first experience in an amphibious aeroplane. We did numerous water landings and needless to say I was hooked!"

New Member Profile

Scott said he would like to build his own aircraft but does not have time at present and so is looking for something second-hand to buy.

Scott said he knows exactly what he wants:

"A reasonably priced, 4 place, 150 knot cruise, STOL, fully aerobatic amphibian, folding wings that burns 15 lph."

(Editor - I'll have one too thanks!)



Scott Robinson with the Pitts S2A

Eclipse Safari Far North Queensland Ross Vining

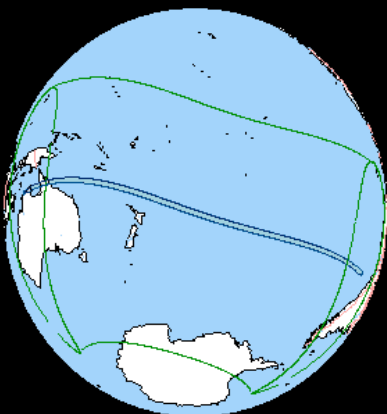
In December 2002 I hired a Cessna and flew to Ceduna to experience a Total Eclipse of the Sun. It was a fascinating experience, one I want to repeat, but you don't get many chances.

A total eclipse of the sun is a rare event, and it's even rarer for it to occur in a place you can get to.

The Zone of Totality in an eclipse is relatively very small - typically 50 to 150 kms wide. To really experience an eclipse you need to be close to the centre of that shadow.

Your next chance to do that in Australia will be in 2012 on November 13 when the

2012 Nov 13 total eclipse



eclipse will pass over the Cape York Peninsula of Far North Queensland (FNQ).

Mark it in you 2012 diary now!

I will be organising an Eclipse Safari with the intention of encouraging as many seaplanes as possible to congregate in FNQ in the centre of the Zone of Totality.

More details in later SPAA newsletters.

Don't say you didn't get enough warning!

Ross Vining - Editor SPAA Newsletter

Paul Hewitt

Paul is building a SeaRey in his garage. He is 46, achieved his CPL in 1986 and has since acquired 2200hrs of flying.

Paul started Skyworx Aviation at Jandakot Airport back in 1989 mainly banner towing and then branched into tourist flights around WA. He and his wife Cathy moved to Mission Beach in Far North Queensland in 2007. Paul says he had never really thought about seaplanes until Cathy spotted a SeaRey ad in a magazine.

Paul says, "One of the great attractions of building your own aircraft is that you can do your own maintenance and reduce your cost of flying considerably."

"My kit arrived in December 07 and I plan to be flying by about March 09. As anyone who has been to Far North Queensland will know, it is a great place to own a seaplane."

"Building the kit has been a great experience and I have had a lot of good advice from Rob. Can't wait to start flying!"

You can contact Paul by email at racingr33@yahoo.com.au

New Member Profile



Paul Hewitt in his garage with his partly completed SeaRey.

YOU NEED the SPAA The SPAA NEEDS YOU

There are 2 questions you need to ask yourself.

Question #1:

Do I want to continue to enjoy the freedom to operate a seaplane on public waterways?

If your answer is YES then you need to renew your SPAA membership.

Our freedom to fly is being eroded constantly, the SPAA is the ONLY organisation that is defending the right of seaplanes to use our waterways.

To do this effectively we need members.

Renew your membership NOW. Get a friend to join. Better still, get several friends to join!

Question #2

Do I want SPAA exec (all unpaid volunteers) defending seaplane freedoms or doing routine paperwork?

If you want us fighting for seaplane freedoms then make it really easy for SPAA executive by

making your annual renewal an automatic bank transfer.

Our ever persistent Membership Coordinator Brian Dehlsen Mb: 0418 860 970 atreasurer@seaplanes.org.au

will be emailing the membership renewal forms soon. All members who renew before 31 Dec will receive an SPAA cap.



You could be the handsome devil in the SPAA Cap.
Renew you membership before Dec 31
to receive a free SPAA cap.

First Woman ?

Suzie Smith asks: Is she Australia's only female seaplane pilot?

(suzie@katesmithevents.com)

January 16th 2005 was a magnificent day. Our daughter was sailing down the South West of Tasmania so we hired a Cessna and flew down to give her a wave. We found her boat anchored in Spain Bay, a magnificent inlet off Port Davey. As we overflowed them we thought how great it would be to land on the water, have a crayfish lunch and enjoy the ambience of the area. That's how the seaplane idea started.

In May 2005 Rob Loneragan flew us up Sydney Harbour, over the bridge and up the northern beaches. It was exhilarating, and we were sold!

Our kit arrived in early 2006 and we met Kyle Gardner who also lives in Hobart and was building a SeaRey. We have become close friends and Barry worked with Kyle on completing Kyle's aircraft, (VH-LCG) which was good training for building ours. Fifteen months and 1500 hours later 'Oscar' (VH-OSB) took to the skies.



It has been a wonderful experience learning to fly the SeaRey, but has also been challenging after 11 years of flying Cessna 172s. The tail-wheel undercarriage is certainly different, particularly in a crosswind. The water flying has been the best fun, especially with



all the water around Tassie and neither Barry nor I have found it as challenging as we expected. We have our tailwheel/retractable undercarriage endorsements, and hopefully the water endorsements will happen this summer. Kyle has been a gem guiding us in the right direction.

According to Rob Loneragan, I am the only female SeaRey pilot in Australia, but if there are any other women out there who do fly a SeaRey, I would love to hear from them. I started flying in 1995 after our daughters had left home. My family feared I would suffer from 'the empty nest syndrome!'

They need not have worried. I love flying and if I had more time, would be in the air more often.

Suzie



Barry Smith spent 1500 hrs building their beautiful SeaRey

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My RAA Floatplane Steve Ridley



In 1999 I purchased a "Challenger II ultralight kit from the USA and spent the next 9 months assembling it in the back shed with the help of my father, John.

We really enjoyed building the plane together and then had 6 years flying around together and just having some quality father- son time.

Putting the Challenger on floats had been on my mind from the start and so I fitted a set of Full Lotus inflatable floats (yes I know all the GA boys laugh and call them "Lie Lows") and upgraded from 52HP to 65 HP.

The inflatable floats are not amphibious so I built a trailer to launch and retrieve it from the lake. I built the aircraft with trailering in mind so the wings go on or off in about 25 minutes which makes storage in my boat shed a snap.

I'm registered with the RAA



under category 19 Amateur Built and I joined the SPAA a couple of years ago.

Effect of the Port Stephens Marine Park.

Recently the Port Stephens Waterways came under the control of The Marine Park Authority (MPA) and so now seaplanes operating within the park must have a permit.

This is where our fearless leader, Rob Loneragan, entered the scene. He and I met with the MPA's manager, Max Haste, and agreed that the MPA could issue a single permit to the SPAA that would cover all SPAA members.

What a great result!

Come visit me

My place is on the north western side of Smiths Lake. If you are winging past, drop in for a coffee or cold drink.

I look forward to meeting up with you at the next Tiona splash in.

Steve Ridley Ph 0408 284799 or email steveridley52@yahoo.com.au

Seaplanes WANTED

#1 - I want to buy an amphibious aircraft. I will consider any type including a partly finished kit.
Mark Bettiol :Ph 0409 560 990
mbettiol@netspace.net.au

#2 - I am searching for a Lake Buccaneer. If anyone knows of any that even may be for sale, please contact me,
Bill Handley : Ph 0419 030 019
bill@addstyle.com.au

Ken Horlock - RIP

We are greatly saddened by the death of Ken Horlock who died in a car accident on 3 December. Ken was an enthusiastic member of the SPAA and a great lover of aviation, and seaplanes in particular.

An article in SPAA Newsletter 13 titled "One Man's Journey" outlined Ken's great attraction to his Petrel seaplane. I enjoyed the interaction I had with Ken as I prepared that article and can understand the crushing sense of loss his family is feeling.

Our thoughts are with his family

Ross Vining - Editor

PROGRESSIVE AERODYNE

UNDER NEW MANAGEMENT

Photo of VH-PAZ at Parafield Airport Adelaide by Ross Vining

Progressive Aerodyne (PA), the Florida based family company that manufactures the popular SeaRey seaplane kit, is to have a new management structure.

Recent events have caused concern to the very active, international SeaRey community.

- PA's aeronautical engineer Eduardo left the company. Eduardo had been involved in the ongoing design of the SeaRey and was well known and greatly liked by the SeaRey community.
- Some key PA owners/family members have reached retirement age.
- The building that housed the PA operation has been sold and they have to relocate the factory.
- Changes to the LSA rules in the US mean there is likely to be increased competition in this market segment.
- Due to demand for the SeaRey Kit there have been chronic delays in delivery times for kits and spare parts.

These are classic problems associated with succession in small family businesses and if left unaddressed can result in company failure.

However there is good news!

The SeaRey has a very active worldwide support community. More than 400 of the aircraft have been built worldwide with more than 25 in Australasia and 8 more currently under construction in Australia alone.

As a result of the threats to the company's future, PA have accepted a proposal by a

band of SeaRey agents/builders to revitalise the company.

Along with the existing 3 principals of PA the new management team will include:

Rob Loneragan (Aust), Dan Nickens (US) , Darrell Lynds (US), and John Dunlop (Canada).

In addition, a new engineer, Damir Blazevic, has joined the company. He has 30 years aviation experience from Airbus 380s on down.

Key priorities for the new team are:

- Improving manufacturing efficiency.
- Developing a new website with computerized inventory and online ordering.
- Updating the construction manual.
- Developing an SLSA version of the SeaRey that meets ASTM standards.
- Developing a design for a 4 place experimental amphibious aircraft

We look forward to the new dawn of PA.





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For enquiries or to order:

Ph (02) 9870 7277, Fax (02) 9870 7299, philip@dulhunty.com

HELP !

General Information

The **Seaplane Pilots Assoc of Australia** (SPAA) www.seaplanes.org.au is the best source of information on operating seaplanes in Australia.

The website of Florida based **Lake Amphibian Flyers Club** (www.lakeflyers.com) will absorb you for hours - photos, maintenance procedures, history and stories. Membership gives access to a discussion forum, a newsletter, contact with the 1000+ Lake pilots in North America and details of the annual 4 day fly-in and safety conference.

Flight Training.

The most experienced Lake pilot in Australia is Kevin Bowe www.flyingboat.com.au. He can give instruction in his Buccaneer VH-ASS up near Noosa, or may fly to your aircraft for training.

The enthusiastic President of the SPAA is **Rob Loneragan**, Australian agent for the SeaRey amphibian. www.communities.ninemsn.com.au/SeaReyAustralia Rob does floating hull endorsements but you will probably have to promise to buy a SeaRey!

Maintenance and Spare Parts

The Lake is no longer produced, but there are still 1,000 needing support in North America and there are 3 main centres, 2 in Florida and 1 in Canada.

A Brief Guide For New Buccaneer Pilots

(and those who want to be)
By John Daley

Ph 0412434765 delay@optusnet.com.au

Aircraft Innovation: www.airinnov.com is run by Paul Furnee, a former Lake test pilot for the Buccaneer and Renegade. He has massive knowledge on the operation and maintenance of Lakes. He has spares and many modifications to overcome shortcomings in the initial design. Contact him for assistance, advice or parts.

Amphibians Plus: <http://amphibiansplus.com> is run by Harry Shannon, a Lake guru on fixes and maintenance procedures and he supplies spares.

The Canadian **Lake Central:** www.lakecentral.com is run by Elton Townsend. They have FAA approval to make replacement parts for Lakes.

In my experience the former manufacturer of Lakes, **Aerofab**, is not worth the phone call.

In Australia, **Steve at South West Aviation**, Cootamundra, understands Buccaneers, as does the engineering workshop at the **Aero Club at Warnervale**. Finally, **Air Ag at Bankstown** have Lake experience, but are expensive.

Operating and maintaining these aircraft is always a challenge, but worth every minute - and dollar!

ENJOY. John Daley

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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.

Payment is via all the normal methods including PayPal.

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All Seaplane Operators

Following the establishment of Great Lakes/Port Stephens Marine Park (north of Newcastle) the SPAA has negotiated a Single Permit to cover all SPAA members and operators.

Full details of the Operational Requirements will be posted in the next SPAA Newsletter and on the SPAA web site.

Prior to operating in the Park, please contact Steve Ridley, the Local SPAA representative at Smiths Lake.

Steve Ridley: e-mail: stedikas@bigpond.com
Mobile: 0408 284 799