
## Navigable waters Forever Free

The year 1215 was a great year for sea-planes.

Prior to that, the King had the sovereign right to do whatsoever he pleased, with the forests, waters, and wild animals of his lands.

In 1215 the Magna Carta was adopted, requiring the King to accept that he was now bound by the laws of other men. After the Magna Carta the rivers became highways for travel by all common peoples.

Now to 2010 when the U.S. Forest Service tried to turn Waldo Lake, Oregon's largest, into a private waterway for paddling canoeists. We seemed to be returning to the pre-1215 era of Kings and Queens. Apparently a group of elite environmental Princes thought the lake should be just for them, at the exclusion of everyone else. We fought the U.S. Forest Service and won the right to continue to use the waters of Waldo Lake.

However, a new move has seen the ban reinstated by the Marine Board. It is puzzling that they did not prohibit metal and fibreglass boats as well, and prescribe log and bark canoes only.

When Oregon was admitted to the Union in 1859 the need for waterways as transportation routes was not questioned. The Oregon Admission Act states:

***"... all the navigable waters of said State, shall be common highways and forever free, . . ."***

There is an echo of the Magna Carta in those words. To prohibit seaplanes from Waldo Lake should require a legal finding that there is a problem. However, there is no record of pollution to the lake or hazard to other users. The Prince's should not be allowed to close these waters. Waldo Lake is for everyone.

We will continue to protest the closing of Waldo Lake to seaplanes and, given the Magna Carta, the Oregon Admissions Acts, and the rule of law, we believe we will prevail.

**Aron Faegre**
**President Columbia Seaplane Pilots Association U**

*(Editor - This is a heavily edited and shortened version of an excellent much longer article by Aron. See the original at www.c-spa.org Aug 2011)*

## From the Editor

# Plan a trip!

One of my most enjoyable flying trips was the "Great Australian Seaplane Adventure - 2007", The GASA-07.

The GASA comprised 9 SeaReys, from all over Australia, flying in company around central NSW over 5 days, then meeting up with another 4 seaplanes for the final 3 days.

Why was it so good? Because it was an interesting bunch of people, sharing their joy of flying, not just by talking about it, but by actually doing it together.

Some of the pilots had limited experience, but there were older airline pilots who, despite having steered heavy metal around the world for 20,000+ hours, still actually enjoyed flying.

There was a big emphasis on safety with the more experienced pilots teaching the discipline needed for flying in company. We landed in out of the way strips, coped with some tricky weather and effected repairs in the bush.

It was a great period of learning, enjoyment and comradeship.

Why not join us next year and include a few friends to multiply the enjoyment. Some trips you might consider in 2012 . . .r

***Tasmania*** - Rohan Whittington is organising a seaplane exploration of Tasmania in February. Meet up in Melbourne on Friday 10 Feb then fly in company around Tassie for a week. Get the details at the SPAA intranet site www.wwx.com.au/intranet/seaplane contact David Geers on david@computerdrive.com.au to join if you are not already a member.

And then there is the ***Total Solar eclipse*** in Cairns on 14 November 2012. I will be leading a seaplane trip to experience that - mark it in your diary. More details in future newsletters.

**# # # Gear up to Kiss the Water # # #**

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


*In photo from L to R: Jim Moline, Phil Dulhunty, Kevin Bowe, Jimmy Williams, Ben Hunter, Brian Dehlsen, Teddy Munckton, Philip Dartnell, Rohan Whittington, Marty Corr, Rob Loneragan, David Geers & Keith Clark*

The weather gods provided a perfect day with light winds and lots of sunshine for the 5th annual Catalina Festival at Rathmines on Lake Macquarie, this year.

First to arrive was the DHC-2 Beaver to set up for the joy flights, shortly followed by a flock of SeaReys and Phil in his C-180. Fourteen aircraft attended with lots of SeaReys plus 2 Lake Buccaneers, a Super Petrel, a Maxair Drifter and Sydney Seaplanes DHC-2 Beaver.

With a performance by the RAAF Roulettes Aerobatics Team, a fly over by Tiger Moths and a variety of Seaplanes to look at close up or take a joy ride in, it was a great aviation event for the general public. But as well as aircraft there was an opportunity to try a Segway wheeled vehicle or a camel ride, plus military vehicles, art display vintage cars and even marching koalas!

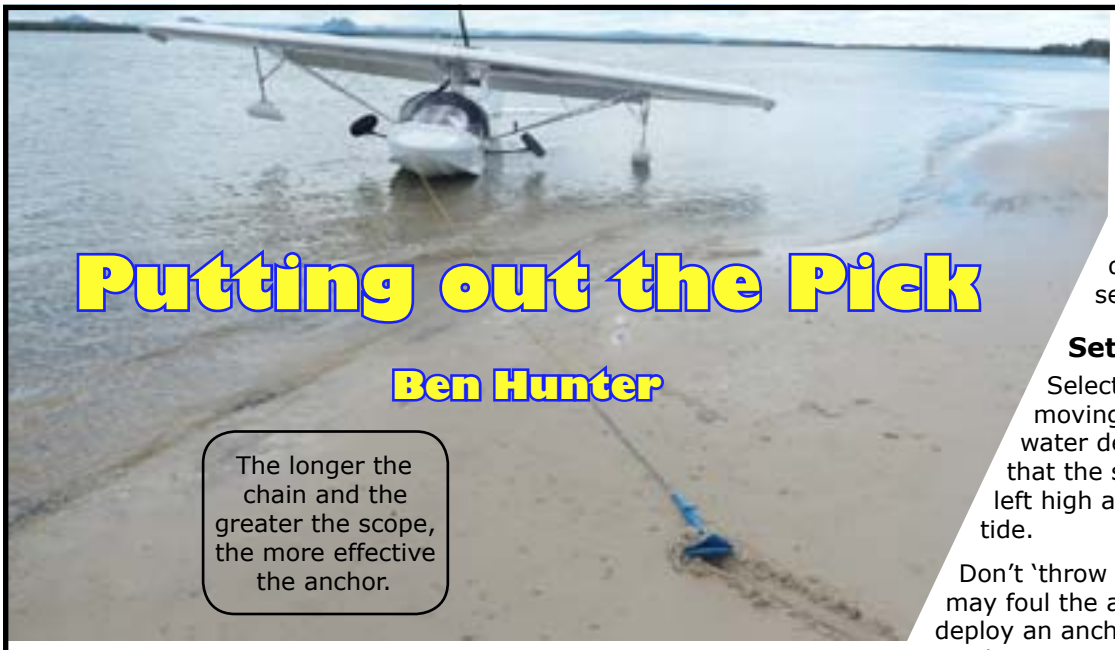
Eleven pilots were game to try their hand at the spot landing and mooring competition. Great skill was displayed with most people landing within 10 meters of the marked spot and managing to pick up the mooring.

The winners of the competition where

1 - Ben Hunter - SeaRey / Kevin Bowe - Lake Buccaneer
2 – Chris Rohan - DHC-2
3 – Andy Polsen - DHC-2

Improvements are already being discussed for next year including a dinner and more flying events, so make sure you put it in your diary.

Adam Holt - Sydney Seaplanes



# Putting out the Pick

## Ben Hunter

The longer the chain and the greater the scope, the more effective the anchor.

We all want an anchor that is light, will set quickly, will hold on a short "scope", and is easy to handle and store on board. And there may come a time when your anchor is the only thing keeping your seaplane from being seriously damaged or destroyed.

Anchoring poorly can endanger your seaplane, and other boats, or structures. It can cost you big $$$...

### General Equipment

Anchor, chain, warp and shackles must be of a size adequate for the size and weight of your seaplane. For maximum holding power, an anchor needs to have chain (at least as long as the seaplane) between it and the anchor line. Without chain, a much longer length of anchor rope is needed for effective anchoring.

### Line Scope

All modern anchors require a near-horizontal pull to work effectively. In mild conditions, a safe minimum anchor scope ratio is 5 to 1 (rope or chain length to depth). In heavier weather, 7 to 1 or more should be used. For example, in 3 metres of water, you need 21 metres of 'rode' paid out. In heavy weather you may need more. If no chain is used, you will need at least 10 to 1.

Remember...

Putting out too little scope is the most common anchoring mistake

### Anchor Selection

Anchors are designed for specific seabeds. Some types suit sand bottoms and others mud bottoms. Many anchors are made from galvanized steel but aluminium, and some plastic ones, are now available. The more common types are:

***Sand Anchor (Danforth Type)*** - can hold well in sandy or muddy bottoms and are easy to stow since they fold down flat. They don't work on reef or rock, as it will not be able to penetrate and hold. Prone to losing their grip when the tide and the direction of the pull changes. Can be made from galvanized steel or aluminium.

***Slip Ring Sand Anchor*** - a special sand anchor that can be easily retrieved backwards.

***Grapnel Anchor*** - is effective on hard rocky bottoms. They have short, strong prongs which can hook onto underwater structure.

***Plough anchor*** - a single fluke design with better holding power in changing currents and tides. They are effective in sand and mud but are bulky and difficult to stow on a seaplane.

### Setting an Anchor

Select an area away from moving vessels, and in water deep enough to ensure that the seaplane will not be left high and dry during low tide.

Don't 'throw out' the anchor or it may foul the anchor rope. Rather, deploy an anchor by lowering it into the water with the seaplane headed into the wind, then allow the seaplane to drift backward letting out the rode so the anchor becomes 'set'.

Consider the effects of a wind shift to ensure there is sufficient room for the seaplane to swing around without striking other anchored vessels or nearby obstacles.

### Anchors for small seaplanes

### Cooper Anchor

A recent innovation is the lightweight (1kg) nylon anchor.

Several SPAA members (Rohan Whittington & David Geers) are experimenting with this anchor (see entries on the SPAA intranet site)

It is available in both blue and pink (to satisfy the needs of your "inner woman")
Info at www.cooperanchors.com.au

### Flook (Flying Hook)

Designed by Phil Dulhunty to be launched from the "boat" and glide away from the vessel to provide up to 5:1 scope

Info at www.dunhunty.com/dm1.htm

### Fortress Anchors

Fortress (www.fortressanchors.com) make a range of anchors including a 1.1kg aluminium one which is incorporated into their "commando pack". This was originally designed for the military. It includes the anchor, 46m of rope & 2m of chain in a cordura storage bag.

# Popping your Flaps


Photo by Sean Cannon
www.jungleaviator.blogspot.com

*Editor's note - Our colleague, Dale DeRemer recently received the following note from a pilot in Indonesia.*

Dr. DeRemer,

I have a lot of time in wheeled air planes, mostly C206's but I now fly a C185F on floats for Mission Aviation Fellowship (MAF) in Central Borneo, Indonesia. Man is it fun!!!

We operate mostly on rivers and I have learned a lot about seaplane ops from your books.

Because our "runway" conditions are hazardous, I was taught to use a "flap pop off" or "flap assist" manoeuvre and I use it most days. I would appreciate your thoughts on this technique.

Sincerely,
Sean Cannon
www.jungleaviator.blogspot.com

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Hello Sean,

I call this manoeuvre the ***"flap change take off"***. I discuss it at length in my book "Seaplane Pilot", but let's cover some of the key considerations here.

## When is a flap change takeoff advisable?

A flap change takeoff is useful whenever you want to lift your seaplane out of the water fast!

For example, in rivers with DIRTY WATER, which includes debris, trash, logs - whatever you don't want the floats to hit, and water is dirty enough to hide shallow spots, reefs, rocks, etc. On larger rivers, it may include rough water.

## Are flap change takeoffs dangerous?

The flap change technique carries some SERIOUS dangers.

The major problem is that you are airborne at less than stall speed. A cylinder misfire or a gust may put you back in the water. When that happens (and it will, sooner or later) you need to be very close to the water and under control (correct attitude).

If you stall & fall from more than a metre or two, you swim, and bleed, and hurt; or worse.

So never treat this manoeuvre lightly.

## Teaching Flap Change Take Offs

I caution against using the technique with powered flaps, it is much safer to be able to "feel" the flaps though a manual lever.

When teaching the technique I have the student fly close to the water with full flaps. I manage the power, the student manages the elevator and flaps. They keep the flap button depressed on the flap lever and feel for that altitude of two feet above the water using the flap handle like a helicopter collective). I handle the throttle (no big changes) and I keep my hand on the stick just in case I need to make a quick save.

I get the student to take the IAS down to Vs and back up to Vclimb as I modify power. I stress the need for proper attitude, always looking outside with only a quick IAS check. When the student has mastered this, I add power at Vclimb, we transition to climb flap setting and climb away.

Once the student is competent, we put it together and move to full takeoffs.

**Remember**

**DO not leave low ground effect until Vclimb is achieved with flaps at climb setting.**

But before doing any of this I practice some REAL deep stalls and their recovery at a safe altitude.

I always impress on students that every aircraft type behaves differently. You must practice in any aircraft you fly. And practice close to MTOW if you can.

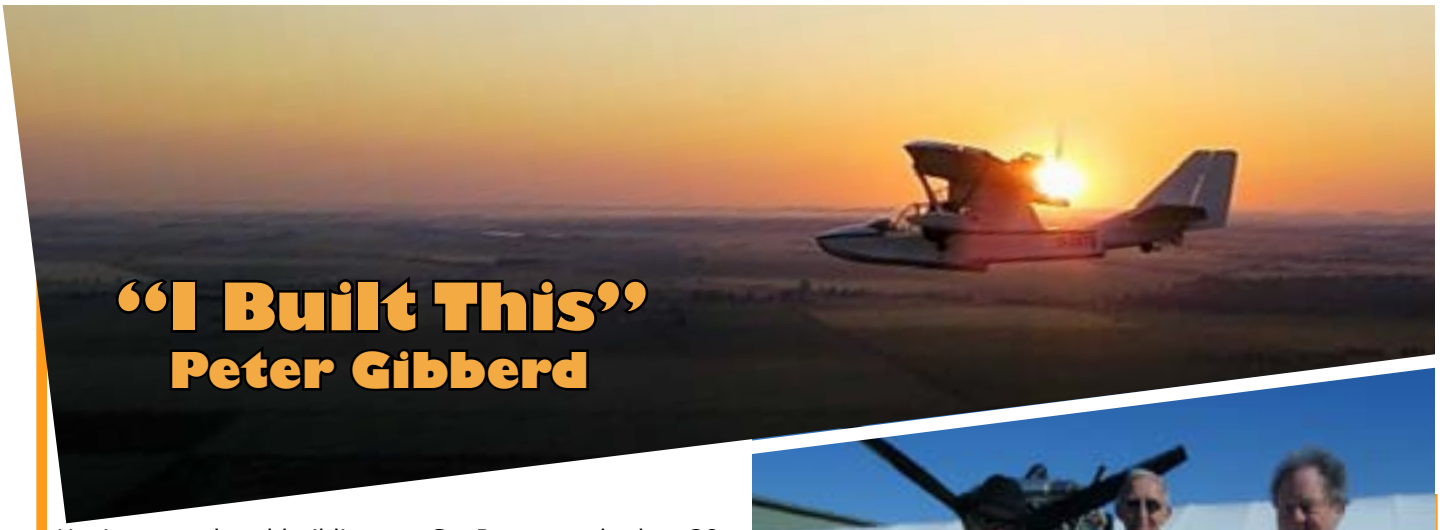
I never teach flap change takeoffs to a student until I have practiced serious manoeuvres with them, like those described above. It can be dangerous!

Be careful!
Dale DeRemer

PS: Expect more thoughts on this next newsletter.

*Dale DeRemer is Professor Emeritus at University of North Dakota, he has authored many articles and books on aviation, particularly aviation safety.*


Photo by Sean Cannon
www.jungleaviator.blogspot.com



# "I Built This"
## Peter Gibberd

Having completed building my SeaRey over the last 20 months and some 900 hours, it is now time to reflect on that process, and to compare the end result with other achievements/failures in my life

Achievements in life- I will think about that for a while

Failures in life:

- I failed first year high school,
- I achieved 8% for French in 2nd year high school-
- I was caught driving an unregistered motorbike without a license when 15-
- I failed year 12 and managed to enter Institute of Technology and then failed first year engineering-
- I struggled to assemble an Ikea desk!

So, I thought I had the obvious attributes to build an aeroplane!!

Flying on average about 12-15 hours a year (Cessna 172 and then later a SportStar), water landings appealed, and having more time on my hands, I purchased a kit.

I must admit I had the help of an older gentleman (Peter Hebdon) who had built large boats. Without his knowledge and support I would probably have given up many times.

But how does one describe the test flight where another SeaRey pilot (Ross Vining - who had periodic inspections during the building process) takes your


*Peter Gibberd's new SeaRey 19-7870, complete with "L" plate on the tail fin, took flight on 21 August 2011*

bird to 6,000ft with me on the ground hoping the wings don't fall off, or the fuel lines don't come loose on the motor - I don't think I have ever felt so nervous - but now that time is over and I have the final registration - what a buzz to fly along in your own plane, watching the world drift by underneath you, and thinking "I built this!"

With only 26 hours flying time I still have many hours to go before having the confidence to take my partner Karen for a ride. And then many more hours learning water landing techniques.

It has been an amazing journey. I am now looking for the next project, or maybe just to enjoy flying my new toy.

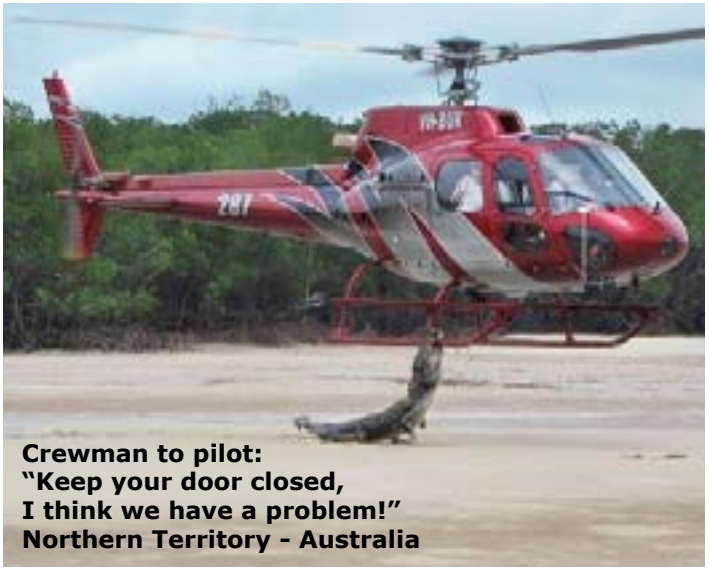
Peter Gibberd, Adelaide

## What is a "Pilot"

Abstracted from an article by Chuck Jarecki (Poison, Montana) in the Montana Seaplane Pilots Association newsletter

The word "pilot" originated as the Indo-European root "ped" meaning "foot", as in "pedestrian" or "pedal". It referred to the steering oar at the back of a boat. That oar -the foot- determined where the vessel would go, and was controlled by the "pilot". In 1848 the French applied the term to those who flew balloons. The term stuck, and 163 years later we are still aerial pilots. For seaplane pilots it is both the water rudder and the air rudder that we steer with our feet. I like to think that a seaplane pilot is truly still the most basic of pilots - with one foot in the water and the other in the air.

See more info at www.mtseaplanes.org



**Crewman to pilot:**
**"Keep your door closed,**
**I think we have a problem!"**
**Northern Territory - Australia**

# That Flying Bug – it never leaves you!

## New Member Profile
## Martin Hughes

*Martin acquired his love of flying from his father - a Sunderland pilot who patrolled the North Atlantic in WWII*

My father joined the RAF in 1936. By 1939 he was a Sunderland Flying Boat Captain in the North Atlantic. He was awarded the Distinguished Flying Cross for rescuing the crew of the Kensington Court which had been torpedoed seventy miles off the Sicily Islands.

In 1941, he crashed in poor weather and was repatriated to the UK. During his recovery, he became a founding member of the exclusive Guinea Pig Club, patients of Sir Archibald McIndoe, the famous plastic surgeon who brought hope to the burnt and battered survivors of blazing aircraft. He then completed a 2nd operational tour on Sunderlands in the North Atlantic.

He retired from the RAF and emigrated to Australia in 1961 with his family (with the exception of me!)

I was born in 1943 and always wanted to be a pilot. Unfortunately, as a child, I stuck a pair of scissors in my right eye whilst trying to extract a tyre from a Dinky lorry! This appeared to rule out becoming a pilot and I prepared for another career. But my father arranged a visit to an RAF eye specialist who said that despite a visible scar, my eyesight was unimpaired. And so I began a flying career with the RAF. That was 1961 and just months later my family emigrated to Australia and I was on my own – an RAF cadet earning three pounds ten shillings per week.

I graduated, had advanced flying training on the Folland Gnat, then spent time in Cyprus, Gibraltar, Malta, Singapore, the Middle East, Kenya and Mauritius before returning to the UK as an RAF instructor on "The Gnat". My love affair with the Gnat continued for five years, partly at RAF Kemble in Gloucestershire, the base of the RAF Red Arrows Aerobatic Team who also flew the Gnat.

The Folland Gnat is a delightful aeroplane, a tandem seater, so small that we used to joke that you did not climb into it but rather you put it on. It rolled at 420 degrees per second, climbed like a dingbat, went supersonic in a dive and flew beautifully in formation. The view from the front seat was exceptional and made low level flying at 360kts an absolute joy.

*The view from the front seat was exceptional and made low level flying at 360kts an absolute joy.*

But all good things come to an end, and in 1972 I was "promoted" to a non-flying position in Europe. I resigned from the RAF, emigrated to Australia and took over the family business, The Silver Brumby Inn in Thredbo. Business and family responsibilities dominated my life until 2000 when the flying bug reasserted itself. But, no matter how hard I tried, I could not get excited about GA flying – it was expensive, highly regulated and there was no sense of fun. Sadly I tossed my flying logbook in the bottom drawer.


*The Folland Gnat is not exactly a seaplane - but its beautiful flying qualities made it a joy to fly. Now out of the military, Martin is rediscovering the joy of flying through seaplanes.*

Then, in 2009 I discovered Recreational Aviation. Well – talk about back to real flying and having fun! I was hooked once more.

I am now a Senior Instructor with Snowy Aviation Academy at Polo Flat Cooma, flying Jabirus. I also did an endorsement on a Foxbat floatplane - courtesy of the late Richard Holgate to whom I owe an enormous debt for introducing me to this fascinating aspect of flying.

My return to flying has made me feel younger (you have to kid yourself!), more enthused with both flying and life, and I look forward to many years of enjoyable aviation.

Martin Hughes (MICHELAGO NSW)
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mshughes@activ8.net.au

# Joy of Flying

## Fly like a bird

This is not about seaplanes – just about flying.

For centuries man has tried to replicate the flapping wing, flight of birds.

Now, Markus Fischer and his team at Festo have built a large, lightweight robot, modelled on a seagull, that flies by flapping its wings. This is an astounding achievement in technology and aerodynamics. To do it he brought together a team with skills in aerodynamics, building gliders, robotics and generalists to create this bird which has a wing span of 2 metres and weights just 400g

It really is worth watching

www.youtube.com/watch_popup?v=Fg_JcKSHUtQ

It was demonstrated at the TED conference in Edinburgh Scotland on July 2011

*From our "reporters" Philip Dulhunty & Mike Holtby*

## The Maverick

It has an FAA issued airworthiness certificate (S-LSA), its a registered vehicle for highway use and its an off-road vehicle. Its the Maverick LSA.

A steerable parachute is housed in the cars roof, it is deployed via a mast and a rigid leading edge.

Drive it and fly it like a car (steer with steering wheel

**Specifications**

Engine = Subaru, 2.5L, 190HP,
Transmission = Continuously variable
Seats = 2 seat tandem, 4 point harness
Conversion time = 10min from car to aircraft

**Performance**

***As a car***
Top speed >85 Kts
Fuel economy = 9 L/100km
Accel = 0-60mph = 3.9 sec

***As an aircraft***)
Empty wt = 390kg
Useful load: 190kg
cruising speed : 35Kts
Climb 900fpm

And they claim it can be fitted with floats (but no evidence supplied!)

Info= www.mavericklsa.com

*From our "reporter" Rob Loneragan*

## Electric Amphibian

Just days after flying his electric Lazair for the first time, Dale Kramer attached a float, outriggers, and retractable landing gear to his ultralight craft, took off from the grass field near his home, and flew to a nearby lake to make his first water landings and takeoffs.

Dale said *"I kept reminding myself that I must retract the gear when I got over the lake, fortunately I remembered"* (Ed note- we need to teach Dale WUFF)

Having designed the Lazair 30 years ago, Kramer was heavily involved in the burgeoning ultralight movement, and over 1,200 of the craft were built. Today, he's taking a lead in creating a low-cost ultralight electric flyer, topping the considerable accomplishment with a true world first – a twin-motored ultralight electric amphibian.

The aircraft uses a pair of Joby JM1 motors, these are lightweight, low speed, high torque motors designed for electric aircraft, each one develops the equivalent of about 20HP

See the complete story and video at http://blog.cafefoundation.org/?p=3764

*Charging the batteries of the electric Lazair*

*This stunning photo of a Catalina is just one of many images on the Seaplane Pilots Association of Switzerland website - www.seaplanes.ch*

# SWER – The Pilot's Nemesis

On my trip back from Lake Eyre I spotted a dam just out of Chinchilla. It was about 500 metres long and about 150m wide with a couple of speed boats parked on the bank and people lounging in chairs enjoying their Easter weekend.

I figured this little body of water needed blessing in the form of a touch and go, so I set up for my usual precautionary inspection prior to landing.

We coasted down for a tight 500ft base and I scanned the trees along the lake and the water surface looking for danger. It looked fine. I decided I didn't need a second pass at 200' and I dropped in for a beautiful alighting, the water was smooth with just a hint of a ripple - the world was perfect...

Adding full power we lifted into ground effect, accelerated then started to climb out.

At 50' above the water - I spotted it..... the silver glint of a single strand of wire stretched across the water. I yanked back and the wire slid under the hull with just 10 feet to spare.

I had missed my arch enemy the SWER line....

SWER... Single Wire Earth Return is occasionally found in the country, often run to small out-building pump houses etc and is an old way of eliminating the neutral return wire.

The poles were hidden in the trees and the feeder was from across the paddock I had flown over in the downwind leg. I was intent on looking for that continuous row of poles that typically march across the paddocks that we are so used to.

I was in luck that I had plenty of speed up or we would have ended up in a climbing stall with no height underneath.

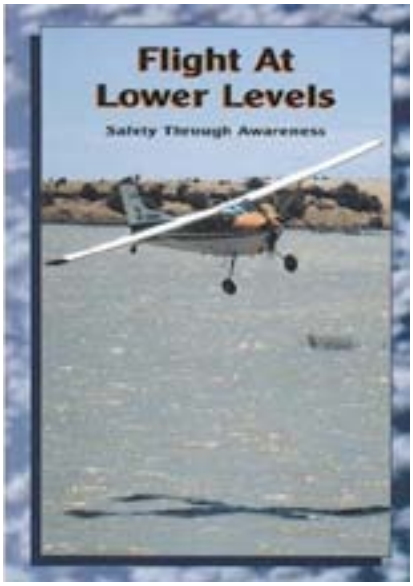
Never forgo those precautionary sweeps of the landing area. I advocate flying the circuit in the opposite direction after the first sweep to get a different view point.

Don't be fixated on the water itself, check trees on the bank and beware of submerged fence lines.

Fly safe ...don't drown.

***Rohan Whittington***

Editors note – In South Australia SWER lines are NOT "occasional" they are EVERYWHERE!




Also – While our first impulse is to climb over a wire that is dead ahead, it may be safer to dive under it.

I strongly recommend all seaplane pilots purchase and read John Freeman's book, Flight at Lower Levels. In it John condenses 40 years of low level flying and flying training experience. And it is not just about SWER, there are numerous hazards in low level flight and seaplane pilots tend to spend more time at low level in unfamiliar areas than most other pilots.

Fly Safe!

Hello Ross,

We are doing a lot here in Central Europe for Seaplane Aviation - I am happy to send our pdf magazine to any of your member,s or they can visit our website.

Maybe some of your members are somewhere in Europe and want to join us!?

Best regards,
Jvan Aeberli
President
Seaplane Pilots Association Switzerland
mailbox@xtramobil.ch
www.seaplanes.ch

*Editors note: the SPAS newsletter is stunning. Real work of art. I strongly recommend you email Jvan and ask to be on their mailing list.*

***Seaplane flying - Swiss style!***

## USA - Washington State

The Washington Seaplane Pilots Association (WSPA) assisted a member in an action against the Washington State Department of Ecology. The department had denied the member a permit to build a seaplane dock on Lake Whatcom due to concerns regarding the spread of invasive species and in particular, mussels.

The WSPA felt that this denial, would create a precedent for denial of seaplane access to many lakes.

The WSPA engaged a law firm*, who convinced the Department that mediation would be their best course of action and the parties jointly developed procedures to prevent the spread of invasive species.

The WSPA believe the negotiated procedures are reasonable, will be effective and will become de facto procedures in similar situations.

Many WSPA members contributed to covering the costs of this important legal action.

**** The law firm involved is the Pacific Legal Foundation. (PLF). The PLF is a California based legal group committed to defending . . . individual freedom and a balanced approach to environmental protection.***

***{Editor's note: given the battles we have with national parks, councils etc, we really need a similar group in Australia.}***

Dear Editor

The last edition of SPAA had a great article on ***floats vs boats***. In my experience, docks and step bank beaches are a difficult situation for most flying boats. Unless you import a Seabee, I know of no other boat with a bow door that allows you to step off onto dry ground and also has reverse to stop at a dock. The Lake Amphibian does have a bow you can walk on and with the opening wind screens it is well suited to beaching in that regard. The author Richard Bach installed a reversible prop on his Lake (LA 4-200), and that seems like a good idea.

Floats are just much better with most docks and after you nose into a beach you can step off the bows and turn the air plane around to put the tails of the floats on the beach. Most times if the bank is not real shallow this can be done without getting your feet wet.

Bee Sea n'ya,
Bruce Hinds, Director,
Washington Seaplane Pilots' Association
www.wa-spa.org Director, SPA
Seabee Club Newsletter

Dear Editor

I am a new member of SPAA who has been flying for about 40yrs, but mostly in the right hand seat. I started when my father completed his PPL after many family weekends spent at the Maryborough & Bundaberg Airports. I flew with my father for almost 30 years, but lost him (and my personal pilot since I had never got my licence) to cancer about 11yrs ago.

I have started my RA Licence, and can't wait to go solo. I have always had a fascination with Seaplanes and I will be doing Float & Tail Wheel endorsement's ASAP. I'm looking at getting my own plane when I'm done. I'm training in an Ibis GS 700, but I like the look of the Super Petrel LS since I live on the Great Sandy Straits between Hervey Bay & Fraser Island and floats or a flying boat would be ideal for this area.

Tony Jackson

### New Agent for Super Petrel

In the last newsletter we reported the accident that resulted in the untimely deaths of Richard Holgate and Peter Frith. Peter was the Australian distributor for the Super Petrel aircraft.

The distribution of the Super Petrel LS aircraft in Australia has been taken up by Kelvin Hutchinson (kelvin@visioninaction.net)

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