



## On The Step Issue 21 - Nov 2009

### In this Issue

#### Is yours big enough?

Most pilots would have seen the video of the Beaver that crashed on take-off from Hood Lake earlier this year (pictured below). You will find the video at <http://www.youtube.com/watch?v=YVwIodvWh7w>

It is chilling to watch. Fortunately the occupants escaped relatively unscathed! Why did it happen? The video was taken from virtually dead ahead of the aircraft so it is difficult to judge the distance, but as you watch it I am sure you will be asking yourself, "Surely the pilot must realise he does not have enough space left." And your mind will be screaming "Cut the power. Abort the take off". But he does not. Instead the plane appears to lumber into the air, very slow, nose high, way behind the power curve, coming almost straight at the camera man. The camera man dives for cover as the plane barely clears him, apparently clips the fence and cartwheels across a grassy field. It is amazing that no one was seriously injured.

Why did that happen and what can we do about the very high take-off accident rate of seaplanes. Our resident Safety Professor, Dale DeRemer has prepared a detailed article on assessing the takeoff distance required.

I commend it to you, Dale will expand further on this on future issues.

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In editing the last issue I deleted an important phrase from "Flying in the Dangerous Layer". In that article Dale advocates using wide turns from base to final, thus avoiding steep banks which are dangerous at low altitude. But he cautions that

*"We should level the wings for a moment to check the final approach course for traffic."*

My apologies for omitting this important step (Editor).

#### Fly Safe

### From the Editor

#### Lake Eyre in Abundance

Every Australian has heard about Lake Eyre in Central Australia but not many have been there. Why would you? Even the name has an ephemeral quality. Is it real? Has it just vanished into thin air? I had to go see for myself.

The concept of a vast inland sea tantalized early explorers and various expeditions searched for this fabled inland sea - no doubt hoping to find a "Garden of Eden" in a vast arid landscape. Instead, they found desolation, lifeless expanses of desert and vast salt pans baked hard like concrete. They came looking for "Eden", but instead found purgatory.

But it was not like this in August 2009 when I flew my SeaRey from Adelaide and landed on Lake Eyre - one of my life's ambitions fulfilled.

Widespread heavy rain in western Queensland gave life-giving moisture to the Lake as water crept down the Dimantina River, into the vast maze of channels that is Warburton Creek and eventually into Lake Eyre. This year became one of those rare years when Lake Eyre is in fact a lake. And what a magnet, not only for birds but also for tourists and pilots. I have meet many people who just had to go and see it for themselves. And I did too.

Lake Eyre has a huge catchment which is usually very dry, but when it does rain in this catchment, Lake Eyre is transformed. Millions of fish and crustaceans begin a life and death race to hatch, grow, reproduce and lay eggs before the lake dries out again and desolation returns. Tens of thousands pelicans and other birds flock to the lake to feast on the abundance of food. There is a magic to the place.

I met Philip Jones at Waikerie Air Show (SA) and learned of his fascination with Lake Eyre and his recent trip there in his "almost a seaplane" (pictured above).

You can read his story in this issue.

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

#### Ross Vining (VH-RRZ)



# New Member Profile

## My Journey to Seaplane Ownership

**Jamie Dantal**

### **First the short version of the story**

I have been enthused by amphibian aircraft for a long time. First I did my homework and worked out how many gold teeth I would have to separate with to fulfil the dream. It did not look good! Then I read some more stories, watched some video clips and then met guru Rob Loneragan. I was almost hooked! Then I went for a demo ride with Ross Vining in his trusty Searey. And I thought "what's taking me so long to make up my mind?". I sold a few gold fillings and Presto! I had a Searey LSX on order. It's that easy (but the gold tooth pulling hurt a bit!)

### **Now for the somewhat longer version**

I have been in love with flying and boating for more than 25 years and loved the idea of an amphibian. But I was put off by the operating cost of traditional GA amphibians and the fear of budget blow outs.

In the late 90's I discovered the Progressive Aerodyne SeaRey. I had serious discussions with Rob Loneragan but was unsure if the aircraft would be adequate. So I opted for the boating and fishing scene. The years ticked by. I saw SeaReys in magazines and it always sparked my interest. But there were none in South Australia and I did not know any SeaRey owners.

Then in late 2008 I happened upon a youtube video clip. See [http://www.youtube.com/watch?v=bs94r8CcaAg&feature=player\\_embedded](http://www.youtube.com/watch?v=bs94r8CcaAg&feature=player_embedded)

Its called **Journey Home - Challenger** and is set to the music "Now We Are Free"

The angles, the music, the freedom. It blew me away.

The fire in my belly was rekindled. I needed an amphibian aircraft that was affordable, reliable and economical (now there's an oxymoron).

I talked to Rob again and found that the new Searey



LSX (Light Sport Experimental) was now available. The LSX is based on the well proven original SeaRey but with a bunch of improvements, both cosmetic and structural.

Then I learnt that SPAA editor Ross Vining had moved to Adelaide. Now I had a SeaRey close to home.

Ross took me for a demo flight - Adelaide to Kangaroo Island with 18 water landings! Oh what fun! That trip ranks as some of the best fun flying and er... boating I have ever had. Ross is not afraid to let you hog flight time in his aircraft. He must think you are some sort of auto pilot as he regularly flies long distances and to some extraordinarily remote destinations.

I was hooked - I placed my order for an LSX SeaRey shortly after.

Two weeks later an Adelaide friend Peter Gibberd also the challenge of a demo flight with Ross. He ordered an LSX the next week, has taken delivery and started building it in October. So now we have three Seareys in SA and hopefully more to follow.

There are more choices of amphibian aircraft appearing in the catalogues every year. The Searey LSX fitted my budget, and being experimental I can make non-structural modifications to personalise it. With the correct procedures and advice on hand, I can maintain my aircraft including annual. How good is that! The Searey can be RAA registered, but I am opting for VH reg so I can access controlled airspace and use night VFR to get home after last light.

For personal reasons I asked for delayed delivery and this has given me time to dream. As an official SeaRey owner I have had access to a brilliant web discussion forum in which SeaRey builders and owners around the world share experience in all areas of building, maintaining and flying Seareys. This has prepared me well for the building process. And Rob has been a tremendous mine of information answering all my questions.

And I just love the SPAA Newsletter. The articles are informative and inspiring! It makes me want to build quickly so I can join the adventures to be had. I told Rob that my commitment to build the Searey kit has already changed my life for the better; and I haven't even taken delivery yet!

Crikey, how good is it when you're done?

Jamie Dantal  
Adelaide SA <dancorp@chariot.net.au>

## Seawind

SeaWind have a new engineer J-F Richard leading their certification effort. They plan to conduct certification flight testing by Dec 2009. Their focus at present is on ensuring that manufacturing "conformity" is achieved (that means that any part will fit any aircraft).  
<http://www.seawind.net>

## Freedom - Colyer

Greg Doyle at [gregdoyle1@me.com](mailto:gregdoyle1@me.com) wrote: We will shortly deliver a new FREEDOM (pictured below) in Western Australia. The new owner and some potential buyers toured the factory in Spain earlier this year.

A new version of the FREEDOM, has gear that folds up and stows almost fully. <http://www.colyaer.com>



## Underwater Escape

Phil Dartnell, the SPAA PR officer recently responded to an enquiry about training in emergency procedures:

We are not aware of a course in underwater emergency procedures for fixed wing GA aircraft. However "Search and Rescue Australia" provide Helicopter Underwater Emergency Training. Helicopters tend to roll upside down after a ditching, so this training focuses on dealing with disorientation.

Their website is at <http://www.sartraining.com.au>

## SeaRey - Florida news

The City of Tavares Florida is establishing a seaplane base on Lake Dora close to the city centre. They want it to be the nicest base on the east coast of the USA. They regard it as a key element in the economic development activities for the downtown area.

Progressive Aerodyne have secured factory space fronting nearby Lake Idamere and the council are providing support to enable them to relocate. The new SeaRey Center will combine aircraft sales, service, engineering, research & development, parts fabrication, aircraft assembly and flight training on one site. They have even planed hanger space for visiting SeaReys!

Rob Loneragan, who has been the Australian distributor for the SeaRey kit since 1995 is joining the Management Team at Progressive Aerodyne in Orlando to help develop the SeaRey further.  
<http://www.searey.com>

## Rathmines Festival

Mr Greg Piper (Member for Lake Macquarie) said in NSW Parliament this month:

**“The spirit of what was once the largest seaplane base in the Southern Hemisphere was invoked by a flypast including flying boats and floatplanes from the Seaplane Pilots Association of Australia.**

**The Rathmines Festival is a keystone event in the effort to return a Catalina flying boat to the site and an opportunity to reflect on the contribution made by the many flight crew and support personnel who defended Australia from this important airbase.”**

Our thanks are due to the SPAA members Harvey Prior (Buccaneer), Ken Hughes (Renegade), Jim Moline and Brian Dehlsen (SeaReys), Phil Dulhunty (C-180 floats) and Sydney Seaplanes (Cessna Caravan-floats) for taking their aircraft to the Festival to add colour and seaplane life to the event. <http://catalinaflying.org.au>

## ICON A5

The ICON won this years International Design Excellence award. <http://www.idsa.org/IDEA2009>

*"Nearly flawless execution from initial vision to final marketing. This sport plane has elicited high praise from pilots and the aviation industry as a whole. Innovative features and intriguing detailing complete the package. This is a powerful vision that could bring flying to a broader audience."*

John Barratt, IDSA, President and CEO

## Como Colleagues

In SPAA Newsletter #14, Jack Peters told us about the Como Seaplane Base in Italy - the oldest continuously operating seaplane base in the world.

I was in Italy in September and with a couple of days to spare, I headed for Lake Como. The base was busy with training, endorsements, renewals, and scenic tourist flights, however I (far left) was greeted warmly and invited to hitch a ride with Como CFI Francesco Cereda (centre front) who was doing recency training with Paolo Vittozzi (from Rome Aero Club - front row, tee shirt). The 4 men in the back row were pilots from England doing their seaplane endorsements.

The scenery was stunning. The base is a short walk from the historic Como city centre. If you are in Italy you simply must visit them. Allow time for some recency training with Francesco. You won't regret it.



# The Big Bight GASA



*The local locals know how to stay cool*

Seaplaners - the Big Bight GASA is taking shape for January 2010.

So far we have 7 likely starters. The slower mob (a bunch of 4 Seareys) Brian Dehlsen, Jim Moline, Ted Munckton and me. And a flock of faster Lake Amphibians - to be confirmed.

If you are still undecided just take a look at these pics from my flight over and back last year.

The Great Australian Bight is an unbroken cliff line stretching just over 200kms. The cliff is almost exactly the same height the entire way and there is not a single creek or rivulet that breaks its smooth almost billiard table top surface. It is the longest continuous sea cliff in the world.

The only sealed road that crosses Australia is just a stone's throw from the cliff line for most of that 200km, and since there are no towns, villages or even single houses they have marked sections of the highway every 100kms or so as emergency landing strips for the Flying Doctor to access road accident victims.

In January you can expect a stiff SE wind which generates smooth lift off the Nullarbor cliff. I positioned myself just seaward of the cliff line and a few hundred feet above it. I could trim nose down by about 7 degrees and get an extra 15kts of ground speed. Then I tried slowly reducing power. I found that with a fuel flow of only 7 litres a hour (28% power) I could maintain altitude with an airspeed of 50kts.

Getting fuel as you cross the Nullarbor is not difficult. There is a road house every 200km - you just land at the dirt strip at the back of the roadhouse (they all have one), taxi around to the pumps and fill-er-up.

Expect to meet some of the locals at the road houses or at the hundreds of kilometres of remote beach you fly along.

And the section of coast between Esperance and Augusta in the SW corner of WA is breathtaking! In one day I made 125 water landings at more than 40 different locations - rivers, estuaries, estuarine lakes, reef protected headlands and beaches. I was drunk on the sheer pleasure of it all. The only thing that would have made it better was another SeaRey to share it with.

The Big Bight GASA departs Adelaide on 20 Jan to arrive in Perth on 25 Jan

**Life is short.  
Be there!**



*Refuelling isn't a problem, but sometimes you have to queue for a while.*

# Size Does Matter

## Make sure yours is long enough

### SEAPLANE TAKEOFFS by Dale DeRemer\* PhD

The DeHavilland Beaver crash (see picture above) in the USA earlier this year (notice I didn't say 'accident'— THAT was no accident! It was a pilot-induced crash) stimulated your intrepid editor to ask me to talk about seaplane takeoffs.

We know that the "accident" rate for the takeoff and climb phase for seaplanes is almost double the rate for wheel airplanes! So the wise pilot will study safe takeoff technique. Resolving to read again the two chapters devoted to this topic in *Seaplane Pilot* (Chaps 9 and 11) might be a good idea. More in-depth information can be found in chaps 3, 4 and 6 of *Water Flying Concepts*. Yes, they were written by yours-truly.

In the Beaver crash, it was apparent that the pilot, ran out of takeoff space. So, this article focuses on determining if the takeoff distance available is long enough.

There are 2 key questions you have to answer.

1 – What length of water take off run do I need

2 – How do I work out if the space available is that long, given that you usually can't pace out the distance?

#### Length of run needed

The length of the takeoff water run required depends on density altitude, weight, wind direction and speed, state of the water surface, humidity, piloting technique, condition of the airframe, engine and propeller, centre of gravity location, to name a few.

Add to this that we often don't know the length of the water available for takeoff. So, what good are all the tables, computations and permutations we do, to determine if we can safely take off? Clearly, their main value is to help us understand the impact of changes in the variables like temperature and weight on takeoff performance. And, to pass our licensing tests and checkrides.

There are at least two techniques that allow seaplane pilots to determine if there is sufficient water distance available for takeoff. The first, and easiest, is simply called the "Timing method". It is an easy way to know:

► 1. IF there is enough room for takeoff, whether you

are on the water or assessing from the air.

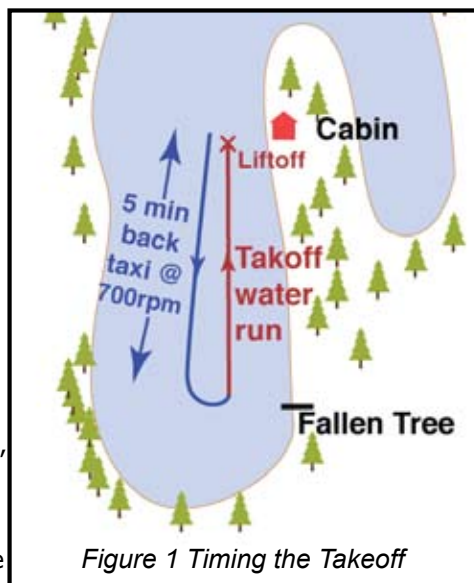
► 2. Where and when your bird should lift off, and where to establish the abort, or no-go, point.

There is another method called the Delta Ratio method. Which I will describe in the next issue.

#### The Timing Method

The first takeoff of the day typically happens early morning when the wind is lowest. As the day progresses, the wind usually increases so the morning takeoff is often going to give the poorest takeoff performance (unless it is a windless day that warms up a lot as the day goes on).

So, if we plan for a timed back-taxi for the first morning takeoff, parallel to a shoreline with some outstanding features like a dock, fallen trees, etc. (not along a heavily populated shoreline due to the noise), we will learn something very useful about our bird's takeoff performance.



For example, in Figure 1, let us time the back-taxi for five minutes (300 seconds) at 700 rpm from our cabin, while completing the takeoff checks (eyes outside!). When the five minutes are up, kick left rudder to start the turn, then water rudders up to decrease radius of the turn, note a prominent point ashore you can identify from above (fallen tree in Fig. 1), start takeoff power coming in at about 20-30 degrees right of the takeoff path, then note the point ashore where liftoff occurs. Now you know where you started and ended the takeoff water run and can identify it from above. If you weren't airborne by the time you got back to where you started timing the back-taxi,

next time increase the back-taxi time because you definitely need to know the amount of back-taxi time (why is discussed in a moment). If you were airborne quite a distance short of where you started the back-taxi, decrease back-taxi time until you are very close to being able to judge takeoff water run distance by the time to back taxi.

Climb out to a safe altitude (500-1000' AWL) then turn and fly along the takeoff path in the same direction as the takeoff, at 60 or 90 knots indicated (60 KIAS is about 100'/sec, 90 KIAS is 150'/sec), to determine the seconds needed to over fly the distance of the takeoff path. Actually, any overflight speed can be used, as long as you remember that speed for future reference. The only reason for using 60 or 90 is if you want to be able to easily relate time of over flight to distance covered, in feet. Remember the number of seconds it took to over fly the takeoff water run. Now you know:

- 1. Time to back taxi for water run portion of takeoff: 300 seconds (or whatever it is).
- 2. Time to over fly the takeoff water run @ 60 KIAS: 14 seconds (or whatever it is).

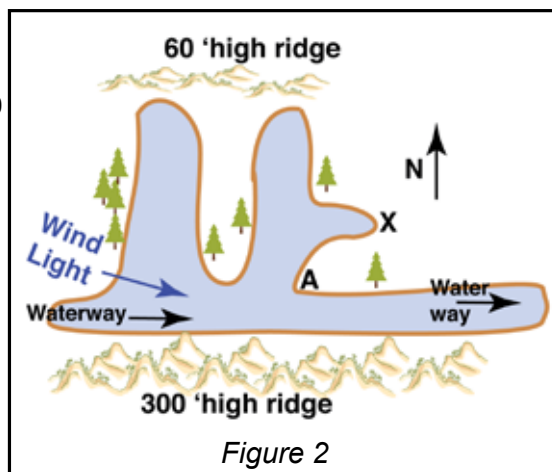
OK, now let's see how to apply that knowledge: Your destination lake is one you have never landed on before. During a very thorough landing area assessment you determine it looks like Figure 2. High terrain at the N and S ends make it apparent that landing E-W is prudent, with low terrain at each end, along the waterway that feeds and empties the lake. You want to go ashore in the cove marked "X". So, is there room to land? That's not the right question, is it? The question is: if you land, is there room for a safe takeoff?

How much take off space do you need? The trees at each end are only about 50' high so the standard "over a 50' obstacle" applies. During takeoff, the ratio of water run to total distance over a 50' obstacle changes very little with changes in altitude, temperature, gross weight or wind (for a specific aircraft). This ratio is known as the Delta Ratio.

Knowing that the Delta Ratio for your aircraft (in this example, a Cessna 180) is 62%, tells us that the total distance over the 50' obstacle is going to be  $1/.62 = 1.6$  times the water run distance. I like to use a factor of 2, just for a nice safety factor and ease of 'in the head' figuring. *Water Flying Concepts*, page 18 in chapter 3 will bring you up to speed on this concept. It also tells us the Delta Ratio is .68 for a Beaver and .58 for an Otter, etc. and it tells how to find the value for your bird as well as how to do this with higher obstacles.

So, this morning, the savvy bush pilot knows that the takeoff water run distance took 14 seconds to over fly at 60 KIAS. Twice that is 28 seconds. So, because of the 50' obstacle, he needs there to be at least 28 seconds overflight time along the E-W waterway, at 60 KIAS. If it is tight, he flies and times it in both directions then averages it, to eliminate the wind factor in flight. He also considers whether there have been any significant changes (since the first takeoff of the day) in the factors that affect takeoff performance, like temperature, altitude and wind. Typically, in an hour's flight, these factors don't change much, but if they do, here is how he figures these rough rules of thumb:

- Temperature: increase of 10°C. = add 10% to the takeoff (water run and obstacle clearance) distance.
- Altitude increase of 1000' = add 12% to the takeoff (water run and obstacle clearance) distance.



- Headwind increase of 10 kts/ mph = decrease by 25% the takeoff (water run and obstacle clearance) distance.

Note: for this rough rule of thumb, if your bird's liftoff speed is not within +/- 5 of 52 kts/ mph or if the wind speed change is much more than 10, read the discussion of wind effect and how to compute the rule of thumb, starting on page 3-6 of *Water Flying Concepts*. Note also that either knots or mph may be used - use either but don't mix them.

After completing the visit in the cove, the pilot follows the old bush adage: "back taxi and take off along the path you landed because you know it is free of obstructions". So, he back taxis and starts timing the back-taxi abeam point A for five (or whatever) minutes. The pilot knows liftoff should occur at about point A, a prominent point, which also helps him establish an abort point in his mind. Should he back-taxi further than five minutes if there is room? Yes, of course, unless the distance from point A to the fly-away end is great.

Once the bush pilot knows his airplane well, having timed the back-taxi and takeoff distance several times under varying conditions of load, wind and temperature, he has a good idea of what his bird will do, so the early morning test is done less frequently. He just has a few simple numbers to remember, from which he easily determines if there is enough room (before landing there), minimum distance he needs to back-taxi and where his lift off and no-go points are. The airplane is a great teacher - it has taught him all of these things!

Of course, the savvy bush pilot needs to also have in mind (or in notes in his flight-kit in the airplane) what happens to takeoff distance with larger changes in temperature and altitude (density altitude), wind and load so he can make good judgment calls when conditions change a lot. Are you prepared to handle this when you fly off to strange places? There is a good review of this in *Water Flying Concepts*, chapter 3.

\*Dale DeRemer is Professor Emeritus, UND Aviation and the author of *Water Flying Concepts*, *Seaplane Operations* and *Seaplane Pilot*. His website is <http://www.aero.und.edu/~deremer>.



*A DeHavilland Beaver which crashed on take-off.*

# Almost a Seaplane

**Phil Jones**



*I ran into Phil Jones at the Waikerie Airshow. He was admiring my SeaRey and I was looking longingly at the Alaskan tyres on his SuperCub. As we shared our passion for flying in remote areas of Australia I thought that with tyres like that it was virtually a seaplane - and that warranted putting his story into our newsletter - Editor.*

During the once in a lifetime filling of Lake Eyre in 1974-76, I was taking 4WD tours up the Birdsville Track and down the Strzelecki Track in SA for a living.

I was 23 and in the process of getting my PPL.

Along with the 4WD trips, I also had the opportunity to take groups of tourists by boat down Coopers Creek and the length of Lake Eyre to Muloorina Station. These adventures left me with a desire to fly down the Cooper and explore the surrounding Simpson Desert area.

However, it took another 30 years to live that dream.



Two years ago a visit to Adelaide Biplanes at Aldinga introduced me to the 'SuperCub' and within 6 months I was a proud aircraft owner. I spent 12 months fitting a range of 'Alaskan' modifications to enable me to stay in the bush for extended periods and many other weight saving and performance enhancing modifications:

- Huge Alaskan Bushwheels to enable operations into places most people can only dream about.
- Vortex generators to decrease stall speed.
- A belly pod for camping gear and supplies.
- Extended landing gear and a climb prop for take off and landing efficiency.

2009 saw a pulse of water feed life into the ephemeral Lake Eyre and I knew it was time to go.

Alec, an old friend who had shared many of my bush adventures in the 70's was keen to join me.

We started from my home base at Aldinga (30nm south of Adelaide). Our first night was spent under the wing at Marree.

The next day took us to William Creek for fuel then across the 5 million acres of Anna Creek Station, and east to the top of Lake Eyre and the junction of the

Kallakoopah and the Diamantina/Warburton (rivers, creeks).

Strong headwinds and heavy dust restricted our visibility and 'white out' conditions forced us to land and wait out the storm. After 2 hours we could take off and travel the last 25 miles to the river junction.

There we found thousands of acres of wildflowers where floodwaters had reached and receded. This water had travelled a thousand kilometres from central Queensland.

Over 5 days we explored the Kallakoopah from it's junction with the Diamantina/Warburton Rivers to the Simpson Desert. Each day would start with an aerial survey and then go where the mood took us. We had no fixed plans, and would stop wherever we saw something interesting with an adjacent landing area.

We saw millions of acres of wildflowers, feral camels, brumbies (wild horses) and spectacular scenery, seldom seen by others. Not to mention numerous landing places for a seaplane.....

Now it's just a matter of waiting for the rivers to flow again and plan a trip!!

See you in the 'Bush' !!!



# Letters

## Dear editor

I took the liberty of sending the latest NL to some friends and got this back from Robert Grant, a well known if not famous name in Canadian flying/writing. I thought you would enjoy the colourful short story he tells, from the Canadian northern bush.

Dale DeRemer <drdder@gmail.com>

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Hi Dale

I did enjoy the newsletter, thanks.

Many years ago, I was flying a PA-18 on fire patrol (wheels) out of Dawson Creek to the NWT/Yukon border. Somewhere along the Alaska Highway there was a place called Sikanni Chief, an airstrip which likely had been an emergency landing area during the war. A rather senior couple lived close enough and had a little restaurant with a couple bar stools for highway travellers. For breaks, I dropped in from time to time for a soft drink.

Well, they had a propeller on the wall. Naturally, I asked them about it and they said it belonged to their son. They continued by telling me that their son was a great, great pilot and used the phrase "...every time he crashed he knew exactly where he was." Well, I really had to work hard to keep a straight face.

So, I asked them where their son was and what he did for living. Well, he was dead "but it wasn't his fault. Somebody left a cable hanging down the bridge he tried to fly under and he ran into the thing. Not his fault, no siree."

These people had lost someone dear to them so I kept the straight face and got out of there as quickly as possible.

Bob Grant

## 4 Sale

Unfortunately we must sell our beautiful, much loved SeaRey VH-OSB TT 55 hours. Rotax 912S 100 HP. Enigma glass cockpit, Electric U/C and Flaps, \$97,500 Hobart - Suzie Smith; 0407 766 455 or 0417 544 649 email: hbs.sbs@bigpond.net.au



# Letters

## Dear editor

The Volunteer Coastal Patrol, the Volunteer Coastguard and the Volunteer Marine Rescue Organization in NSW have been amalgamated into one organisation - **Marine Rescue NSW**. All NSW bases are known as VMR Port Stephens, VMR Narooma etc

We have previously had a close liaison with the Volunteer Coastal Patrol. Now we need to connect with all bases in the new group to help them and receive their support in seaplane operations. The interim Chief Executive of the group is Glenn Finniss, former head of the NSW Water Police.

I ask all NSW seaplane pilots to make contact with local Marine Rescue units. Marine radio frequency is still Channel 16.

Kind regards - Philip Dulhunty.  
<chairman@seaplanes.org.au>

## Dear editor

Thanks to those who made it to the Jindabyne Fly-In, and to those who were beaten by the weather!

We had good roll up from the Snowy River Aviators (Cooma & Adaminaby) and people driving in from all corners, about 60 odd. Some 35 aircraft booked to attend which was fantastic, but on the day we only managed half a dozen due to the appalling weather on the Great Dividing Range in NSW.

We presented a \$1,000 cheque and nearly \$1,000 worth of flying equipment to the Snowy Mountains Grammar School Aviation Studies Program.

The free adventure flight donated by Paul Duncan's "Green Machine Adventure Flights" in the Nanchang CJ-6 was won by Yuri Rouge, a Belgium backpacker who just dropped in to the field to have a look.

We signed up new members, took lots of people on introductory flights, shared our passion for aviation and made a good impression on all present.

We plan to make it an annual event. Put it in your diary now. Jindabyne in Oct 2010.

Regards - Michael Fischer; Jindabyne Aero Club  
<snowmike1@ozemail.com.au>

## Dear editor

If any the Seaplane pilots are coming down the eastern coast call in at Paynesville on the Gippsland Lakes in Victoria and say hello!

My contacts are 03 5156 7552 or 0419 727 077

It has a nice boat ramp outside the coffee shops and shopping area, and many lakes to land on.

Regards Bill Cain <wlcain@hotmail.net.au>

Searey VH-SEY





## Dear Editor

We, from the Swiss Seaplane Association wish you a great Fly In at Jindabyne early October.

Take all of you much care and remember always, safety is no accident. Here are some impressions of this summer fly ins here in Switzerland.

Best regards, Jvan Aeberli

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## Sorry I Missed It! Maybe next year.

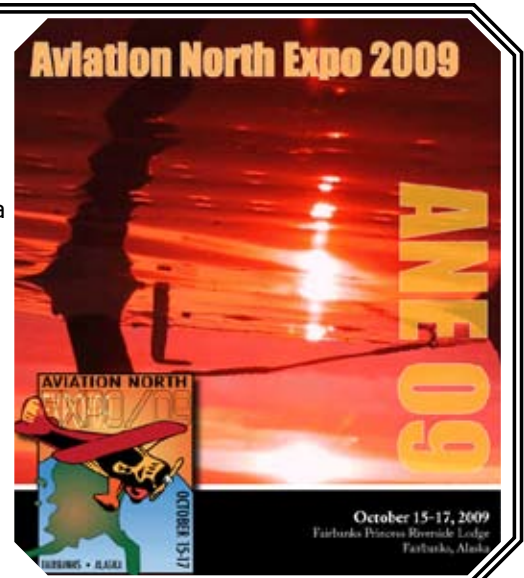
Canada and Alaska are the home of seaplanes. If you want an excuse to make a pilgrimage to this mecca of seaplane flying you won't find a better one than to attend Alaska's premier aviation symposium!

**The Aviation North Expo** - October in Fairbanks Alaska

This year was the 9th year of this integrated 3 day conference and trade show, which attracts over 350 aviation participants.

The Expo is an essential education event with aviation seminars, workshops, trade show, awards banquet and static display. It attracts a dedicated aviation audience of pilots, mechanics and airport managers.

Put it in your diary for October 2010. <http://www.aviationnorth.org>



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