

# On-the-Step

Newsletter of the Seaplane Pilots Association of Australia



## PRESIDENT'S REPORT

I hope you enjoyed reading the September issue. I expect you found it a very, very short read. I am embarrassed to have to admit that it was a non event, it didn't happen. I hope this issue goes some way to make up for that omission, and that you find plenty to keep you entertained over your Christmas break.

- § -

Talking of Christmas, gifts and things you would like to do, I am hearing more and more friends talking about their bucket lists. I suspect that it has something to do with the age group I find myself creeping into, or to be honest, rapidly growing out of. Anyhow, I can think of few things that would be more desirable than the bucket list item that Chris Hunter managed to tick off as achieved. Read Cris's account of his flight in what must be one of the most beautiful aircraft that has graced the sky, the Beech 18 Floatplane.

- § -

One thing I never thought I would do was see the famous Mars water bombers up close and in the flesh. It wasn't something I had on any bucket list, but my accidental discovery of them at their base on Vancouver Island certain proved to be a highlight

of a very enjoyable holiday to what has to be seaplane heaven, west coast Canada and Alaska. More inside.

- § -

Again amphibian safety remains high on our priorities and the prime issue is "wheels-in-water" alightings. I might be sounding like a broken record but it comes down to getting those pre-landing checks done and effective. In fact it comes down to getting the best practice for all checks, pre-takeoff, post takeoff, cruise. Bruce Hinds expands on his earlier article addressing this issue.

- § -

We are a very low cost association with almost no overheads. Nearly all of what is done by SPAA is done by volunteers who carry their own costs. However there are costs that are unavoidable if we are going to continue to operate and achieve the goals we need to in order to keep your flying experience enjoyable, safe and unencumbered by red tape. We will be sending out reminders to all members at the beginning of 2015 as a physical memory jogger that can sit in your in-tray along with all those everyday invoices such as power and water.

- § -



We have the final episode of Dan Nicken's story of "Vee-Chee" and it has been a great story written in Dan's wonderful style. But the story of VeeChee just keeps on going, so expect to read about VeeChee's new life in our next issue

- § -

The new Part 61 licensing has left most of us more or less confused so we have reproduced some of the questions and answers that CASA has placed on its website which should take some of the mystery out of this subject.

We are lucky to have a member who is on top of this subject and she has agreed to provide answers to your questions through this news sheet. So, if you are still struggling to understand how the new Part 61 licencing impacts you, please send your questions in to me and we will publish the answer in our next issue.

- § -

Finally have a very enjoyable Christmas and New Year and remember to,

*Fly Safe & Wheels Up for Water*

# Flying the Beech 18 Floatplane

By Chris Hunter

I have a bucket list of aircraft to fly that I am slowly working through, and residing right at the top of this list for some years has been the Beech 18. Having first flown in 1937, Walter Beech's company went on to produce almost 9000 of these classic aircraft over a three decade production run. They were legendary in their day for speed, comfort and luxury and were the precursors of today's business jets. What's not to love about them, with twin 9 cylinder Pratt & Whitney R985 radials each producing 450HP (think 2 x DHC-2 Beavers!), polished aluminium, famously good handling and those distinctive twin tails. Several years ago whilst I was reading the SPA (the American Sea Plane Association) magazine 'Water Flying', I saw an ad for Sheble Aviation based in Needles, California featuring a magnificent Beech 18 on floats and offering multi-engine seaplane training and I made a mental note of it.

Fast forward to this year and I found myself crossing the high desert of California in a rented Fiat 500, driving the four hours from L.A. to Needles, located on the Colorado River, near where the borders of California, Arizona and Nevada meet. A little further upstream are some well known sites including the Hoover Dam, Lake Mead and the Grand Canyon. The Beech is moored on the river at a marina and RV resort called Pirate Cove. I never quite worked out how the pirates fit into the picture... I arrived at the appointed time to meet Jo Sheble, the aircraft's highly entertaining owner and instructor, only to be greeted by a hot and gusty 30 knot wind and choppy water. With the day's flying quickly written off, we made plans to meet the next morning at 0800, but the forecast didn't look much better.

The weatherman isn't always right and on this occasion we got lucky, whilst nearby airports were again plagued by strong winds, down by the river it was warm, sunny and less than 10 knots, perfect. The first thing you learn about flying a Beech 18 floatplane is that it takes a lot of work to get her ready to fly. Something akin to preparing a cruise ship to set sail. First, we had to fetch the plane



from its mooring using Jo's ingenious custom built floating dock with outboard motor, which because the floats have no spreader bars between them can slide right in between. Then, once beached the fuelling and oiling can begin. For those unfamiliar with radial engines, they like oil and lots of it, as they say "if it's not leaking oil, then it's out of oil". One unique feature to accomplish this is that to change sides from one wing to the other you climb over the top of the fuselage. The other vital task to be performed is to pump the floats. The floats are enormous Bristol 7850s and are not exactly the definition of 'watertight'. Jo told the story of when he was learning to fly the Beech 18 that his instructor ordered him to go pump the floats dry, and that he'd be out in an hour! Fortunately Jo was kinder to me and got me to attach a portable battery powered bilge pump and use it to get the compartments dry, but there was gallons of water to get out. After all this preparation was done, Jo jumped in the river for a swim to cool off and then it was time to fire up the engines and go flying!

The engines started up promptly with smoke billowing behind and then settled into that wonderful steady beat that is unmistakable of radial engines. The taxi to get out of the marina and onto the main river is fairly long, which is ideal to give the engines and oil plenty of time to warm up. Another unique feature of the Beech 18 floatplane is that it has a hatch in the roof of the cockpit which can be opened while taxiing, and as I taxied us out from the left seat, Jo sat on the roof and waved at passing boats. I quickly got the impression that this was a large and solid aircraft and it was terrifically stable on the water, as we crossed the boat wakes she hardly moved.

Once out on the Colorado River, a lovely wide stretch of water in front of us, we ran the engines up to 1500 RPM to conduct a functional check and then set the flaps to 11° and completed the pre-takeoff checks. At that point, after passing some boat traffic, there was nothing else to do except hold the control column all the way back and move the throttles up to 35 inches. The R985s are supercharged and therefore boost must be carefully monitored to not exceed the takeoff setting of 35 inches, you can't just push to the firewall. The din was incredible, all 900 horses pulling us down the river in a terrific cloud of spray and with a great big smile on my face! Hauling back on the yoke the nose steadily rose up and up and then with Jo's coaching, we lowered the nose to the correct attitude (prop feather buttons on the horizon) and were up on the step. At 65 mph (yes, the ASI is in miles) she gracefully lifted off. With the river falling away, flaps are promptly retracted and the aircraft accelerated to  $V_{mca}$ , at which point power is reduced to 32"/2200PRM, and then a normal climb away is commenced at 110 mph. The controls felt reassuringly stable, somewhere in between a DC-3 and a Baron and it was surprisingly directionally stable for a floatplane, the large fabric covered ventral fin was clearly doing its job. She flew perfectly! Levelling off at 1000 feet and with the engines grumbling beautifully at 29"/1900RPM, we turned south for some touch and goes on Lake Havasu. I was immediately in awe of the landscape of the high desert, having seen nothing like it from the air before, it was truly moonlike.

Once we had flown the 10 miles or so we had a look at the wind conditions on the lake and interestingly it was less than 10 knots but a full 180 degrees out from where we took off, a valuable reminder to always make a careful assessment. We then proceeded to set up for my first landing by turning base, setting the flaps to 30°, reducing the power to 15 inches and descending at "blue line" speed. After entering ground effect and raising the nose to the correct attitude the floats touched down with a satisfying swoosh. Landing the big floatplane was completely conventional, and in my opinion easier than most due to the greater inertia and stability, when you selected an attitude it stayed there. After carrying out several touch and goes at various spots in the lake we had a look at using the rough water technique. This was similar except the flaps are set to 40° and the power is reduced to idle in the round-out, requiring a little more timing and judgement to get a nice smooth touchdown.



Our stomachs were telling us that it was time for lunch and so we set off 20 miles down the river to the Roadrunner Floating Bar & Grill at Parker, Arizona. After landing on a lovely straight stretch of river, we taxied up to the riverbank, shut down and tied a line around a palm tree, this is the stuff of dreams! Predictably, pulling up at a restaurant in a Beech 18 attracts a small crowd of on lookers and Jo was happy to show the spectators his plane. After lunch we piled back into the Beech and flew back towards Needles, following the river and conducting several touch and goes along the way. The day was complete with a flyby over Jo's flying school at Needles airport and a smooth landing back on the Colorado River.

An interesting fact that was apparent as we beached on the riverbank was how far the shoreline had moved. The Colorado River in this area has 'tides' due to the production of hydroelectricity. Twice a day, in the morning and in the evening, when power demands are greatest, more water is released from the dams, causing the river to substantially rise and fall. Something to be careful of once beached if you didn't want to be stuck for 12 hours! So we placed a rock at the shoreline whenever we beached so we could monitor the movement, and pull the plane further out as necessary. By the end of the

day I had logged some 3.2 hours in the Beech 18, 32 water landings, was half deaf, covered in oil and had an absolute ball!

Day 2 was another spectacular day down on the river, and consisted of consolidating what we had done the day before, however this time we worked our way up the river to the north and to Nevada. We did a few touch and goes at Laughlin, Nevada, sort of a mini Las Vegas, right in front of the riverfront casinos. Apparently the Beech 18 is known there for being good at setting off car alarms on takeoff. This stretch of the river was quite shallow and fast flowing and made for some interesting visual sensations as we turned downstream and passed under a bridge and also practiced docking into the current. I liked Jo's practical method for avoiding water that is too shallow, "blue is good, green is good, brown is bad". We then trekked upstream to the scenic highlight of the trip, Lake Mead and the Hoover Dam, with the strip of Las Vegas visible in the distance. The views were nothing short of spectacular. We landed on Lake Mead, a large lake and the conditions were truly glassy water, a great opportunity to practice that vital skill. It was amazing to see how difficult judging height can be. A great tip from Jo was to fly the final approach fairly close and parallel to the shore, that way you have the shore visible in your peripheral vision as you approach the water, helping give a sense of your height.

We then flew back towards Needles at low level, following the lake and river banks, doing some 'beachcombing' and avoiding the high tension powerlines strung up across the river that forced you to keep your eyes open. The final landing was a good one and I was not in a hurry to bring back the mixtures the final time we taxied back to the marina. All in all flying the Beech 18 floatplane was an absolute highlight of my flying career and exceeded all expectations. I recommend it to anyone who likes noise, flying in bare feet and oil on their clothes!



# WHEELS IN THE WATER

*Know I have been going on quite a bit about "check-lists" and in particular checking your gear position, and for that I do not apologise. It seems that "wheels-in-water" incidents are still occurring with worrying regularity and it all comes down to checks, checks, checks. I know through personal experience that we can still make mistakes and miss checks, but it comes down to practicing checks and practicing.*

*The article below comes from one of our US members, Bruce Hinds, who has too often experienced the tragedy of colleagues coming to grief in executing wheels-in-water landings with fatal consequences.*

- § -

2011 was a big push for us since we lost "one of our own" that winter. You may have seen his testimony on YouTube, the AOPA or some other place. A local fellow that is very well experienced in many aircraft, he has a Cessna Mustang jet and a turbine C-206 on floats among others, landed his amphib wheels in the water. He got out, but his 6 year old son didn't. He and several people that showed up on the scene couldn't get him out of the 34F degree water either.

I went on a bunch ..... about checklists, the creation, usage and discipline. Gear advisory systems are nice, the old GUMP check is a good tool too, but there is nothing like a true check list that is used as such (Not a do list)! That's why the airlines use them. It looks like I've gotten some attention on the matter. Stephen and I have discussed this a little and he finds some merit in the project, and as we threw this back and forth during our weekend at the trade show we got some momentum through interest with two key individuals.

Kevin Nelson is one of our members who among other things used to teach at Alaska Airlines. We shared a good discussion since I'd spent time with Continental's Flight Standards and we both did it about the same time when both airlines were changing how pilots were trained. Part of that being the concentration on check list usage.

Steve Petrich was also there. If the name doesn't ring a bell, he is the guy who developed the gear advisory system that is sold by Lake And Air. We all agreed that something needs to be done. I hope to work with these guys to develop something WSPA can share with you to keep this from ever happening again. We all agreed, there is not enough emphasis on putting the gear up. Steve has run back to Wipaire with the intention of changing their system to announce after takeoff, "Wheels up."

So, here's a place we can start right now! Always, put your wheels up after takeoff! Tie that act to anything else you always do after takeoff. Reduce RPM / Wheels UP! Flaps UP/ Wheels Up. What else do you do, turn off landing lights or turn off a boost pump? Make it a

point and get in the habit of always putting the wheels up after take off.

This is a monumental problem. This weekend we talked with countless SES instructors and there is really no training in this regard. Think of it this way..... of all the surfaces you could have an emergency landing on, in most cases you and your airplane would be better off with the wheels up. So why leave them down? If your answer is, "I'm staying in the pattern," that's not good enough. Chances are if the engine quits you may not make the airport anyway. If you're practicing pattern work, then practice your pattern work with your checklist just as you would normally do your pattern anyway! Get your wheels up, please. Start a mantra today... "I'm going to put my wheels up after take off." Say it often and say it out loud.

The wheels up habit can be very simple. Just do it after every takeoff and tie the action to something else you always do after takeoff. There are many options here depending on your aircraft and the way you fly. The airlines verify a positive rate of climb and call "gear up." General aviation pilots are taught to climb at  $V_x$  until clear of obstacles and then transition to  $V_y$ , so, verify clear of obstacles and put the wheels up. Most engine failures occur at the first power reduction. How about upon your first power reduction (the engine keeps running), put'em up, you're not going back on the runway.

That's the first step and possibly the most important. The development of check list usage habits can be more complex. There are a few things about seaplane flying that are just not conducive to what we've come to know as normal procedures. If a landing check is "keyed" to a downwind leg, that could be a problem since we sometimes don't fly a downwind leg.

Other factors can play havoc with us too. The NTSB has made many studies and they've found that distractions are a major cause of check list misuse or lack of usage. If professional pilots can be distracted in a "sterile" cockpit on a simple straight in approach, how distracted do you

think we could be descending into a pristine lake with conversation and ooohs and aaaahs as we admire the wonders of what we are about to experience.

Airlines also have the advantage of the crew concept which we can adapt if you have someone that regularly flies with you. Crew or Single pilot, you really need a checklist of some kind that you can and will use. Part of the GA problem is that we are never exposed to what is considered to be a real check list. I don't know anyone that has not been frustrated with senseless items on checklists provided by aircraft manufactures. A big part of the problem is that they were designed to be a procedural "how to guide." Do you really need to know how to do a run-up? ...RPM settings, mag drop, how to cycle the prop? Are we actually going to read as we roll down the runway about rotation speed and applying back pressure? I think not. That is not a check list.

What is a check list? A GUMP check is more of a checklist than your manufacturer's procedural list. A true checklist is something you use to check to see if something is already done. You configure the airplane and then read a short list of items to verify they are done. The FAA says you can develop your own and I encourage you to do just that. I could probably go on for pages on this subject, but if you want to work on it, here are a few items to consider. Consider that the complete Boeing 737 checklist for normal operations is printed on a single 8 1/2 x 11 piece of paper with plenty of space left over. Yours should be pretty simple. The attitude at our airline flight standards meeting for what should be a check list was that if it won't, kill you, get you in trouble or cost money, it may not need to be there. If it's real important, we decided it may need to appear more than once. Pretty simple really. I've divided my Seabee Checklists into 8 categories with not very many items in each section.

1. Before Start
2. Run-Up
3. Before Takeoff
4. After Takeoff
5. Before Landing
6. After Landing
7. Shutdown
8. EMERGENCY

Each one of the categories are printed on tabbed index cards. Each item is in the specific order as it's normally performed. That order is dictated by a natural flow, or movement across the cockpit. Kind of like dance steps. I

think Richard Bach referred to it in his F-84 as witnessing a hand dance.

Developing the good habits of getting the wheels up, using checks after the actions are performed at a specific time that you will not tolerate distractions should keep the possibility of a wheels in the water accident to a minimum.... And, Remember.....

All this means NOTHING unless you Visually Verify where the wheels are! A mantra is used by many pilots such as "Wheels are UP for a water landing, selected up with a Red light and Visually Verified in the mirrors as UP for landing on the Water.

I'm available for any discussion on the topic and I'll be glad to help in any way I can. I'll do anything to help prevent another occurrence of what happened at Lake Goodwin.





*Last August my wife Annie and I enjoyed a wonderful holiday in Canada and Alaska. It started with us staying with friends in a little town called Campbell River on Vancouver Island. I caught more fish (large salmon) that day than I had caught in all my previous 65 years. Our friends suggested we see the West Coast of Vancouver Island and on the way we could see where they had a small holiday cabin on Stroud Lake. The name didn't ring a bell at the time but as we drove past the lake I noticed an old faded sign by the road. I could make out the word MARS and a figure of a flying boat. Then it all came back to me, that wonderful YouTube video of the Mars Waterbombers. I had stumbled upon the home of those magnificent machines.*

*A few wrong turns and backtracks and I found myself at the entry to "Coulsons Water Bomber Base". No Entry - Authorized Personnel Only. I figured I was authorised (after all I had come from Australia) and ventured in. It was a bit of a sad sight. Only two of the huge craft remaining. One, Philippine Mars, had been returned to its original colours and was obviously ready to go to some museum, the other, Hawaii Mars, had a fresh paint job but clearly had not been operated for a long time. However, despite the sense of entering a respite home, it was the highlight of my holiday to walk amongst and touch the last examples I will probably see of that glorious flying boat era when huge four engine craft like the Mars, the Empire, the Sunderlands roared across the water and lumbered into the air, providing the ultimate in luxury travel of the time.*

*I have since heard that the last remaining airworthy Mars, Hawaii Mars, had been on the market for some time and had not operated for more than two years. Its future is uncertain.*

*With acknowledgment to Wikipedia here is the story of the great Mars.*

The Martin JRM Mars is a large, four-engine cargo transport seaplane originally designed and built in limited numbers for the U.S. Navy during the World War II era. It was the largest Allied flying boat to enter production, although only seven were built. The United States Navy contracted the development of the XPB2M-1 Mars in 1938 as a long range ocean patrol flying boat, which later entered production as the JRM Mars long range transport.

The surviving aircraft were later converted for civilian use to firefighting water bombers.

The Glenn L. Martin Company scaled up their PBM Mariner patrol bomber design to produce the prototype XPB2M-1 Mars. The XPB2M-1 was launched on 8 November 1941. After a delay caused by an engine fire during ground runs, the aircraft first flew on 23 June 1942. After flight tests with the XPB2M between 1942 and 1943, she was passed on to the Navy. The original patrol bomber concept was considered obsolete by this time, and the Mars was converted into a transport aircraft

designated the XPB2M-1R. The Navy was satisfied with the performance, and ordered 20 of the modified JRM-1 Mars. The first, named Hawaii Mars, was delivered in June 1945, but with the end of World War II the Navy scaled back their order, buying only the five aircraft which were then on the production line. Though the original Hawaii Mars was lost in an accident on Chesapeake Bay a few weeks after it first flew, the



other five Mars were completed, and the last delivered in 1947.

Named the Marianas Mars, Philippine Mars, Marshall Mars, Caroline Mars, and a second Hawaii Mars, the five production Mars aircraft entered service ferrying cargo

to Hawaii and the Pacific Islands. The last production airplane (the Caroline Mars) was designated JRM-2, powered by 3,000 hp (2,200 kW) Pratt & Whitney R-4360 engines, and featured a higher maximum weight and other improvements. On 4 March 1949, the Caroline Mars set a new world passenger load record by carrying 269 people from San Diego to Alameda, CA. On 5 April 1950, the Marshall Mars was lost near Hawaii when an engine fire consumed the airplane after her crew had evacuated. The remaining "Big Four" flew record amounts of Naval cargo on the San Francisco-Honolulu route efficiently until 1956, when they were beached at NAS Alameda.

In 1959, the remaining Mars aircraft were to be sold for scrap, but a Canadian company, Forest Industries Flying Tankers (FIFT), was formed and bid for the four aircraft and a large spares holding. The company represented a consortium of British Columbia forest companies, and the bid was accepted and the sale was completed in December 1959. The four aircraft were flown to Fairey Aviation at Victoria, British Columbia, for conversion as water bombers. The conversion involved the installation of a tank in the cargo bay and retractable pick-up scoops to allow uploading of water while the aircraft was taxiing. The scoops allowed 30 tons of water to be taken on board in 22 seconds. Later some of the hull fuel tanks were replaced with water tanks.

The Marianas Mars crashed near Northwest Bay, British Columbia, on 23 June 1961 during firefighting operations; all four crew members were lost. Just over a year later, on 12 October 1962, the Caroline Mars was damaged beyond repair by Typhoon Freda while parked onshore. The Hawaii Mars and Philippine Mars had their conversions to water bombers accelerated and entered service in 1963.[1] They appeared at local airshows, demonstrating their water-dropping ability. Flying Tankers Inc. also flew the water bombers to other hot spots around the province when a need developed, such as in August 2003, when a large forest fire threatened the city of Kelowna, British Columbia.

On 10 November 2006, TimberWest Forest Ltd. announced that they were looking for buyers of the Mars. A condition of this sale was that the purchasers would have to donate one back to Port Alberni when they are retired, as a historic attraction. The Maryland Aviation Museum and British Columbia Aviation Council have initiated a joint effort to preserve the aircraft, one in Maryland and the other at their current location in Canada. On 13 April 2007,



TimberWest announced the sale of both aircraft to Coulson Forest Products, a local forestry company in Port Alberni, British Columbia. The two surviving tankers are operated by Coulson Flying Tankers and are based and maintained at Sproat Lake near Port Alberni. On 25 October 2007, the Hawaii Mars ("Redtail") arrived at Lake Elsinore in southern California, on a private contract, to assist with the firefighting efforts containing the California wildfires of October 2007. The Philippine Mars had been undergoing

"extensive maintenance and renovation" and was expected to be ready to fly again in 2010. As of 13 August 2009, the Hawaii Mars was in service fighting the La Brea fire east of Santa Maria in Southern California.

The aircraft can carry 7,200 U.S. gallons (27,276 litres) of water and each drop can cover an area of up to 4 acres (1.6 hectares). The aircraft can also carry up to 600 U.S.

gallons (2,270 litres) of foam concentrate for gelling the load drop.[7] They are used to fight fires along the coast of British Columbia and sometimes in the interior. As of July 29, 2010, the Martin Mars was being used to fight the Mason Lake/Bonaparte Lake fire north of Kamloops.[8]

On 23 August 2012, the Coulson Group of Port Alberni, British Columbia announced that the Philippine Mars, due to its lack of use for five years, will be retired and flown to the National Naval Aviation Museum at Naval Air Station Pensacola, Florida to become a static exhibit. The aircraft was repainted to its original U.S. Navy colors and was originally expected to be delivered to the museum in November 2012. However, as of 2014, the aircraft has yet to be delivered.

On 10 May 2013, the B.C. provincial government announced that the Hawaii Mars would no longer be on contract after the 2013 season, due to having not fought any B.C. fires for two years and increased operation of newer and more versatile aircraft for the Coulson group including a Lockheed C-130 Hercules converted to firefighting use. Although Coulson stated that the Hawaii Mars has been under numerous recent upgrades to make it safer and more reliable, no buyers have come to purchase the aircraft. Coulson also stated that he cautioned against any idea to have the aircraft open as a tourist attraction, due to the 2013 closure of the Flying Tankers Bomber Base Museum that resulted from dropping attendance, which leaves the future of the aircraft uncertain.

# VISIT THE SEAREY COMPANY

Duco W.J. Pullé

My arrival in Orlando, on route to Tavares to visit the Searey company was apparently unfavorable to the weather gods, as a severe thunderstorm appeared just after my arrival. This meant driving under pitch dark conditions (as a result of a power failure due to the storm) with an outdated GPS system, along treacherous small, winding wet roads. An hour later I arrived at what was presumably Tavares and an inn-keeper who had generously stayed up to meet his guest. Next morning, things appeared not to get better when confronted with a breakfast view of a dismembered C172 seaplane and a windswept lake

on any aircraft company in the area, and this in America's 'seaplane city', as Tavares is referred to. Some fisherman overheard my question and finally put me on track, after kicking myself for not tacking my GPS with me.

Upon arrival I was shown into the CEO's office of Adam Yang, who generously took the time to answer my (preplanned) questions, whilst being treated to my first real cup of hot tea for the morning.

The company employs 25 staff engaged in the manufacture of Searey aircraft.

Following my tedious two hour 'interrogation' Adam



LSA Sports (with smaller GPS unit and no glove box)



LSA Elite (with author)

with overcast skies. My request for teat and cereal were greeted with an icy look by the waitress and the comment that neither was available. Hence crunching



LSA Elite with CEO Adam Yang

on a sugar bag I went to find the Searey company, having been assured that "I could not miss it". Well I missed it and consequently ended up at a few service (gas, as they are referred to) stations where no one had any idea

showed me around the company while any thought of flying a Searey was out of the question, given the atrocious weather conditions at midday during the visit. However, Adam promised to call me if conditions were to improve, but at that time I had given up all illusions of flying a Searey during this visit.

Much to my surprise, Adam called late in the afternoon asking if I wanted to fly a Searey Sports version. Needless to say I rushed over there with my headsets and found Dan there, an experienced pilot who has had over 10 years Searey flying experience. After preflighting the airplane was done by Dan, I put myself in the right hand seat (to be expected as I don't have a seaplane endorsement yet) and we taxied to the ramp and into the water for our 2000ft downwind passage on the lake. Having never experienced the thrill of driving an airplane into the water I was elated by the experience. Wheels were down to give us additional drag while warming up the engine. Dan

passed me the controls and it manages water taxiing well given that it has no water rudder. Not needed as directional control is maintained easily by air-rudder and thrust control. Seeing the water lilies pass by (at a safe distance) and being low to the water is truly an amazing experience which only got better when we turned for takeoff, which was akin to a standard short-field takeoff but with full flaps and wheels up. Acceleration was smooth and you feel the vibrations of the waves as speed increases, until clear of the water. We climbed to 1500ft at which point Dan showed me a power on and off stall, all of which proved to me that it was a very forgiving aircraft to fly. After this demonstration I was given the controls and time to play! Handling in turns requires more rudder input than I was used to, electric trim helps a great deal to stabilize the aircraft. I undertook a series of climbs and descents to check out my concerns about having the thrust line above the wing. In fact the effects were

not an issue and no serious stick input was needed to compensate for this. Overall smooth handling and my final task was to set up the aircraft for final approach with a crosswind, after which Dan handled the landing. Landing was again special in tearing across the lake like a jet ski, truly amazing handling when on the "plane". I noticed that flaring during landing was minimal, it seemed that Dan almost flew the aircraft straight onto the water.

My flight experience of this day has sold me on the Searey concept, both in terms of flying characteristics and friendlier (than conventional) operating costs.

The visit to the company was to me a definite eye-opener and has changed the way I think about light sport aircraft and the Searey in particular. I was impressed with the company, its aircraft, and the dedication of the people involved, hence I look forward to working with the company on my long distance Searey flight project planned for next year.

Keith

At last VH-Cat is nearing completion of its overhaul. The amount of work that has been done will make her better than she ever was, even when NEW.

Mick O'Grady from Caboolture who helped get her ready in Portugal for the test flight to Sydney has been helping three LAME'S at Bankstown.

We shortly will have to organise some voluntary aircrew, firstly with test flights to get a "Warbird" C of A and then to operate "Adventure Flights" under the rules for Warbirds.

The original plan to operate at Rathmines is delayed because they have not yet been able to build the required hangar and washdown facilities.

For endorsements and training on water, we prefer NOT to put her in salt water, so we are investigating the use of the closest and most suitable fresh water lakes, preferably with a land aerodrome nearby. Cooma and Lake Jindabyne is one area being considered. Bob Cleworth the Guru on CATS and author of "CATS AT WAR" and 'THE FABULOUS CATALINA' has acquired a property with B & B facilities (Highland Lodge Farm Stay) at Jindabyne. He is in touch with the local municipal authorities and is keen for at least some of the action to take place there.

Other possibilities are Eucumbene Lakes, Burrendong, Windemere, Cudgegong, Burragorang, Burrinjuck, Hume.

Anyone who considers they would be capable and happy to volunteer as pilot, co-pilot, anchor man, hostie or bosun is encouraged to contact Phil Dulhunty a.s.a.p. with details of previous experience, endorsements, availability, etc.

Suggestions of other places to do the test flying and endorsements would also be appreciated.

Regards

Phil Dulhunty OAM  
Chairman

# WHAT'S ON THE HORIZON

*I don't know if it was the Icon A5 that appears to have started a rush of new LSA amphibian designs but there seems to be a number of similar looking designs being presented to the market over the past couple of years. Possibly the filtering down of modern composite technologies and fabrication techniques has created the opportunity for bold new designs. Two designs that have been brought to my attention recently are the MVP Aero, from the U.S. and the Vickers Wave from New Zealand. In this edition we will take a look at the MVP and will look at the Wave in our next addition. The Icon A5 experience has illustrated the long and often frustrating journey from concept to first commercial delivery and I think these new projects should be seen in that light. Computer graphics can give the impression that these designs are closer to a reality than might likely be the case and I will wait to see what the final product looks like and how it performs. That said, the designs certainly show interesting concepts and I would love to see them succeed.*



Minneapolis-based MVP Aero has collected a group of management personnel and an aircraft design team to develop an amphibious two-seat light sport aircraft, capable of turning into a camper. It's still mostly inside Mike Van Staagen's computer at the moment, but the 104-knot aircraft should fly in 18 months and start deliveries not as a light sport aircraft but in the experimental amateur-built category in three years.

Van Staagen's last project was to develop the Cirrus Vision personal jet. The \$189,000 MVP Aero aircraft is predicted to achieve 104 knots true airspeed if run

flat out at sea level, but will cruise at a lower speed. The speed is yet to be determined. During the EAA AirVenture show customers got a \$5,000 discount off the US\$189,000—the price of the factory-built light sport aircraft. As an experimental amateur-built kit, it will cost US\$169,000, but the owner must still paint the aircraft. When delivered as a factory-built light sport aircraft in five years in the special light sport aircraft (S-LSA) category paint will be included. The

price of \$189,000 is without options, such as the more powerful Rotax 914 engine as opposed to the standard 100-horsepower 912 engine.

The company states that purpose of offering the airplane first not as a light sport aircraft but as a kitplane is twofold. First, it starts cash flow for the company. Second, by choosing only experienced and knowledgeable "pathfinder" kit builders, their experience can help prove the design. The company has enough cash on hand now to fund the prototype and



first flight. The money was obtained by selling dealerships overseas, and through sales to pathfinder kit builders. Additional funding will be needed for the production phase.

Van Staagen said the aircraft will carry approximately 26 gallons of usable fuel. Since the design goal is to have a 450-pound useful load, that leaves 300 pounds for passengers and cargo. One of the most interesting options for the airplane is a tent specially

designed to turn the cabin into a camping tent, complete with a flat composite floor big enough for two people to sleep. The instrument panel flips out of the way to create a larger living area. The aircraft appears to be a competitor for the Icon A5 light sport amphibious aircraft that is nearing production in California. The MVP aircraft will have manually folding wings and will be capable of landing on land or water. The design for that, the final configuration, will be the subject of an announcement by MVP at the 2015 EAA AirVenture show. A mockup was presented at this year's show.

In three years the aircraft will be offered as a kitplane. In four, it will be offered as an experimental light sport aircraft. In five, it will be offered as an S-LSA, a factory-built special light sport

aircraft. Alan Klapmeier serves on the board of advisors. MVP was founded in 2012 by the father and son team of Darrell and Michael Lynds, and best friend British-born Steve Pugh, now an American citizen. Van Staagen, who said he is a small airplane guy at heart, calls it his most exciting project yet. A scale model was flown in 2013. One of the unique features is a walkway around the outside of the aircraft, especially useful when on the water. The founding team owns 85 percent of the company and provided an investment to fund the work done so far.

Strategic partners include Glasair Aviation of Arlington, Washington, and Fibercraft of Spruce Creek, Florida. Chinese entrepreneur Fang Tieji has the rights to manufacture and distribute the aircraft in Asia. The company is American owned.



*A New Holiday Destination for seaplane pilots (and their aircraft) is now available on NSW's beautiful mid North Coast.*

*Five star accommodation owned and managed by a fellow seaplane pilot for seaplane pilots*

*Lakefront parking for amphibs and washdown facilities provided .*

*Fly in, tie down on the grass and go visit the many local attractions, including Steve Ridley.*

*Fishing Swimming Surfing Golfing you name it its here.*

*Contact Steve on 0408 284 799 and mention that you're a seaplane pilot and after Steve has talked your ear off he will give you a special discount.*



*Part 4 of an adaptation of a story by Dan Nickens*

When the evidence is difficult to explain, a natural human tendency is to find order in a complex world by application of familiar concepts. Anthropomorphism is said to be present in the earliest crude sketches on the walls of caves. In the now classic paper by Fritz Heider and Marianne Simmel (“An experimental study of apparent behavior”, 1944) the researchers noted that humans commonly applied anthropomorphic stories to describe the motion of geometric figures moving on a screen. The timing of movements is integral to the telling of humanistic tales. It seems that I lapsed into superstitious primal tendencies.

Perhaps it is better that the story be replaced with behavioristic, non-attributional language. In the interest of science, I offer the following:

“While attempting to photograph a scene with indefinite depth perception, I allowed myself to be distracted from the primary task of flying. Airspeed slowed until the critical angle of attack was exceeded on the port wing. As a result of recent intensive experience in stall recovery techniques, the pilot’s autonomic nervous system immediately applied corrective opposite rudder. The aircraft’s low cruise power setting maintained adequate airflow over the empennage permitting a prompt recovery. There was no observable loss of altitude because: (1) the pilot was unaware of the pre-stall altitude, and (2) use of the camera’s zoom lens had distorted his sense of actual height.”

Though it can be characterized as libertine and lazy, VeeChee was offered as short hand for complexities beyond the ability of the writer to explain in a brief written explanation of the photographs. You can be assured that I have no intent to rely on her anthropomorphic flying abilities to cover for piloting inadequacies in the future. As David Hume once said, “A wise man proportions his belief to the evidence.”

Breakfast was toast and Vegemite on the veranda. For folks unfamiliar with Vegemite, it takes a bit of getting used to. The dark brown paste looks like axle grease. It is smeared on thinly because of its strong taste. Fortunately Rob had introduced me to it gradually and in small

amounts. Without thinking about it, I was hooked.

Kerry Richter had a different experience with the Aussie brekkie staple. After recovering Rob’s sunk plane, he was at breakfast with the family. One of the kids offered him some Vegemite. Kerry, thinking it was like peanut butter, spread it thickly on his toast. The kids looked at each other with mischievous gleams in their eyes.

Rob gasped as he saw Kerry stuff the thickly laden toast in his mouth. It was too late. Kerry had bitten into a Vegemite overdose. To this day he won’t talk about the taste.

You have to be careful Downunder. There’s lots of stuff in Oz that bite. Venomous snakes, spiders and caterpillars are everywhere. Add poisonous plants, crocodiles and great white sharks and it makes for a hard country.

It’s a hard country for flyers too. Aussie pilots have to deal with deadly SWER. The SWER are spread about the country, popping up everywhere, almost invisible to see, and they snatch airplanes out of the sky.

SWER are Single Wire Earth Returns. That’s the technical description for trip wires stretched just above the ground. Here’s what one Aussie power company has to say about them: “...far spanning SWER networks with low profile poles have the potential to cause serious harm. You don’t need to touch power lines for electricity to conduct. It can arc and conduct through objects in an instant.”

Rob had color balls installed on the SWER around the aerodrome. Seeing that, Paul told me a story about an uncle and the SWER.

Rob and Paul had an eccentric uncle they called “Digger.” Digger was a RAAF pilot during World War II. He flew unarmed Spitfires fast and low through enemy territory. When he returned to civilian life with numerous medals and decorations he saw no reason to change his flying habits.

Digger regularly flew a Gypsy Moth for fun. It may not have been fast, but he flew it as hard and as low as it would go.

One morning Digger showed up on the doorstep of the farmhouse covered in grass and blood. He had flown his Gypsy into an unseen SWER. He untangled himself from the wreckage, pulled his passenger out, and limped more than a kilometer to the house.

Digger was a tough old bird. He recovered to fly another day. So did the Gypsy Moth.

Rob probably noticed that I was lost in thought after the story. "It's the thinkin' that gets ya, mate," he said.

"Huh?"

"Do you remember back in 2001 when we were flying around the outback? We had to stop at Lake Cargeligo due to weather."

"I remember. The wind was so strong that we landed perpendicular to the pavement."

"Yeah, and you stopped on the runway. I ran over a few brambles. Next day we flew to Hillston and my tire went flat from being stuck with pricklies."

"I remember."

"Do you remember the bloke that gave us a ride into town?"

"Vaguely. Ann and I stayed at the airport while you went off to get the tire fixed."

"The fellah that took me into town ran an eight room hotel. At the time I was interested in hotel properties. I asked him, 'How ya going?'"

"Now, you remember Hollister is about a block or two big. The hotel was about as small and simple as it gets," Rob said. "The poor old guy had come to town 15 years earlier to visit his sister. She left. He hadn't."

I shrugged and Rob continued. "The hotelier wrinkled his brow as if in deep thought. It took some time before he responded, 'Well, it's hard work. But that's not what gets ya. It's the thinkin' that gets ya.'"

Rob paused. "I've thought about that a lot and I reckon he's right."

Yep. It was the thinkin' that was getting me.

A sure cure for thinkin' is doing. I was ready to go fly with VeeChee. After seeing Paul off, Rob and I set out for Lake Burrengong.

Instead of thinking about flying, I let VeeChee handle it. She had proven better at it than I had anyway. I was just a tourist along for the ride.

Over the mountains the air got a bit bumpy. VeeChee gently reminded me that it took two of us to fly, or, well, two to fly well.

It was a good exercise in reaching an understanding with each other. By the time we got to the lake I think we had

it: as long as I was her pilot I would pay attention and she would do her best to keep us from crashing.

Far from crashing, we grabbed hold of the lake and used every drop we could. Splashing, gliding, idling, skimming and playing on every square inch. There was not a stall to be found anywhere.

On a grassy point I spotted a gang of kangaroo. I maneuvered for a close up view. The kangaroo scattered and headed uphill for the trees.

I gave chase. Lowering VeeChee's gear, I taxied out of the water and right up to the crest of the peninsula. Rob circled and came up from the other side.

"Mate! That was great!" Rob exclaimed.

"Yeah. This is going to be good."

We got out of the airplanes and surveyed the land we had just laid claim too. It was a treeless point sticking some 1000 yards out into the lake. The beach was covered with pink quartzite pebbles. We were parked on a grassy knoll. Sharp ridges of radically tilted and eroded shale ran across the ground like the fossilized spine of a giant stegosaurus.

Rob and I wandered back down to the beach and turned towards the point.

"Look at that!" Rob exclaimed. "There's a Roo out on the point."

Over a gentle rise the head of a kangaroo was just visible. We stared at each other. He (or she, I'm no expert on the distinction between Shelias and Joeys) was well within shooting distance. Slowly I raised the barrel of my Canon. It was at eye level when the Roo made a run for it.

If I had to depend on killer shots for a living, I'd starve. I got an eyeful of Roo but nothing to show anyone else.

The adrenaline of the Roo encounter had barely faded when Rob made another discovery: Roo bones. There were several broken skeletons lying about the point. The bones were bleached like they had been around for a good long time.

"It looks like a Roo boneyard," Rob observed.

"Why here?"

"Why not, mate? Maybe Roos have graveyards too." If so, I was thinking it was a beautiful place to depart this plane.

While I was thinking that I walked over some well-rounded dark brown balls about the size of a giant marble. I would have guessed they were river pebbles, but they had an organic look. Playing geologist, I hypothesized, "Looks like a deposit of cemented peat pellets, Robert, smoothed and rounded by the old river."

"Looks like Roo poo to me, mate."

Robert is a knowledgeable naturalist. I had to concede his was the more plausible theory. As the discoverer he was entitled to naming the formation. He pronounced our playground “Roo Poo Point.”

Roo Poo Point was new land. It was exposed when the reservoir level dropped during the recent period of drought.

There was no evidence of elapsed time as we explored the newly emerged land. The first sign of the progress of time was a burst of brisk wind. The lake was starting to make waves. A slow moving front had made its way into our playtime.

If VeeChee was worried, she didn't show it. She jumped right out of the water and we started on a wayward path back to Rylstone.

We had a couple of hours together before the sun set once more. There was plenty of time for thinking about the future.

Just a few days earlier I was looking forward to an easy parting. That was before I got to know VeeChee. Now she was dancing around the skies of Oz and I was the sad one. I had already agreed to let her go. The morning flight was to be our last. I was going home.

A developing family crisis was pulling Rob back to Sydney early. Having already overstayed my annual leave, I booked an earlier flight back home.

The plodding weather that first appeared yesterday was moving in full force later in the day. There was just enough of a break to go back for a quick splash on Lake Windamere before leaving for Sydney.

Enough time to fly back over the spot of the stall. There was no floating debris. Nothing to show it was where the crash should have occurred. It was as if it had never happened.

If VeeChee was remembering, she didn't show it. She flew right through the spot as if it didn't matter.

It mattered to me. What could have been but wasn't won't soon be forgotten. VeeChee, the sad and broken machine I'd met at Polo Flats, was now my perfect angel.

“How will I be able to just walk away from her?” I thought. The thinking got harder.

“I should just keep her. We'll fly around Australia together. That will be a life like she's never known.”

“But what about the other times? There will be ages of time locked away in a hangar with memories, mostly bad ones.”

“We can make enough new memories to push the old ones into the background.”

“You think a few bright days will make up for years of loss and sadness? You think a few minutes of flying can cover for months and months of nothingness? And what about the promises that were made? There's an Aussie pilot that needs a good SeaRey.”



“What? Give her over to a bloke that's already broken one SeaRey?”

“Accidents are part of every plane's life. His SeaRey took the risk with the rewards. He's learned his lesson. He isn't likely to repeat the same mistake.”

“Maybe he's learned something. Maybe not. What I've learned is that VeeChee is an incredible machine. We fly great together.”

“A great machine is just the tonic for a guy with a broken SeaRey. VeeChee will be great for him too.”

“Let him fix his own plane. VeeChee is mine.”

“You know his plane was old, worn out and corroded. You know it had lived a long and fine life. You know there isn't enough left to recover. It is time for its retirement. Rob said so. And VeeChee is not yours. You've just been lucky enough to fly with her. She deserves to be flown. She deserves a chance to make him her pilot.”

All the thinking was making my head hurt. It just wouldn't stop. “And, you have a fine SeaRey. Go back to her. She will love flying with you here or where ever you take her.”

Thinking is the hard part. What tipped the argument was not the thinkin', it was a feeling. VeeChee felt so happy in the air. I didn't want to deprive her of that by confining her to long dark, months in a hangar.

“It's the right thing to do.”

After we landed back at Rylstone I spent a couple of hours cleaning and polishing VeeChee. I put her covers on, said goodbye and closed the hangar door.

THE END, Frank

*Note from the editor*

*Dan Nickens did end up selling VeeChee to one of our members, Nash Pilling, who re-registered it under the Recreational category but found it a bit too difficult to climb into. It's fair to say that Nash is not one of our younger members. Nash then sold it to our South Australian Coordinator, Jamie Dantalis, who has returned it to CASA registration. Unfortunately that meant that VeeChee has had to change her name, she is now known as VH-XYS (Vixys). I was lucky to have Jamie and Vixys visit me at our lake holiday house where he and Rob Loneragan spent a few (unfortunately very windy) days for Jamie's floating hull training and endorsement. The wind made for a very challenging endorsement but VeeChee (alias - Vixys) along with Jamie, delivered. Congratulations Jamie.*



Hi Keith,

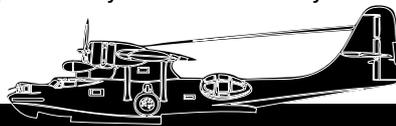
Got some really good news - Bill Lane is back doing Float Endorsements! He recently had an assessment with CASA and has his Training authority renewed. With in excess of 40 years of training float pilots, it is wonderful that his experience can be shared with others. He is still based here in Port Macquarie and can be contacted through Port Macquarie Seaplanes 0404 684 212, or on his own mobile 0401 548 581 (he's really rotten at getting back to people that's why I have also listed my number!) Probably not a bad idea to list my number first, then I can organise him! Can you cover this in your newsletter somewhere or in the Contacts section at the back. He is also happy to consult to others in the industry anywhere in Australia (or overseas)

I hope to have my Instructor rating completed before the end of the year and will also be able to do endorsements. But at this stage, I think the important thing for us all is that Bill is able to train and share his experience. Maybe you'd like to write a little article about him? or get him to write a regular segment for the newsletter dealing with aspects of float flying?

Cheers,  
Judy

## The Catalina Flying Memorial Ltd

A Catalina destined for the Rathmines Wartime Catalina Base on Lake Macquarie is currently undergoing restoration at Bankstown Airport for the Catalina Flying Memorial Ltd - a not for profit charity with tax deductibility status for donations.



**WANTED**  
...a patriotic Sponsor  
to complete the restoration.

### A WONDERFUL AND REWARDING PUBLIC RELATIONS OPPORTUNITY

Also donations, pilots and crew are invited to be part of this wonderful experience of restoring this amazing Catalina to its former glory. Contributions are gratefully received. Imagine the delight of seeing this project completed and know that you played a vital part in its rebirth.

The operation of the CAT is spectacular and highly photogenic, just about every TV station, newspaper and radio station is asking us to advise them every time we operate. A sponsor would receive maximum coverage.

If you are able to help us don't hesitate please call Philip Dulhunty or Christine Mumford on 9418 3881 or send us an email [philip@dulhunty.com](mailto:philip@dulhunty.com)



**Negative G wingloading test??**

## Questions answered on the new Part 61 License.

### *When will I receive a new Part 61 licence?*

The new Part 61 licence has been in effect since 1 September 2014.

If you already had a pilot's licence issued before 1 September 2014, you will receive a new Part 61 licence when you update your qualifications with CASA.

For example, when you complete a flight review or gain a rating or endorsement, your flight instructor or flight examiner will enter the details into your licence and send a notification to CASA.

If you already had a pilot's licence issued before 1 September 2014 but qualified for a new flight crew licence after that date, you also receive the new Part 61 licence document.

For example, if you hold a private licence for aeroplanes – or PP(A) L – under Civil Aviation Regulation (CAR) Part 5 and qualify for a private licence for helicopters – or PPL (H) – under the new rules from 1 September 2014, you will receive the new Part 61 licence document.

This means you may not receive a Part 61 licence for up to two years, depending on when you complete an activity that triggers the issue of a new licence. However, from 1 September 2014, your CAR Part 5 licence document is treated as a current licence for Part 61 purposes.

---- § ----

### *What do I have to do to get the new licence?*

To ensure CASA is equipped to cope with the extra workload of transitioning current licence holders, pilots who currently hold a Civil Aviation Regulation (CAR) Part 5 licence should only apply for a Part 61 licence document when their flight instructor or examiner notifies CASA of a flight review or proficiency check, or a flight test for a new licence, rating or endorsement.

You will need to complete Form 61-9TX (Recognition and Transfer of CAR Part 5 Qualifications Under CASR Part 61) and ask your flight examiner or flight instructor to sight and certify copies of any original permissions you hold that are not contained in your CAR Part 5 licence but need to be transferred to your Part 61 licence document. This includes permissions contained in your logbook or any other instrument that confers privileges under CAR Part 5.

Both the notification and transfer forms need to be sent to CASA'S Permission Application Centre at the same time, along with the certified copies of your permissions. These are placed in your new Part 61 licence document, which is then posted to you.

When you receive your new Part 61 licence document you should check to ensure that it incorporates all of the permissions that were included in your CAR Part 5 licence, and those provided on the 61-9TX form. If there are any discrepancies you should notify CASA.

---- § ----

### ***Do I have to pay a fee to receive the new licence?***

If you are applying for your first licence or an upgrade after 1 September 2014, you need to pay the standard service fee for your licence type.

If you already held a pilot licence prior to 1 September 2014, your new Part 61 licence will be issued to you at no cost when you notify CASA of a flight review, proficiency check or gain a rating or endorsement.

If you are upgrading your qualifications thereafter, the normal fees apply.

---- § ----

### ***What is different about the new Part 61 licences?***

The new Part 61 licences are valid perpetually, recognised internationally and comply with International Civil Aviation Organization (ICAO) requirements. They also adopt ICAO's aircraft type and class ratings system, simplifying the aircraft endorsement system for pilots.

Refer to CASA's Aircraft class ratings and Aircraft type ratings information sheets for more details.

---- § ----

### ***What does the new Part 61 licence document look like?***

The new Part 61 licence document looks similar to the CAR Part 5 licence and is still in the paper format.

The document lists all of your licences (for example private pilot licence, commercial pilot licence, air transport pilot licence) and the aircraft ratings you hold. That includes category ratings (such as aeroplane), class ratings (such as single-engine aeroplane, multi-engine aeroplane) and type ratings (such as Saab 340). Any design features and flight activity endorsements you hold are then listed, followed by operational ratings and their associated endorsements.

The biggest change is the addition of tables at the end of the licence document. Sticky labels are no longer used in the logbooks. Instead, instructors and examiners write any new ratings or endorsement you gain directly onto your licence document.

When you complete a flight review or proficiency check, the person conducting it also writes those details directly onto your licence document and sends CASA a notification so that your records can be updated.

---- § ----

### ***How long is a Part 61 licence valid for?***

Part 61 licences, ratings and endorsements do not expire – they are valid perpetually (unless suspended, surrendered or cancelled).

---- § ----

### ***I am an approved testing officer. When will I get a new licence?***

Approved Testing Officers (ATO) who currently perform specified functions under an instrument of delegation will eventually need to transition to Part 61. This means the functions currently performed by an ATO will be performed in the future pursuant to a personal qualification – a Flight Examiner Rating – on the individual's Part 61 pilot licence. CASA will undertake the transition of ATOs on 30 June 2016.

More information about the transition for ATOs is available on the CASA website.

---- § ----

### ***Want to know more?***

Visit [www.casa.gov.au/licensingregs](http://www.casa.gov.au/licensingregs) or email [clarc@casa.gov.au](mailto:clarc@casa.gov.au)

# SPAA OFFICE BEARERS

## Chairman

Phil Dulhunty (02) 9870 7277 Mb 0413 431 441 [Chairman@seaplanes.org.au](mailto:Chairman@seaplanes.org.au)

## President

Keith Clark (02) 9654 9125 Mb 0419 237 831 [President@seaplanes.org.au](mailto:President@seaplanes.org.au)

## Vice-President

Rob Loneragan (02) 8003-3130 Mb 0411 816 300 [rob@searey.com.au](mailto:rob@searey.com.au)

## Vice-President

Graham White Mb 0403 625 445 [anserties@hotmail.com](mailto:anserties@hotmail.com)

## Secretary & Merchandising

Ben Hunter Mb 0417 022 712 [secretary@seaplanes.org.au](mailto:secretary@seaplanes.org.au)

## Treasurer & Public Officer

Jim Moline (02) 4360 2993 Mb 0418 235 879 [treasurer@seaplanes.org.au](mailto:treasurer@seaplanes.org.au)

## Assistant Treasurer

Brian Dehlsen (02) 91812499 Mb 0418 860 970 [brian@kelvindale.com.au](mailto:brian@kelvindale.com.au)

## Public Relations & Advertising - Membership Coordinator

Philip Dartnell (02) 9331 3668 Mb 0458 605 168 [membership@seaplanes.org.au](mailto:membership@seaplanes.org.au)

## Editor "On-the-Step"

Vacant [editor@seaplanes.org.au](mailto:editor@seaplanes.org.au)

## QLD Coordinators

Kevin Bowe (07) 5474 4745 Mb 0414 744 799 [bowekw@gmail.com](mailto:bowekw@gmail.com)

David Geers (07) 3352 4311 Mb 0418 103 535 [david@computerdrive.com.au](mailto:david@computerdrive.com.au)

## ACT Coordinator

Peter Stuart-Smith (02) 62585803 Mb 0419 287 201 [pstuartsmith@srk.com.au](mailto:pstuartsmith@srk.com.au)

## VIC Coordinators

Jack Peters (03) 9690 5398 Mb 0414 737 400 [jack.peters@optusnet.com.au](mailto:jack.peters@optusnet.com.au)

Rod Gunther (03) 95474454 Mb 0417 688 388 [rod@seaplane.com.au](mailto:rod@seaplane.com.au)

## SA Coordinator

Jamie Dantalís Mb 0412 848 608 [dancorp@chariot.net.au](mailto:dancorp@chariot.net.au)

## TAS Coordinator

Kyle Gardner (03) 6224 9424 Mb 0419 363 731 [Kyle@islandice.com.au](mailto:Kyle@islandice.com.au)

## WA Coordinator

Lyn Williams Mb 0416 153 796 [lyndenwilliams@bigpond.com](mailto:lyndenwilliams@bigpond.com)

## Safety Officers

Jack Peters (03) 9690 5398 Mb 0414 737 400 [jack.peters@optusnet.com.au](mailto:jack.peters@optusnet.com.au)

Kevin Bowe (07) 5474 4745 Mb 0414 744 799 [bowekw@gmail.com](mailto:bowekw@gmail.com)

## RAAus Liaison Officer

Jack Peters (03) 9690 5398 Mb 0414 737 400 [jack.peters@optusnet.com.au](mailto:jack.peters@optusnet.com.au)

## National Commercial Representative

Adam Holt Mb 0402884811 [anhaviation@gmail.com](mailto:anhaviation@gmail.com)

## Victorian Commercial Representative

Rod Gunther (03) 95474454 Mb 0417 688 388 [rod@seaplane.com.au](mailto:rod@seaplane.com.au)

## Training & Commercial Operations

Bill Lane Mb 0401548581 [guruaviation@gmail.com](mailto:guruaviation@gmail.com)

## Local & Special Area Contacts

National Parks & Waterways Officer	Kevin Bowe	(03) 95474454	Mb 0414 744 799	<a href="mailto:bowekw@gmail.com">bowekw@gmail.com</a>
Great Sandy Straight Marine Park	Kevin Bowe	(03) 95474454	Mb 0414 744 799	<a href="mailto:bowekw@gmail.com">bowekw@gmail.com</a>
Moreton Bay/Stradbroke Islands	David Geers	(07) 3352 4311	Mb 0418 103 535	<a href="mailto:david@computerdrive.com.au">david@computerdrive.com.au</a>
R405 – Sydney Harbour	Rob Loneragan	(02) 8003-3130	Mb 0411 816 300	<a href="mailto:rob@searey.com.au">rob@searey.com.au</a>
Central Coast (NSW)	Jim Moline	(02) 4360 2993	Mb 0418 235 879	<a href="mailto:treasurer@seaplanes.org.au">treasurer@seaplanes.org.au</a>
St Georges Basin/Nowra (NSW)	John Daley	(02) 4443 4092	Mb 0412 434 765	<a href="mailto:delayx747@bigpond.com">delayx747@bigpond.com</a>
Port Stephens/Great Lakes Marine Park	Rob Loneragan	(02) 8003 3130	Mb 0411 816 300	<a href="mailto:rob@searey.com.au">rob@searey.com.au</a>
Smiths/Wallis Lake (NSW)	Steve Ridley	(02) 6554 4953	Mb 0408 284799	<a href="mailto:steveridley52@yahoo.com.au">steveridley52@yahoo.com.au</a>
Wallaga Lake (NSW South Coast)	Ted Munckton	(02) 6493 4055	Mb 0407 934 055	<a href="mailto:egmsearey@gmail.com">egmsearey@gmail.com</a>
Victorian Waterways	Jack Peters	(03) 9690 5398	Mb 0414 737 400	<a href="mailto:jack.peters@optusnet.com.au">jack.peters@optusnet.com.au</a>
Swan River Trust – Perth (WA)	Lyn Williams		Mb 0416 153 796	<a href="mailto:lyndenwilliams@bigpond.com">lyndenwilliams@bigpond.com</a>
Pittwater (NSW)	Rohan Walter	(02) 9997 2600	Mb 0404 803 747	<a href="mailto:rohanwalter747@gmail.com">rohanwalter747@gmail.com</a>

On-the-Step On The Step is distributed free to all members of the Seaplane Pilots Association of Australia (SPAA)

Stories, articles, photos and news are welcome and should be sent to: [editor@seaplanes.org.au](mailto:editor@seaplanes.org.au).

Joining the Seaplane Pilots Association is easy, visit the website, click the **Join Here** button.