



On The Step

Issue 17 -
February 2009

From the President

"Managing Seaplanes on Tasmania's hydro lakes.

SPAA members have been working with Hydro Tasmania over the last year to develop a Plan of Management for seaplanes that would allow us access to the many lakes and waterways controlled by the Hydro Electric Commission (HEC).

Recently Kyle Gardner wrote to them detailing the proposed plan. The key points of which are:

1. All operations on HEC waterways be in accordance with the SPAA "Code of Operation" – which is consistent with the Australian Federal Aviation Laws and also the International Maritime Navigation Rules.
2. The SPAA and HEC formulate an Advisory covering the local operational requirements for each HEC waterway, such as:
 - Social considerations.
 - Other water users e.g. water skiing, rowing.
 - Special hazards - terrain, weather power lines.
3. The Tasmanian SPAA Co-ordinator to provide specific briefing to visiting and local pilots.
4. The SPAA as a "first point of contact" for dealing with any operational irregularities.
5. Seaplanes should be identified in two categories. i.e. Private (recreational) and Commercial. Commercial operators to clarify any proposed commercial operations with HEC.

The framework we have developed with the HEC will form a useful starting point for discussions with other agencies.

Fair winds, gentle ripples and safe alightings.

Rob Loneragan (VH-UUY)

From the Editor

A Spitfire on Floats?

I can still remember the sequence of feelings that accompanied my first water landing. First was **apprehension**. In 15 years of flying conventional aircraft I had been taught to fear flying over water; water was not a place to land aircraft, even in an emergency.

Next came the **tension** - we were on late final just 50 feet from the water, then 20 feet, then 10 feet. This seemed all wrong - airplanes aren't meant to land on water.

Then we were on the water, gliding with ease. What joy, what sheer exhilaration. I wanted to do it again and again.

And now I love introducing the joy of a water landings to other people, particularly pilots. To watch them go through that same sequence of emotions is always a thrill.

This month I was in WA with my SeaRey and 2 Buccaneers (see story in this newsletter). We spent a morning at the lovely town of Augusta giving pilots from the Royal Aero Club and the Serpentine Aero Club joy rides in our seaplanes.

To say they were stoked is an understatement.

After coming back down to ground after his first seaplane experience Allan Usherwood said, "I have been building and flying aircraft for 53 years, and that is without a doubt the most fun I have ever had in an aircraft - Why didn't I discover seaplanes sooner?"

Allan is almost finished building a 3/4 scale Spitfire. When last seen he was considering putting floats on it!! (Well the spitfire did start out as a floatplane - the Supermarine Spitfire)

Gear UP to "kiss the water" # #

Ross Vining (VH-RRZ)

Water landings becoming popular!



In New York

There can't be too many people that did not hear the news of the A320 that landed in the Hudson River on Jan 15. But just in case you missed it.

Minutes after departing La Guardia Airport, New York an A320 apparently suffered multiple bird strikes, disabling both engines. The pilots, guided by ATC, identified a small airport nearby (Teterboro) for an emergency landing. They headed towards Teterboro, but with insufficient altitude they opted to ditch in the Hudson River.

Newspapers reported that the plane made a "text book landing" in the river. (Is there a text book on how to land an A320 in a river?)

The plane was rapidly surrounded by ferries who picked up the 155 passengers and crew, none of whom seem to have suffered serious injury.

The pilot, Capt Chesley Sullenberger, has been hailed as a hero. He has extensive aviation experience starting as a US air force pilot on the F-4. He has also been a "check airman," training and evaluating new pilots and those moving up to captain. He was an accident investigator for the Air Line Pilots Association and is certified as a glider pilot.



He has also now been made an Honorary Life Member of the US Seaplane Pilots Association!



The A320 in the Hudson River

and, In Darwin

On Feb 6, six people walked away uninjured from a light plane that ditched into Darwin Harbour.

The pilot, Steve Bolle, reported a "loss of power" in one engine of the Piper Chieftain a few minutes after taking off. He shut the engine down but wasn't able to return to the field so he made an emergency landing into shallow water about 200 metres off shore in Darwin Harbour.

Local resident Glenn Chandler said he was having a bike ride when he spotted two council workers staring out to sea.

"Two hundred metres off shore there's just this plane sitting in the harbour with water up to its wings and half a dozen people are standing around next to it in water up to their waists, sort of scratching their heads," Mr Chandler said.

"Then they just slowly dawdled back to shore...chatting amongst themselves, it was quite a surreal thing."



Pilot Steve Bolle wades ashore after ditching his Piper Chieftain in Darwin Harbour

Three Seaplanes Across the Bight

John Daley



Greg
Daley

What about this for an idea on the ultimate "Boy's Own Adventure"?

Get three mates (one being your 20-year-old son with a relatively new Commercial) in 2 Lake Buccaneer seaplanes and fly from east coast to west coast of Australia, most of it coastal "not above 1000' AGL".

What could be better? Well, how about doing it with a third seaplane (a Searey built and flown by our editor, Ross Vining) from Adelaide, and finishing with a trip to Rottnest Island and multiple landings in the Swan River, downtown Perth. All this as part of the Australia Day Airshow.

Six days of fun, companionship, amazing scenery, interesting and challenging flying and loving being an Aussie in this fantastic country.

Also, a great way for Greg, my son, to see other pilots operate and develop his own problem-solving and operational decision-making skills.

A fantastic opportunity for bonding between father and son, and among mates. Can't remember ever feeling more privileged and lucky to part of something so enjoyable.

Thanks Ross for the spark of the idea, the companionship and help on the way, and Werner Buhlmann and the Airshow

liaison that put the icing on the cake.

Now for the plan to bring TZT back from the other side of the country....!?

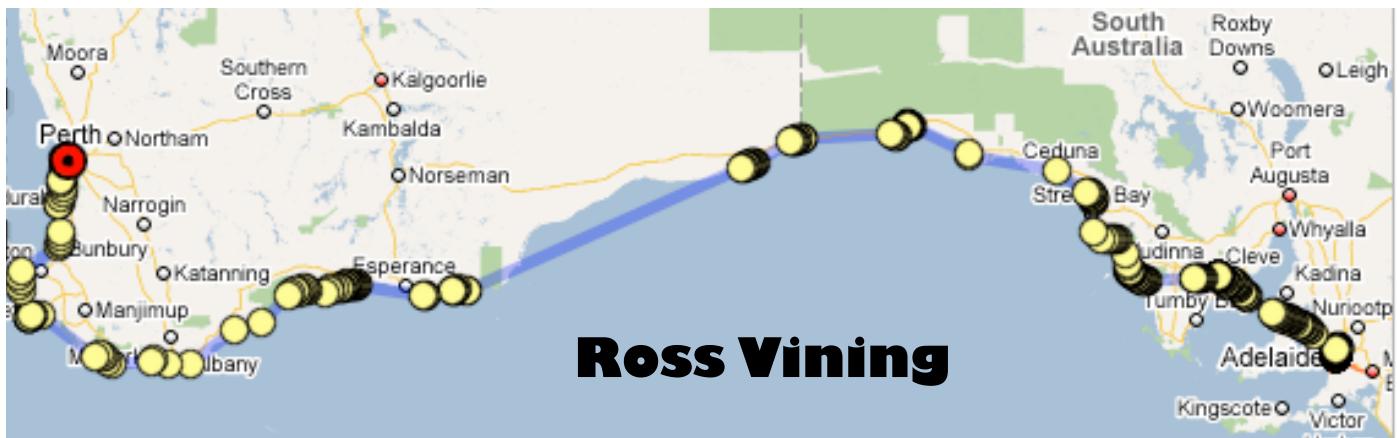
Any suggestions call me,
John Daley on 0412434765.



John Daley with son Greg on Australia Day



Modern Tracking Technology



On my trip from Adelaide to Perth (see Three Seaplanes Across The Bight, page 3) I tried out new GPS tracking technology, called InstaMapper. See www.instamapper.com

There are a number of tracking systems available to monitor the position of aircraft, ships and people but they can be expensive to purchase and operate. I used the free InstaMapper system with my iphone and was very impressed. Here is an account of how it works.

Getting started

To use InstaMapper you create a free account by providing a user name, password, and email on their website. Next, you install a small application on your GPS-enabled phone.

That's it. Whenever you run the InstaMapper application on your phone it establishes your position and sends it to the InstaMapper website.

What do you get?

At any time during or after your trip you can log onto the InstaMapper website, enter your password and see your track. OR if you have given your user name and password to someone else they can see where you have been OR they can see in real time where you are.

The map above shows the web display for my trip to Perth in January. My position appears as a yellow dot superimposed on google earth. You can view it as a map, as a satellite photo or a hybrid. You can click on each of the dots and it will tell you the date and time that position was logged + lat + long + altitude + speed + heading.

InstaMapper allows you to view and export up to 100,000 recent locations.

Where can you use it?

It works anywhere there is mobile phone coverage. On my trip I was within Telstra 3G mobile coverage for most of the way.

One of the best features was that my wife

Linda could log onto the InstaMapper website at any time and see where I was. Because it maps onto google earth she could switch to satellite mode and zoom right in to see the type of scenery I was flying over. She said it was like being in the plane with me and when we talked on the phone she had a perfect idea of where I had been, the place names and the landscape I has seen. She loved it.

What do you need to use it?

InstaMapper will work with most GPS enabled mobile phones. Motorola iDEN, BlackBerry, Android and iPhone, and other phones may work. If your phone has built-in GPS and an unlimited data plan, give InstaMapper software a try.

Should you use it?

If you are concerned about big brother (or sister!) this technology is not for you, but if you want friends and family to know where you are for either social or safety reasons this is a valuable tool.



South Australia's rugged southern coastline (Harvey Prior)

Snippets

The tower staff at Jandakot Airport certainly have a sense of humour.

On Australia Day I was in and out of Jandakot several times and was greatly amused by the ATIS.,

First I heard information BBQ.

The humour was lost on some of the overseas trainee pilots whose first language is not English. I heard one heavily accented pilot contact the tower to say he was "Ready to taxi with Information Bravo Two"

Later I was in receipt of Dingo, then Goanna then How-zat.

What would ICAO say about that!

Vale • Nancy Bird Walton



Famous aviator, Nancy Bird Walton died on 13 January aged 93.

Nancy Bird Walton, was a pioneer and legend in Australian aviation. She always had a soft spot for seaplanes and especially the Catalina which her friend P G Taylor used to fly.

During the Powder Puff Derby days in USA Nancy always went on the seaplane safaris and brought back to us "The Seaplane Song": "Have you flown with the gulls in the morning".

Nancy was the very active Patron of the Catalina Flying Memorial and will be missed by all Catalina veterans and members of the seaplane pilots association.

Although seaplanes may have been only a small part of Nancy's aviation career, in her later years she became a real enthusiast and we will miss her dearly.

Philip Dulhunty - Chairman
Seaplane Pilots Association of Australia
Director - Catalina Flying Memorial Limited



Volunteers Needed

THE CATALINA FLYING MEMORIAL

Our PBY Catalina has finally made it to Sydney thanks to a small number of dedicated workers and donors. These dedicated men worked their buts off in Portugal to return the CAT to an airworthy condition and then ferried it all the way to Sydney; an achievement for which we are all very proud!

BUT THIS IS JUST THE BEGINNING OF THE PROGRAM

We now need to achieve an Australian Certificate of Airworthiness and restore the old CAT to something like its original wartime configuration. This requires some structural alteration and lots of anti-corrosion treatment. The engines are new but need to be run regularly to keep them happy.

WE NEED VOLUNTEERS, ADVISORS, WORKERS, HELPERS - YOU!

If you have any skills and a little bit of spare time we invite you to join us at Bankstown and share in the satisfaction of being part of the team.

If interested could you please fill in the attached form, post it, fax it or email it to us.

If you're not physically available, but able to advise us we would be grateful!

For more information phone: 02 9870 7277 /
Fax: 02 9870 7299 philip@dulhunty.com or
visit the web site www.catalinaflying.org.au

Phil Dulhunty
Director
THE CATALINA FLYING MEMORIAL LTD

From Sea to Sky

Richard Holgate (ACT Coordinator of SPAA) and his father completed their SeaRey in 2007.

He writes:

Just to show what fun we are having flying, this map shows where we have been recently.

The high country of the Snowy mountains to the scenic wonders of the NSW South Coast!



This is providing good navigation practice for my father and allows me to do plenty of water landings! The flight from Geehi to Khancoban involves clearing Mt Kosi at 7,700' to land on Khancoban pondage at 900' in the space of 20 miles – an amazing flight and one that never gets boring.



In winter we can go from snow covered mountains to the surf in the space of an hour or two. It makes me appreciate how lucky we are to be able to fly the SeaRey!

Richard Holgate



We can visit the beautiful harbours, inlets and estuaries around Eden then over the Snowy Mountains and wash the aeroplane in the fresh water of Lake Eucumbene.



News * News * News * News

Who's building what ?

Will NSW soon be overrun with SeaReys?

Three Syneysiders are approaching completion of SeaReys, Keith Clark, Ben Hunter and Rob Loneragan. This is the 4th SeaRey Rob has built - He must like them!

Other people currently building SeaReys include .

Paul Williams - Cairns

Paul Hewitt - Mission Beach, Far North Queensland

Brian Dehlsen - Sydney (2nd SeaRey)

Ted Munckton - Wallega Lake, NSW -(2nd SeaRey)

Brett Thomson - Moruya - NSW



Seawind Builder

I love flying my SeaRey but I am always impressed by the sexy lines of the Seawind (ed).

Paul Rawnsley, an SPAAP member from Darwin has started work on Seawind kit. See member profile in this newsletter. He writes

My kit is almost brand new. I bought it from the previous owner in Los Angeles in September. He was at Oshkosh in 2004, saw the Seawind, thought "I'd like one of those" and bought a QuickKit, got it home, inventoried it, got a few missing bits sorted out, drilled 3 holes and that was that.

I have not started work on the Seawind itself yet, but I have almost finished a workshop in the corner of the hangar that will be air conditioned and that can accommodate the Seawind fuselage front end in. Having a cool work environment is required here in Darwin, at any time of the year.

Paul Rawnsley

Generous Members !

A number of SPAAP members have included generous donations with their 2009 membership subscriptions. Some recent donors include :

Dan Nickens + Graeme Murphy, + Wayne Skinner
All SPAAP wish to thank these donors for their much appreciated contribution.

SeaRey LSX

Progressive Aerodyne (PA) have announced their new LSX SeaRey which meets the LSA requirements. PA says the new kit:

- ▶ Has higher gross weight
- ▶ Numerous structural enhancements
- ▶ Redesigned ailerons and flaps for enhanced flight control.
- ▶ Wider cockpit, adjustable rudder pedals, better seating
- ▶ New options for engine cowling, gear position alert, cabin heaters, parking brake, instrument panel.

The new LSX is essentially an upgrade of the very successful SeaRey, of which more than 400 have been built. For more info see their website

www.searey.com



Icon A5

A recent update from Icon Aircraft says they have successfully completed phase 1 of flight testing with a series of 27 flights. Test pilot, Jon Karkow is quoted as saying that While there are areas to be optimised . . The A5 performed as designed and is a blast to fly.

Phase 2 flight testing is now underway to refine the aerodynamics and handling qualities. They expect the flight testing to continue throughout 2009

They have some great pictures and video on their web site. www.iconaircraft.com



The panel layout on the new Searey LSX

Paul Rawnsley

Seawind Builder

Member Profile



Paul Rawnsley lives in Darwin, where he is building a Seawind. In this article he relates his earliest flying experiences. It brought back vivid memories for me. Do you remember your first solo? Editor

I started flying in Townsville in 1973 when I was 19. That's where my ARN of 133799 comes from. I did 4 hours in a Cessna, including a few chantals over the dam with an over-enthusiastic instructor who wanted me to love aeros. I do not love aeros, to this day.

My Dad was a Flying Instructor in WWII in the UK. He flew Spitfires and Lancasters, that I remember. I wish I had have listened and retained a lot more of what he said along the line. Too late now.

After 20 years, in April 1995, I returned to flying. Surprise, surprise, "they" still had my original ARN recorded. It must have been transferred from ledger card to ledger card to PC program to PC program and then eventually into the huge database that we are all recorded in. I was impressed with their tenacity regarding technological advances.

I re-started my flying training in a C172 at Vee-H Aviation in Canberra. The people there were great. I used to go for a flying lesson in the 172 and then hire the 152 and just go for a spin for the heck of it. I love the 152s. Hold them down a bit longer and then rotate and they leap into the air, and the rest of the ride is just as entertaining.

My flying instructor looked like Kevin Costner but he was frustrated at my slow learning and erratic expertise. When I pestered him about going solo he said, "When you can show me you know how to do it then I will let you."

So, next lesson, we got in the plane and he did nothing. I did it all. Pre-flight, radio, taxi, run-ups, you name it. He said nothing. Up we went, levelled off, then round to the left, downwind, CBUMFHBBBB (hatches harnesses height heading and headgear), all that stuff. I turned base then onto final. Still nothing from him. I point all this out because he was usually a fairly talkative

chap. Short final. Still not a peep. He wasn't even squirming. Now, I was the type back then to hand the controls back to the instructor if I wasn't comfortable. This time I let him sit there, left him wondering. It was my smoothest landing ever!

As we taxied back he finally spoke "Why haven't you done it like that all the time?" Well, I had an answer but one best left unsaid. Translated it meant stop telling me every step of the way and I'll get there OK.

Next thing I knew he said, "I am sending you solo."

Knife And Fork!! What was I supposed to do now!! I had dared to be in this position and now I am deep in it. My son was there with me, at their office. I made all the emotional calls, including telling "Kevin C" that if I stuff it he should call Alexander's mum and arrange to get him collected. "OK" was his response.

So, me and my big mouth got me into this pickle that was risky and truly dangerous but I was going at it like I do with the other successes in my life. With experience, vision and a lay down mezzaire view of the successful outcome.

I gave my son a last loving look and told him I'll be back soon then bravely walked out to the aircraft. I have no idea what I checked and didn't check, all I knew was I was going SOLO. FORK AND KNIFE!! It doesn't get much more serious than this.

Being a thinker, I knew well and truly that it's possible I could become a statistic today.

Got in the plane, started it up without botching it, taxied, made all the right noises on the radio, lined up and then an ice cold reality set in. All I heard was the contact between myself and the tower. It sank in real fast that I was 'on parade'. God bless them, I thought. They have cleared the entire airport and all I said was "Clear Prop."

The takeoff was fine, climb out, turn left, all cool. Downwind. Not a problem.

Loving it. But, ain't it lonely!!!



Paul's first task was to build a cool room in his hanger. "It's a prerequisite for building in Darwin!"

Pull the carby heat on, do the other stuff. It was second nature as it turned out. Turned base. Gulp – here comes final.

Then it hit me like a ton of accidents. There's the runway. Here's me. "I'd rather be on the ground wishing I was up here than up here wishing I was on the ground" ran right through my mind.

This was the Jesus moment. The gold standard moment for me and my privates. Everything was on the line.

I became terribly anxious, and that's when I am at my best. Under pressure.

I sailed that C172 onto the ground like I was a World Champion Wind Surfer and it felt good. For a while.

Seeing as I am an Australian, I think it is only fitting and reasonable that I kangaroo hop my first ever solo landing.

So I did. A few kangaroo hops later and I am taxiing at a breakneck speed, tread on the anchors and pull the FKR up.

No worries, mate! I just went SOLO and didn't brown the daks. Only browned the brake pads.

I taxied back to Vee-H hoping they wouldn't notice anything and hopped out and trembled back into the office.

Well, after a round of handshakes and major congrats I smiled my lips off and felt a bit more



Paul's Kit arrives!

like one of the boys.

However, I was never destined to run with the pack. I have maintained my individuality and now own 3 aircraft. An RV-4 which I did not build, a Piper Cherokee 235D and now a Seawind 3000 that I will construct here in Darwin over the next 52 months.

I have flown several other types since going SOLO on 25 June 1995.

I love aviation, and it's a hobby for me, not a paying job.

Long live Me, Aviation, and The Right To Fly.

My newest passion, the Seawind 3000, is the culmination of a long dream. Some time ago I saw an advert for a Piper with floats on it and the article's caption was "The Ultimate Off-Road Vehicle". Yes it is.

The great thing about dreams is that they can come true. My seaplane dream has come true. I now own Seawind 3000 Quick Kit #168. It will eventually have a Lycoming IO-540 in it with a tri-blade constant speed prop and a Night VFR panel. And look fantastic. The Seawind profile is very eye-catching. And something I want to have.

Paul Rawnsley

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Paul Rawnsley's Dream

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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.

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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
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