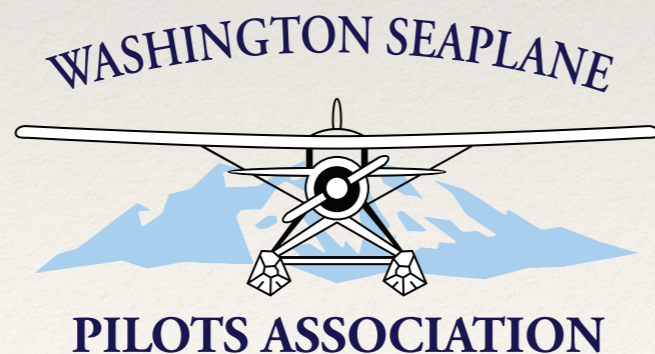


Washington Seaplane Pilots Association
FAAST Seminar
Rainier Flight Service
April 20th, 2017

Seaplane Operations in the Pacific Northwest

Austin Watson, P.E., CFI



Seaplanes in the Pacific Northwest

- ❖ History
- ❖ Destinations and Routes
- ❖ Operations and Radios
- ❖ Preflight and Weather
- ❖ Docks and Ropes
- ❖ Safety and Responsible Operations
- ❖ Training
- ❖ WSPA / SPA Resources



This talk is based on what I have learned flying seaplanes in the PNW for 10 years. Have fun and learn something today.

WSPA Mission

- ❖ Protect and grow seaplane access to Washington waters
- ❖ Promote safe and responsible seaplane operations
- ❖ Foster communications among owners, operators, service providers and the community
- ❖ Facilitate events sharing the joy of seaplane flying in Washington and the Pacific Northwest. Please join us.

<http://washingtonseaplanepilots.org/join>

Speaker Bio



- ❖ Austin Watson, P.E., CFI, Certified Flight Instructor
- ❖ SPA WA Field Director. WSPA Communications Director.
- ❖ Electrical Engineer, P.E., Boeing Military Training Systems Architect, SW Guy, Seattle Techie
- ❖ PNW Native

Seaplane Operations in the Pacific Northwest

Stuff I Promised To Talk About

- What makes the Pacific Northwest such a special place for seaplane flying?
- Why is seaplane flying both challenging and satisfying?
- Learn about seaplane operations in the Pacific Northwest
- Learn some local history and the reasons why its the most fun flying ever
- Learn how a seaplane pilot thinks and plans for local operations
- Learn what resources are available to pilots and students
- Learn what kinds of seaplanes are used in the Pacific Northwest
- Learn what are some favorite destinations for both the beginner and advanced seaplane pilot
- Learn some new ways of thinking about your flights from this seminar

Why PNW Seaplane flying is fun

1. You get to land in nature
2. It's just you, your airplane and nature
 - The decision making is challenging
 - You really get to know your personal limitations and your airplanes performance envelope
3. You get to land in nature!

Imagine this:

Your runway is moving vertically and horizontally underneath you. It has debris (*FOD*) on it and under it that you may or may not be able to see. There are animals and humans and other vehicles and vessels on it. There is no control tower or wind sock or ATIS. It's a cold rainy windy gusty day.

History

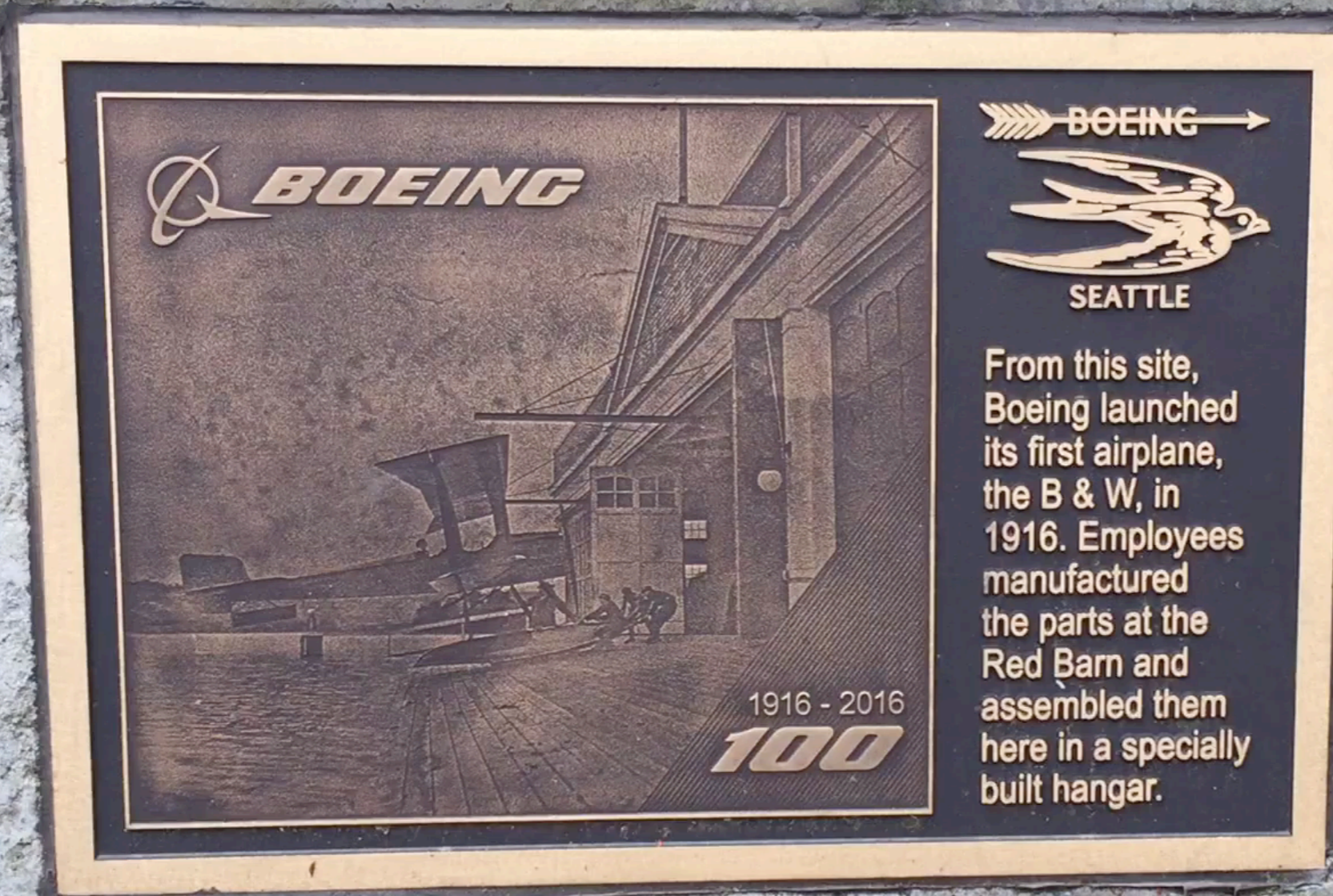


Washington.edu

Property of Museum of History & Industry, Seattle

Pulling B&W into Boeing's Seaplane Assembly/Hangar on Lake Union - 1916

Boeing Roanoke Seaplane Base in 2017



Boeing's Hangar/Assembly Plant on Lake Union - 1916



Boeing 314 Clipper



Taking off from Seattle

Loading Passengers At Treasure Island, San Francisco Bay

- 12 built (1938-1941)
- Top speed: 210 mph
- Range: 3,685 miles
- Ceiling: 19,600 feet
- 11 crew, 74 passengers



Flying over Seattle

Destinations & Routes

WSPA Destination Map

The screenshot shows the website's header with the logo for the Washington Seaplane Pilots Association. A navigation menu on the left includes links for Home, Join, Donate, Event Calendar, Forums, News, Destinations (highlighted), Training, Weather Briefing, Stewardship, Partners, For Sale, Contact, and About. Below the menu is a search bar and a login section with an email field, a password field, a 'Remember me' checkbox, and a 'Forgot password' link. The main content area features a map titled 'PNW and Beyond Floatplane Accessible Waters' with numerous colored pins indicating various destinations. The map includes labels for cities like Vancouver, Nanaimo, Kamloops, Kelowna, and Seattle, as well as geographical features like the Kootenai National Forest and the Nez Perce Clearwater National Forests. A 'Google My Maps' logo is visible at the bottom of the map.

Refer to “The Controlling Authority”

This screenshot shows the 'Water Landing Directory' page of the Seaplane Pilots Association. It includes a navigation menu with links for Home, Join or Renew, Calendar, About, Get Involved, Water Flight Log by State or County, and Contact. The page title is 'Water Landing Directory' and it contains a list of features and instructions for using the directory. A sidebar on the right contains links for 'Settings - Seaplane Pilots', 'PNW / PNW Map', 'Seaplane Gallery', 'Seaplane Training', 'Arrangements/Reservations', 'Seaplane Spots', 'Gallery', and 'Feedback'.

Also see SPA water Landing Directory at seaplanes.org members only

www.washingtonseaplanepilots.org/destinations

VFR & Category



FPL



Search waypoint ID or route



7:21 AM PDT

SEATTLE TERMINAL AREA
Pilots are encouraged to use the Seattle VFR Terminal Area Chart for flights at or below 10,000'

NOTICE
FOR REASONS OF NATIONAL SECURITY
PILOTS ARE REQUESTED TO AVOID FLIGHT
AT AND BELOW 2900' MSL IN THIS AREA

EXAMPLES OF CLASS B ALTITUDES

LKWYNOCHEE
or in hundreds of feet MSL

REC

00:00



GPS Altitude

Height AGL

ETE Next

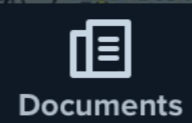
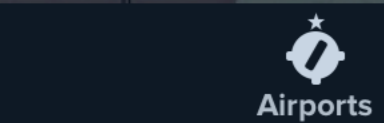
ETE Dest

ETA Dest (PDT)

Cross Track Error

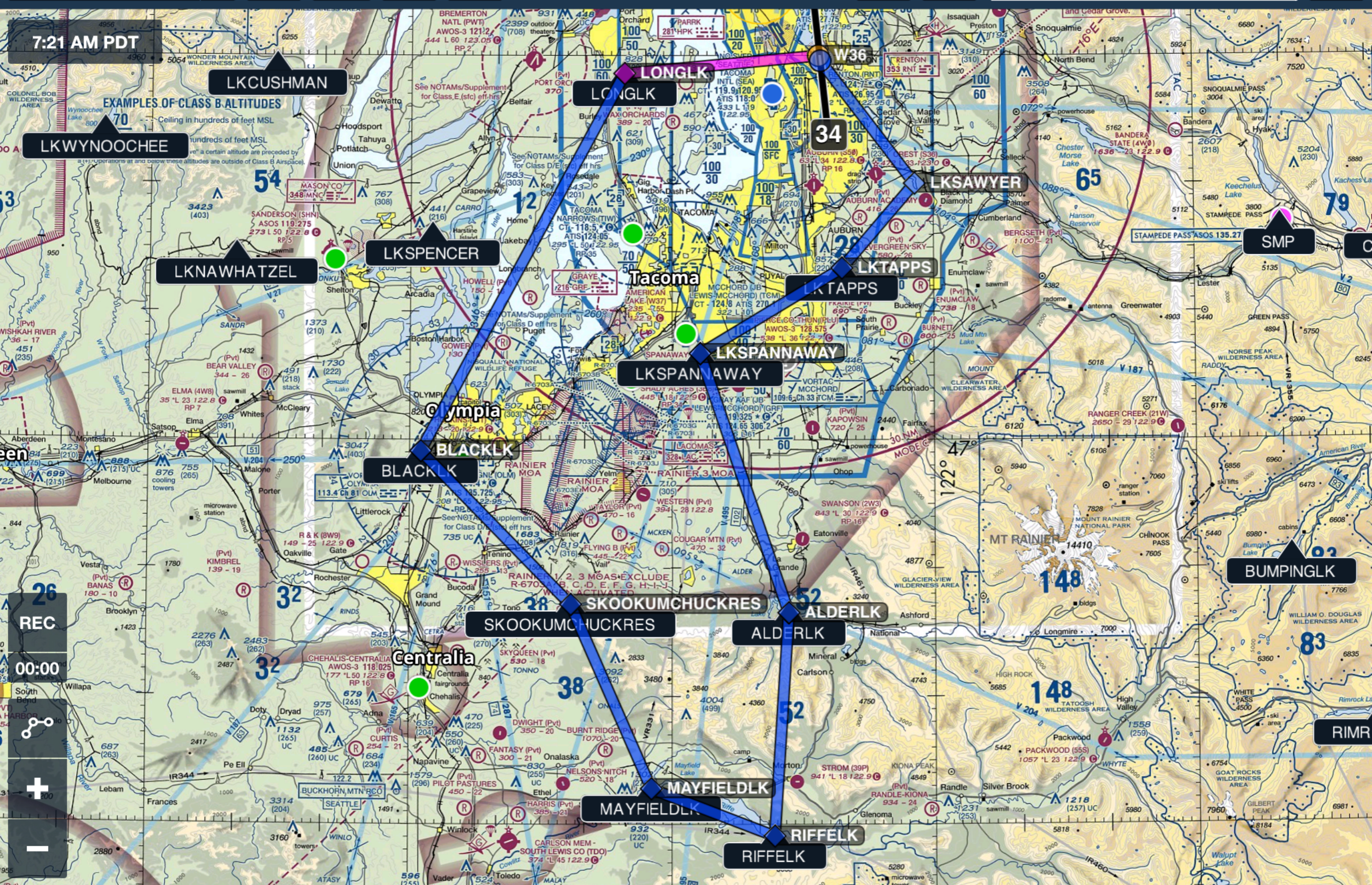
Vertical Speed

Groundspeed



37

More



7:21 AM PDT

LKCUSHMAN
LKWYNOOCHEE
EXAMPLES OF CLASS B ALTITUDES
Ceiling in hundreds of feet MSL
hundreds of feet MSL

26 REC
00:00

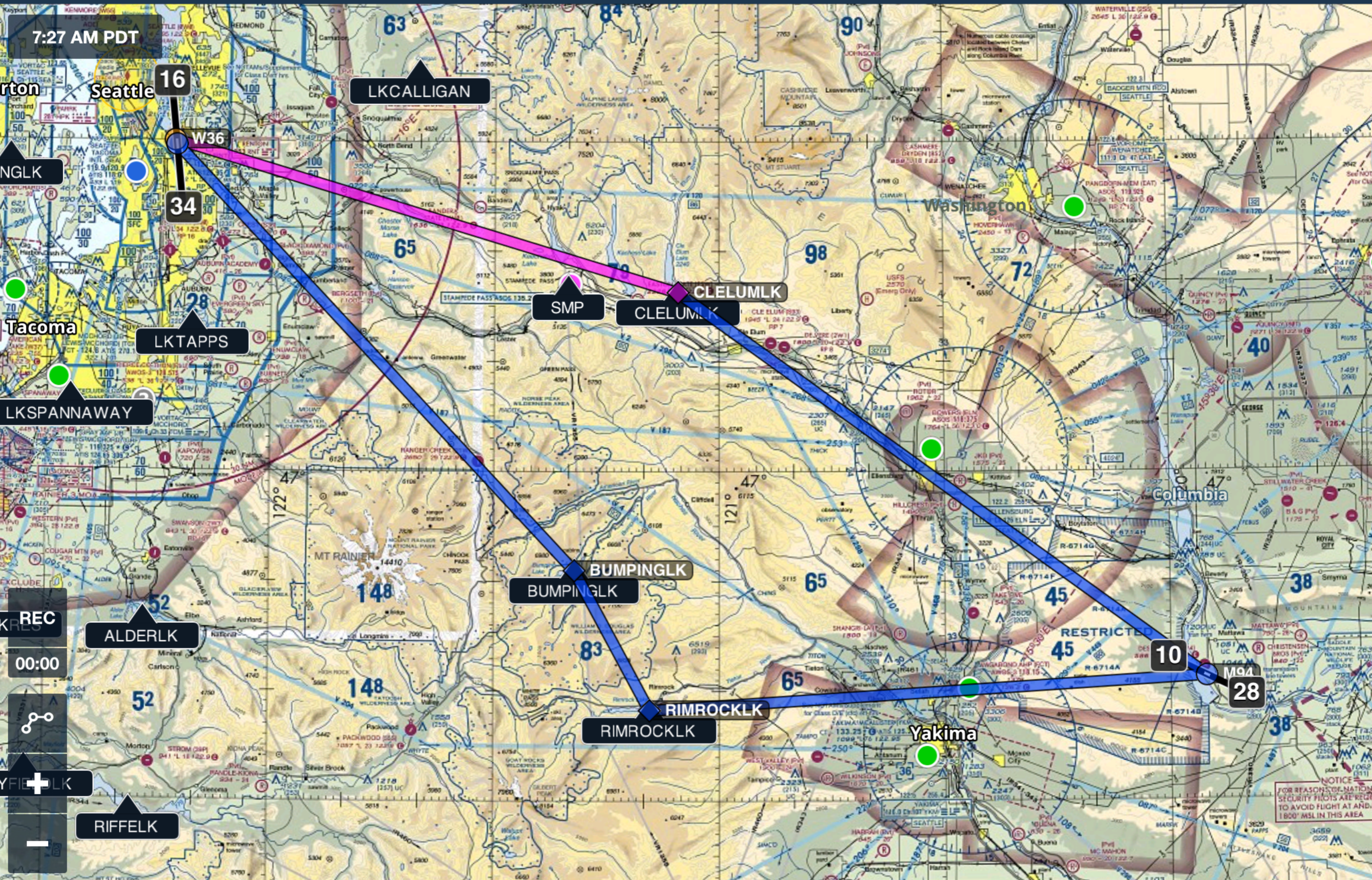
VFR & Category



FPL



W36 OLM KRNT



7:27 AM PDT

Seattle 16

W36

34

LKCALLIGAN

LKTAPPS

LKSPANNAWAY

REC 00:00

ALDERLK

52

148

83

RIMROCKLK

RIFFELK



37 More

VFR & Category

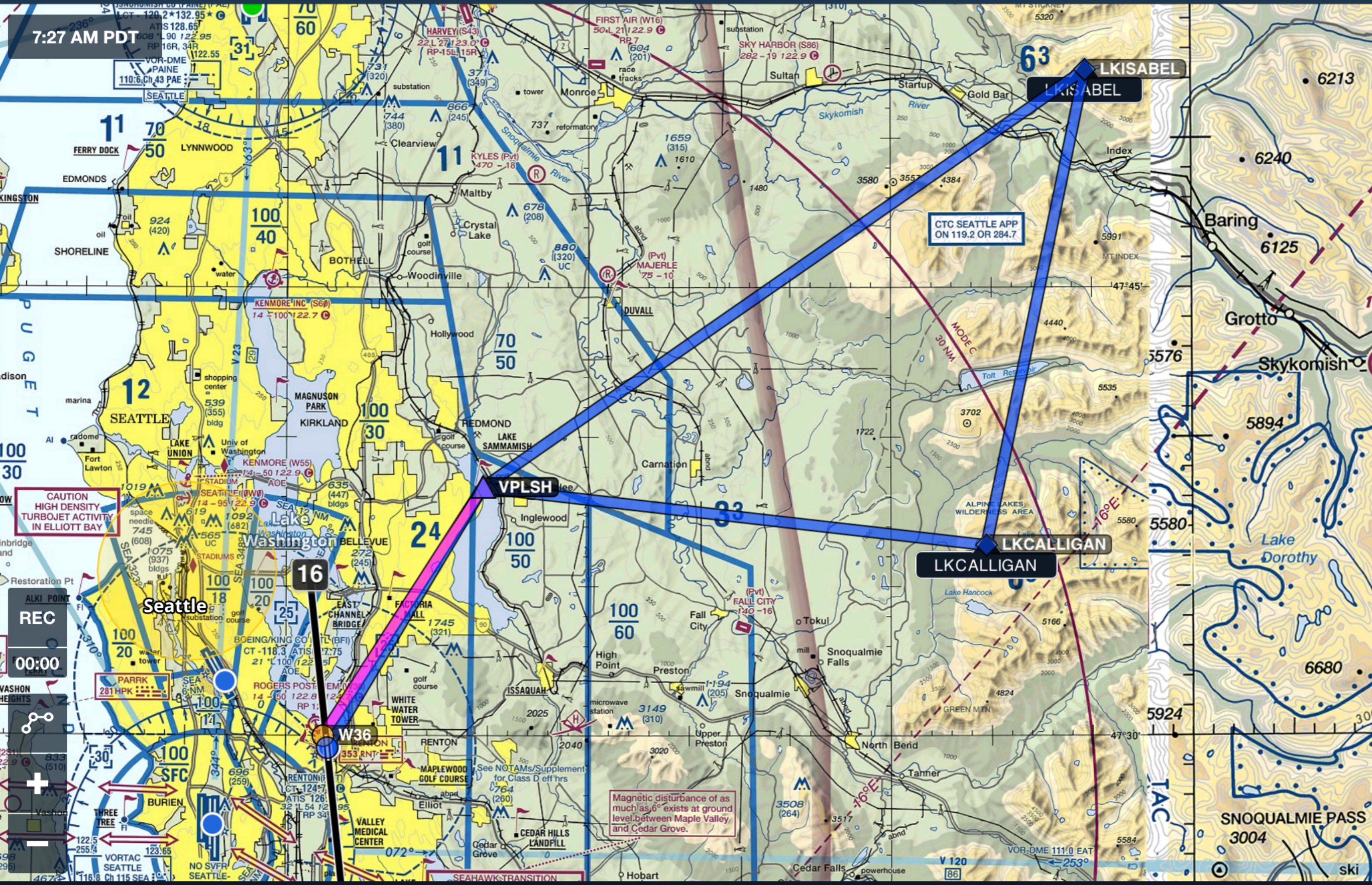


FPL



W36 OLM KRNT







REC
00:00

+

-



7:33 AM PDT

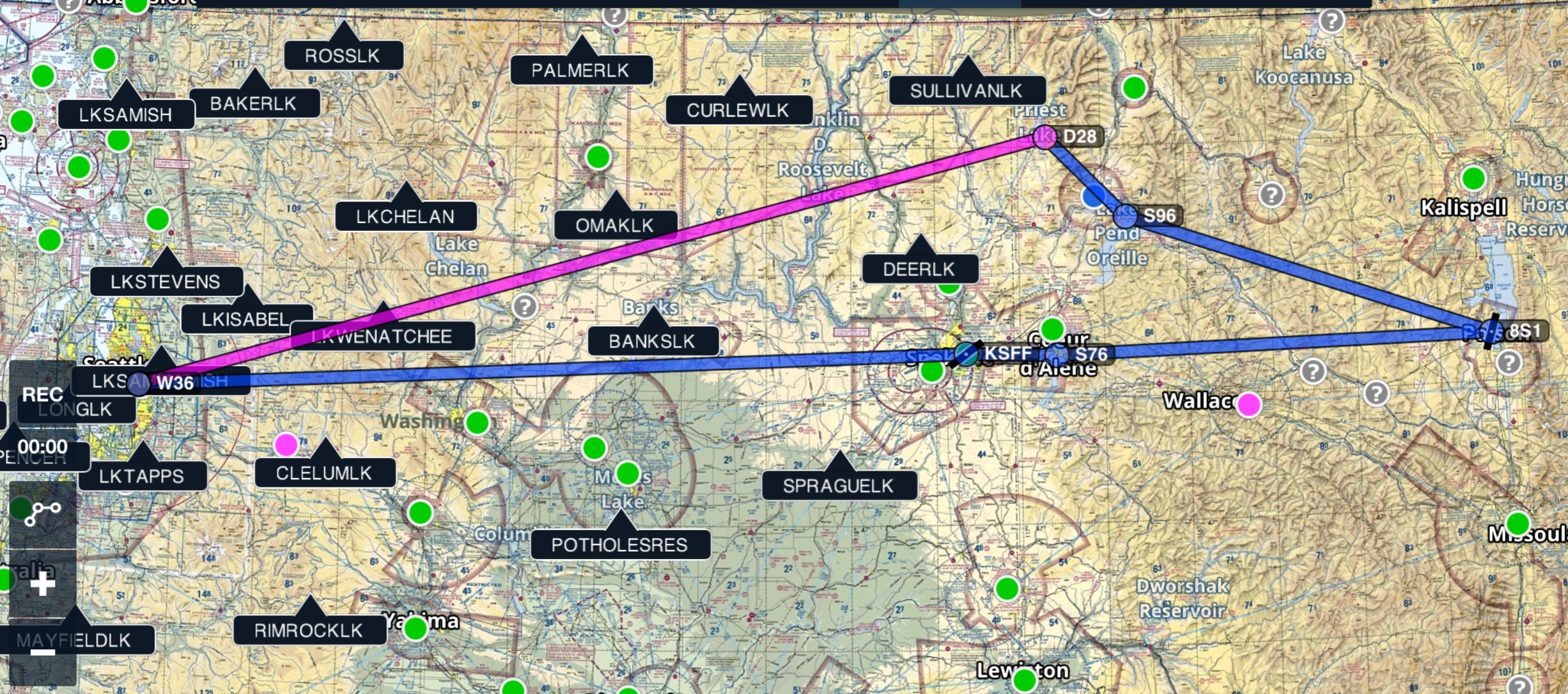
REC 00:00

8+

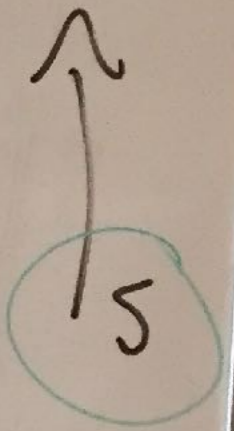
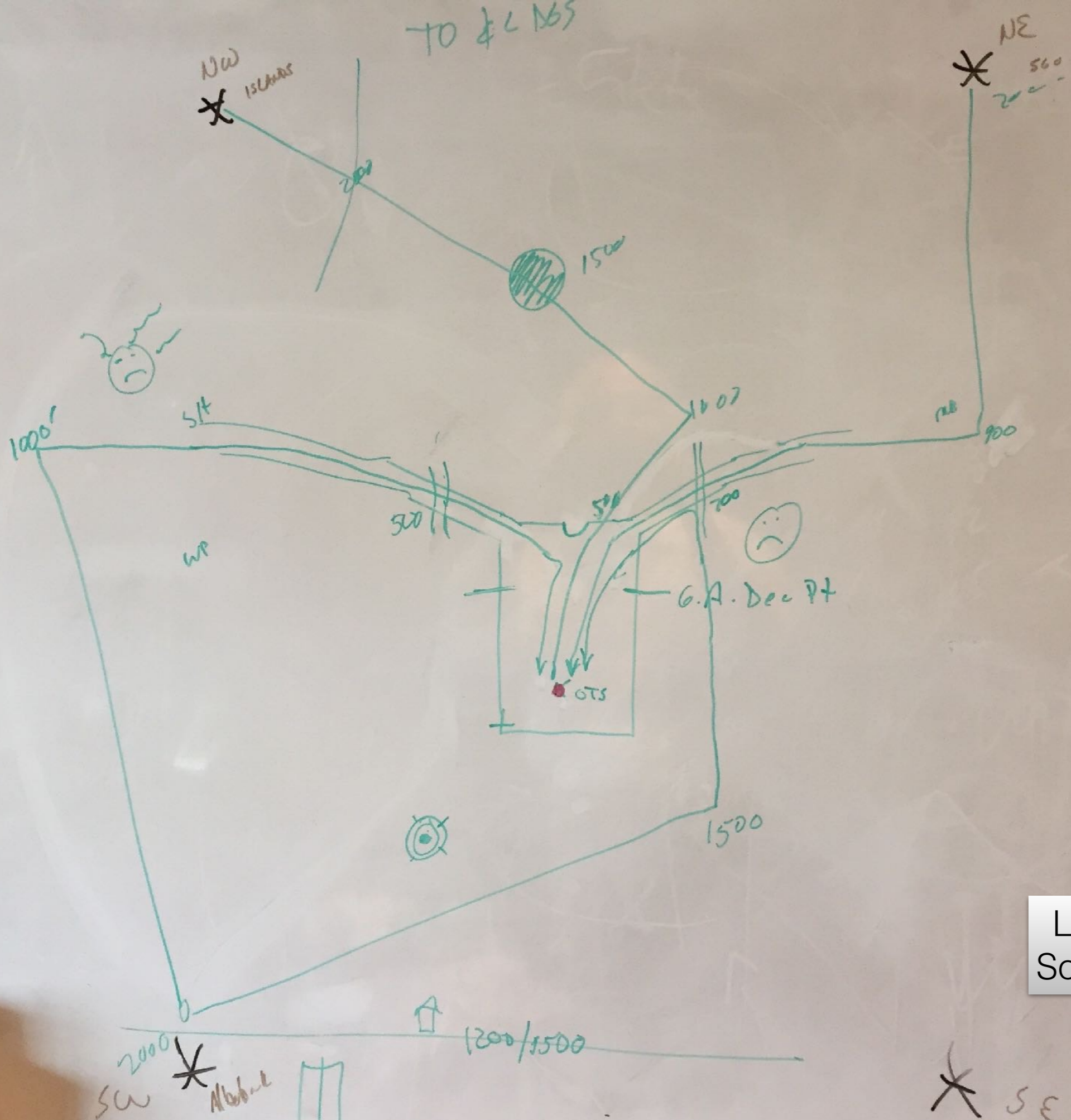
FROM	TO	HDG	TOTALS	LEG	REMAINING	ETA
8S1	→ S76	256°M	451nm 48.8g 4h50m	105nm 13.1g 1h22m	-----	-----
S76	→ ● KSFF	257°M	473nm 51.5g 5h07m	22nm 2.7g 0h17m	-----	-----
● KSFF	→ ● W36	255°M	672nm 76.6g 7h44m	199nm 25.0g 2h37m	-----	-----

Distance 672nm Fuel 76.6g
 ETE 7h44m Winds aloft included (3 kts headwind)

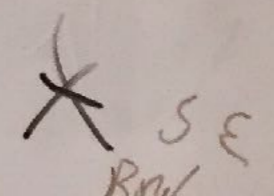
Edit NavLog Profile

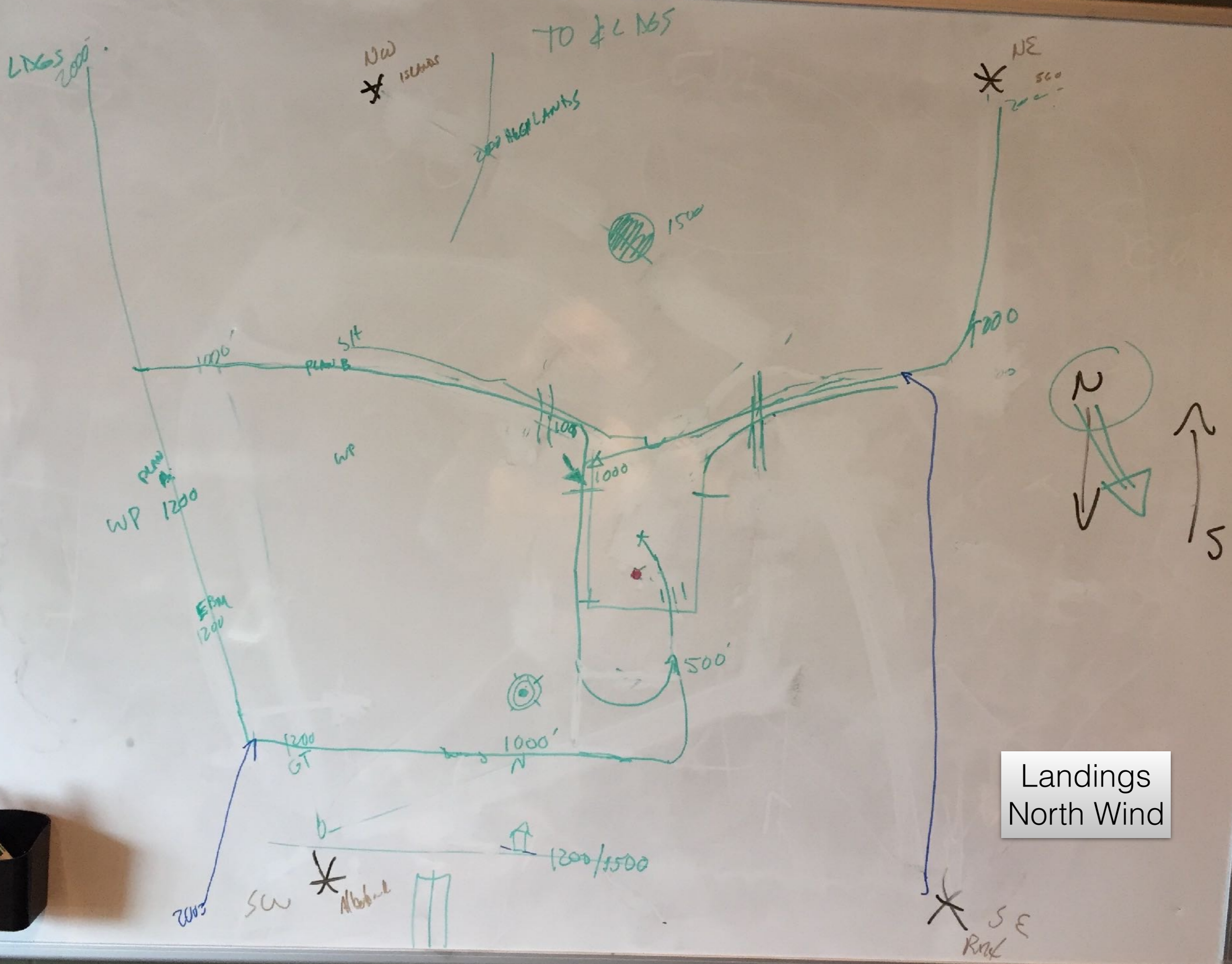


Lake Union Ops



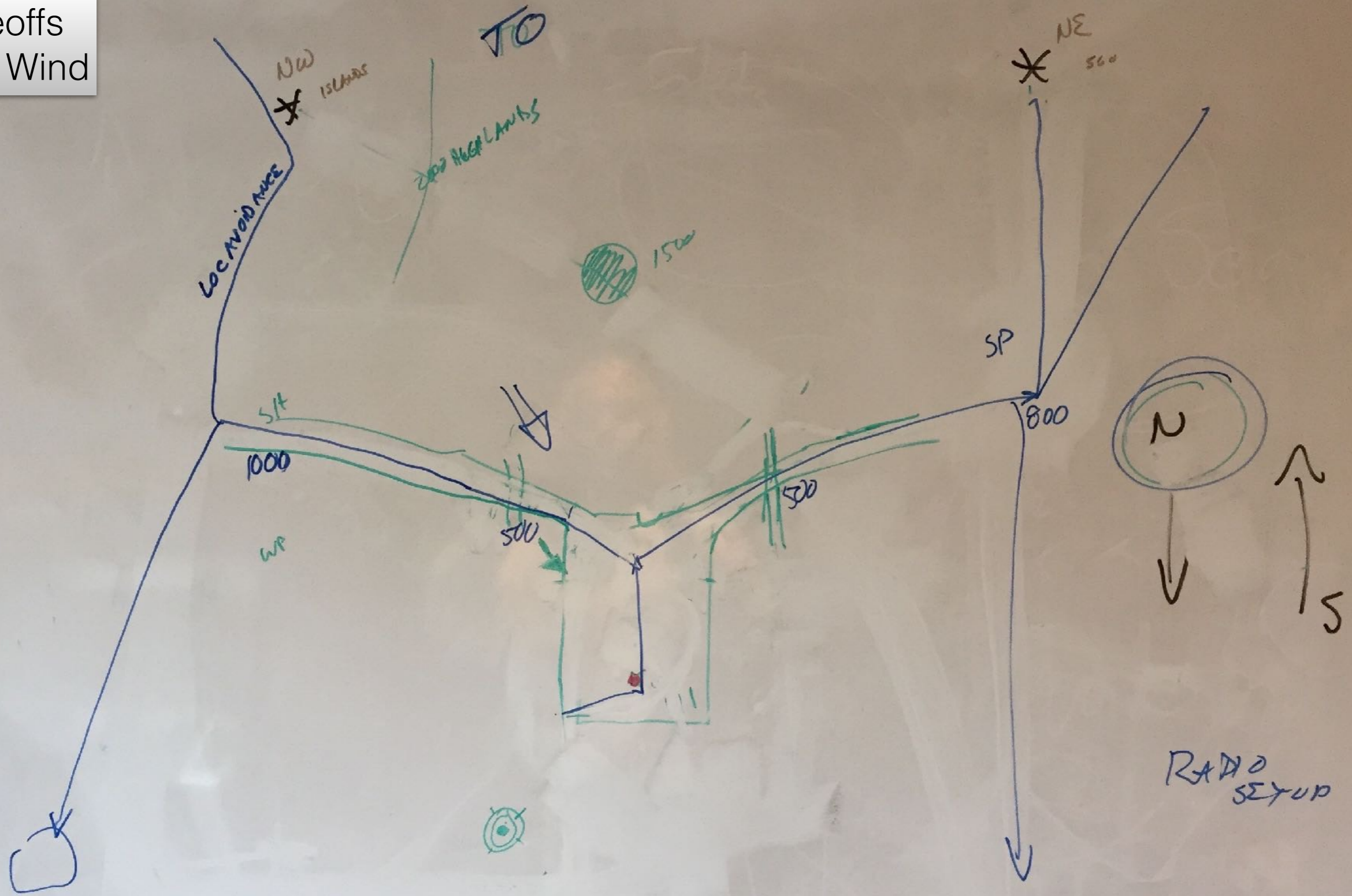
Landings
South Wind





Landings
North Wind

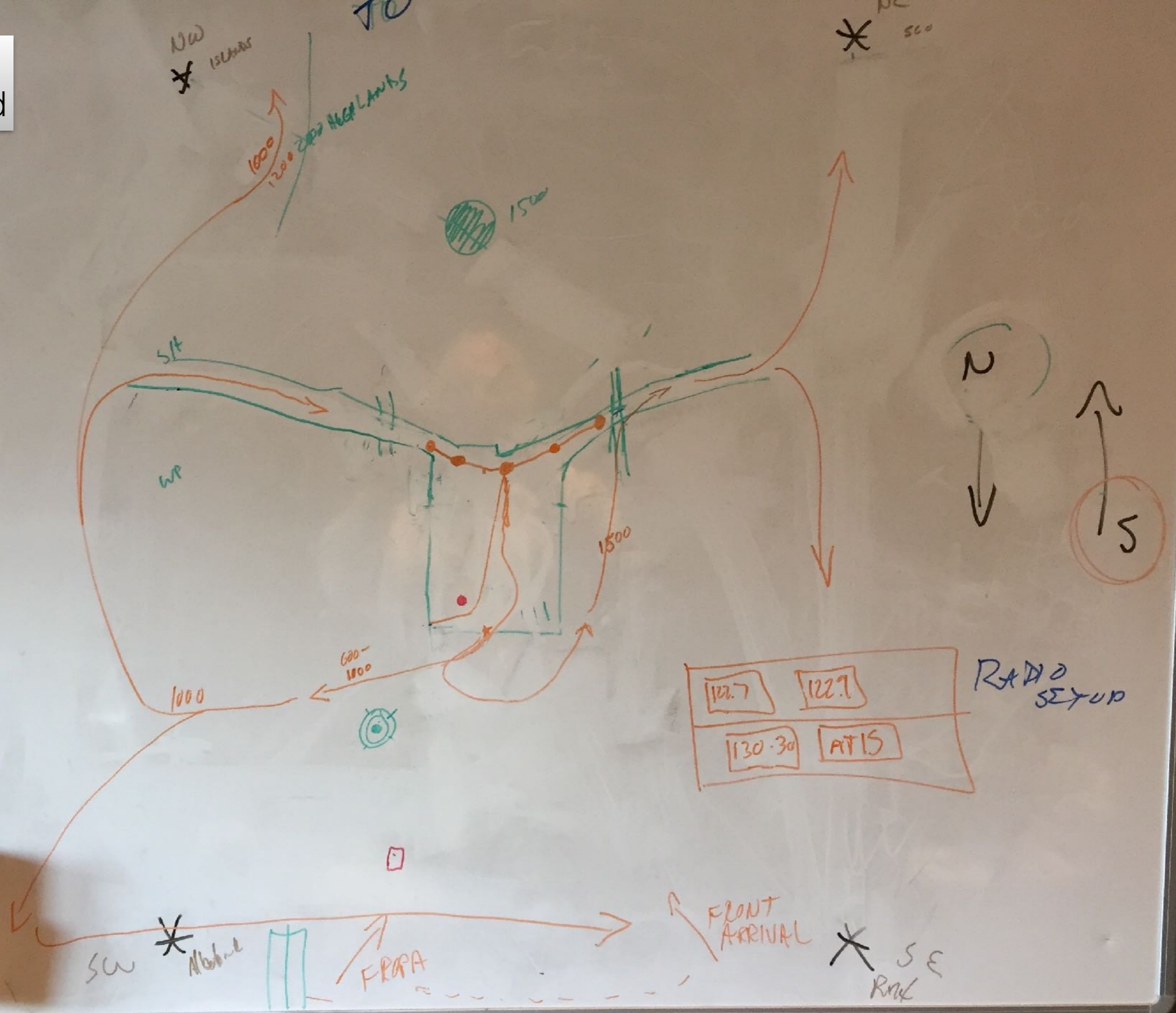
Takeoffs
North Wind



SW * Albatross

SE Rmk

Takeoffs
South Wind



Operations and Radios

Popular PNW Seaplanes



SeaRey



Super Cub



C185



SeaBee



Sportsman



C172



Lake



Beaver

Seaplane Sizing Chart

Seaplane Sizing Chart					
Plane	Float Length (ft)	Fuselage Length (ft)	Wing Span (ft)	Float / Fuselage	Float Type
Cessna 150	14	24	33	59%	Edo 1650A
Piper PA-18	16	23.9	35.3	67%	Edo 2000
Cessna 172	16	28	36	57%	Edo 2130
Maule M6	17	24	33.2	71%	Edo 2440
Cessna 206	19	30	36	63%	Edo 3430
Cessna 185	20	27	36	74%	Edo 2960
DHC-2 Beaver	23	31	48	74%	Edo 4930
DHC-3 Otter	31	42	58	74%	Wipline 8000
DHC-6 Twin Otter	31	51.75	65	60%	Wipline 13000

radio use

- ❖ 122.7 - Kenmore (north of Sand Point)
- ❖ 122.9 - Pretty much everywhere else (definitely Lake Union)
- ❖ 124.7 twr, 126.95 atis- Renton
- ❖ 118.3 twr-e, 120.6 twr-w - Boeing
- ❖ 118.2 apch-w, 120.7 apch-e, 127.9 twr, 134.15 axis - Whidbey
- ❖ 128.25 San Juan's (Island Radio)

Radio Calls - Examples

<https://wspa.wildapricot.org/page-18047>

<https://skyvector.com>

discuss common reporting locations

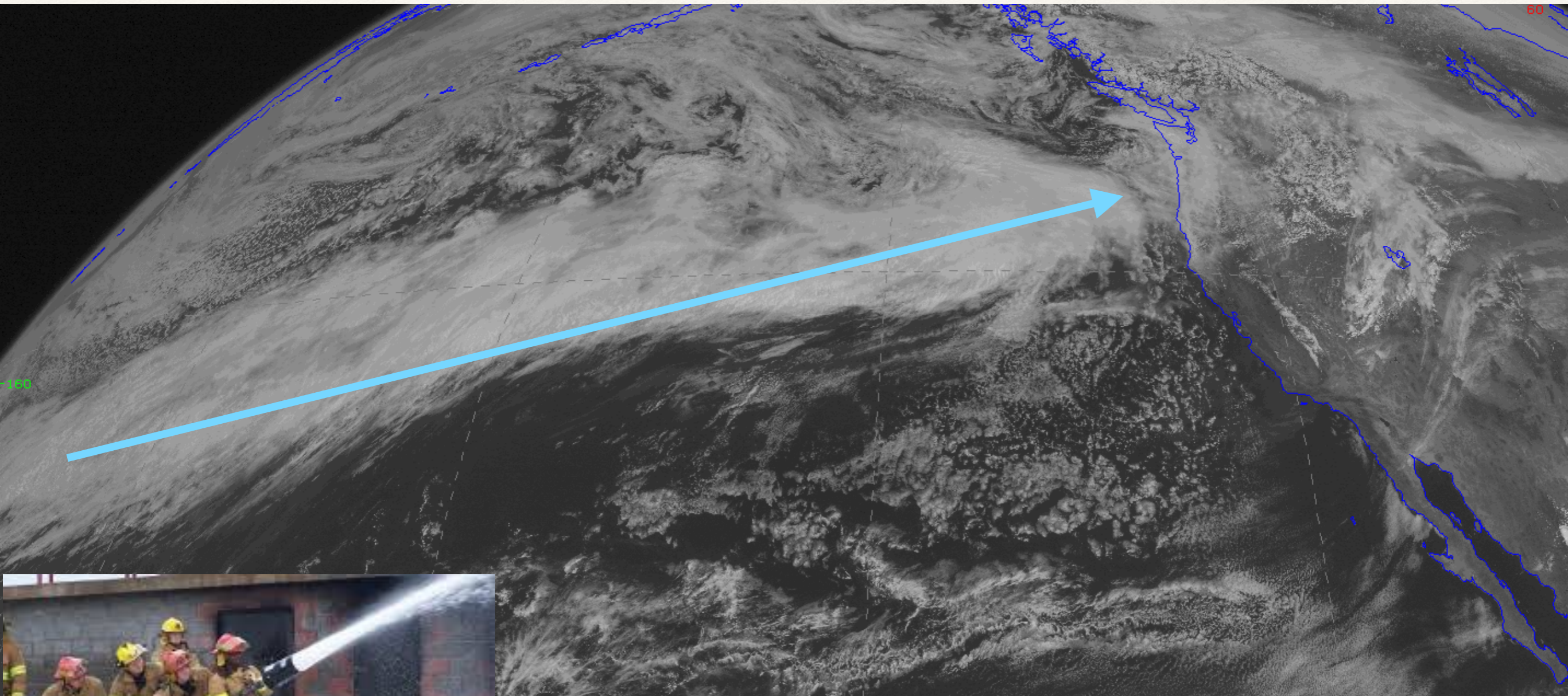
Weather

Weather For Seaplane Pilots

- ❖ Do an *Out The Window* (OTW) Forecast
- ❖ Never believe ATIS
- ❖ Rain is annoying but Wind Sucks
- ❖ Look at Winds Aloft
- ❖ Have an out

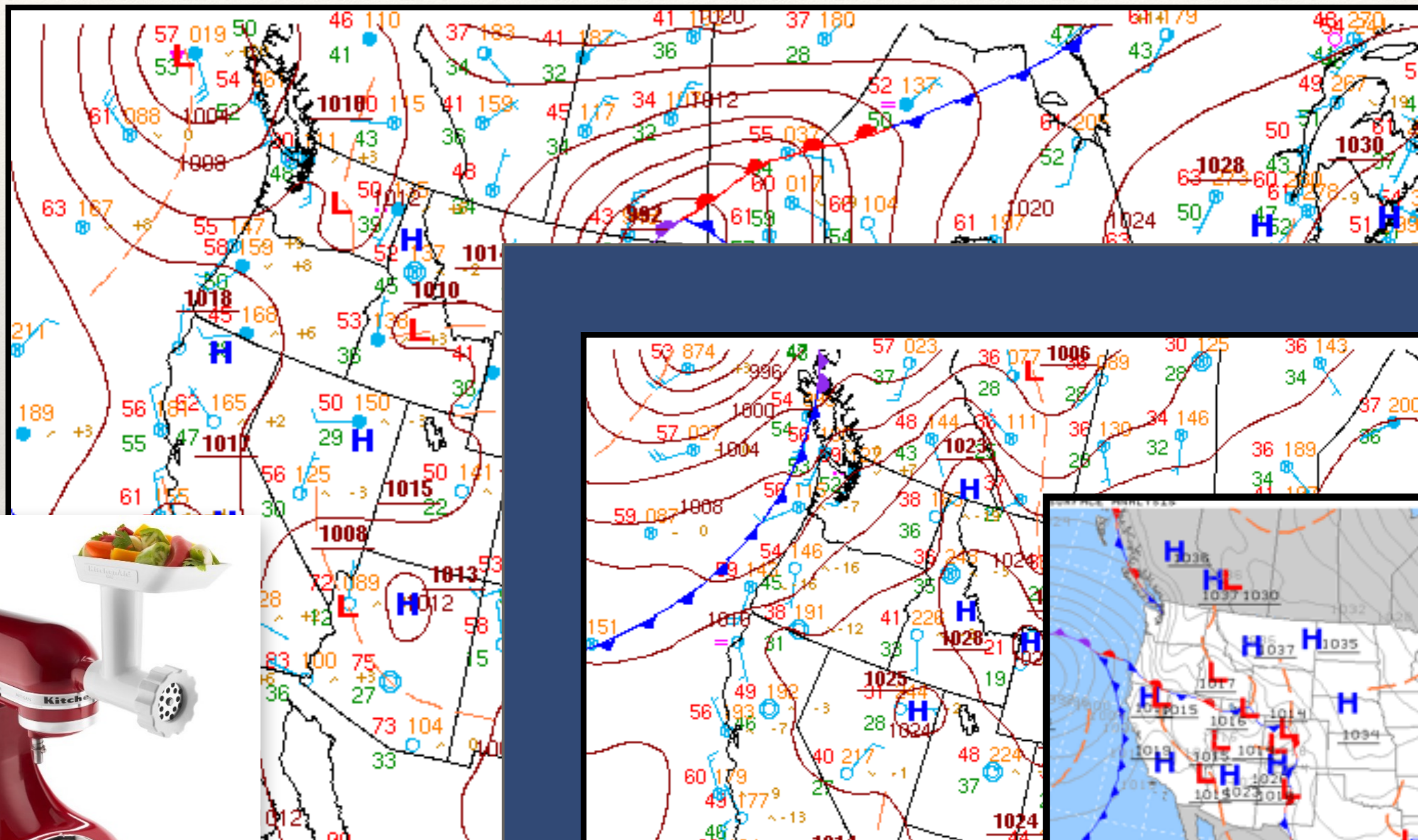
How WA Weather Works

1 - The Firehose



How WA Weather Works

2 - The Grinder



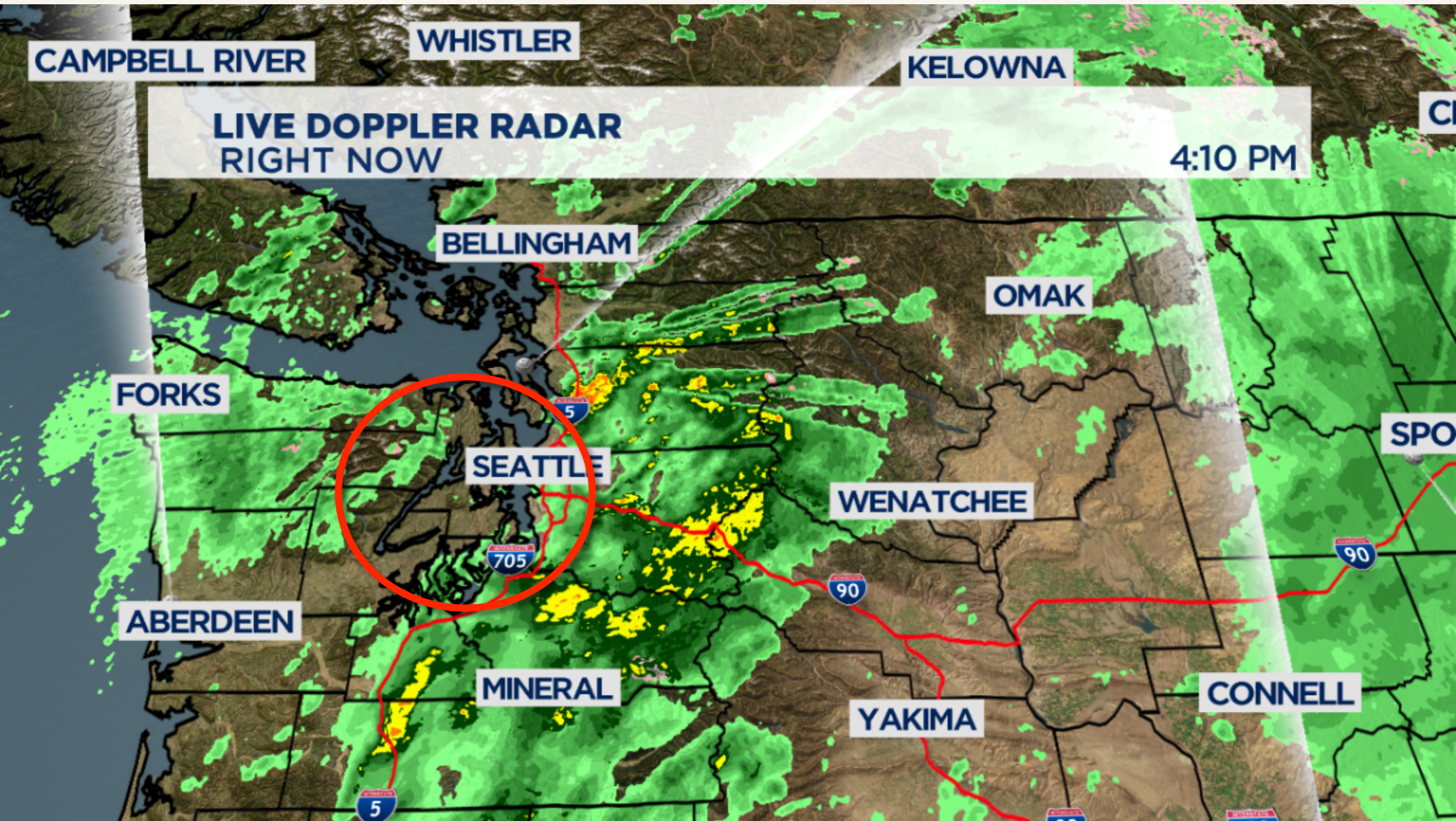
How WA Weather Works

3 - The Convergence Zone, *The PSCZ*



How WA Weather Works

4 - The Rain Shadow



Local Weather Patterns

- ❖ Weather is local
- ❖ It gets nice at 1PM. Just wait till 1PM
- ❖ Mornings are foggy. Go preflight
- ❖ It's foggier longer in the valleys to the south of Tacoma
- ❖ Big Wind and Rain comes from the SW. Look to the SW
- ❖ The Convergence Zone (PSCZ) is like a pincer. The grey blob moves around
- ❖ There actually is a rain shadow off The Olympics. It's like the inverse of the PSCZ.
- ❖ Winds aloft from the east mean it's going to be an unusual day. Go west
- ❖ High winds aloft means flying at ridge lines will be a rough ride. Watch out for downslope winds
- ❖ North wind is associated with sunny days and high pressure. South wind grey days and low pressure
- ❖ It gets nicer behind a cold front. If it sucks out this morning, it'll get better this afternoon.
- ❖ Grey muck usually indicates smooth dense cool airplane friendly air



Scud Monkeys



Speed Bumps

Preflight

Check the wind and water



North wind makes big water at south end of a lake on an otherwise nice day



Clean up the ramp and dock before you launch



Preflight your clothing



❖ Q: What's the worst thing that can happen to a seaplane pilot?

❖ A: *Your cellphone falls in the water*

❖ Dress to minimize risk

❖ Zipper & Velcro Pockets

❖ Appropriate for camping overnight

❖ Quick Drying, Warm

❖ Close fitting. No bangles and dangles

❖ Bring extra clothes

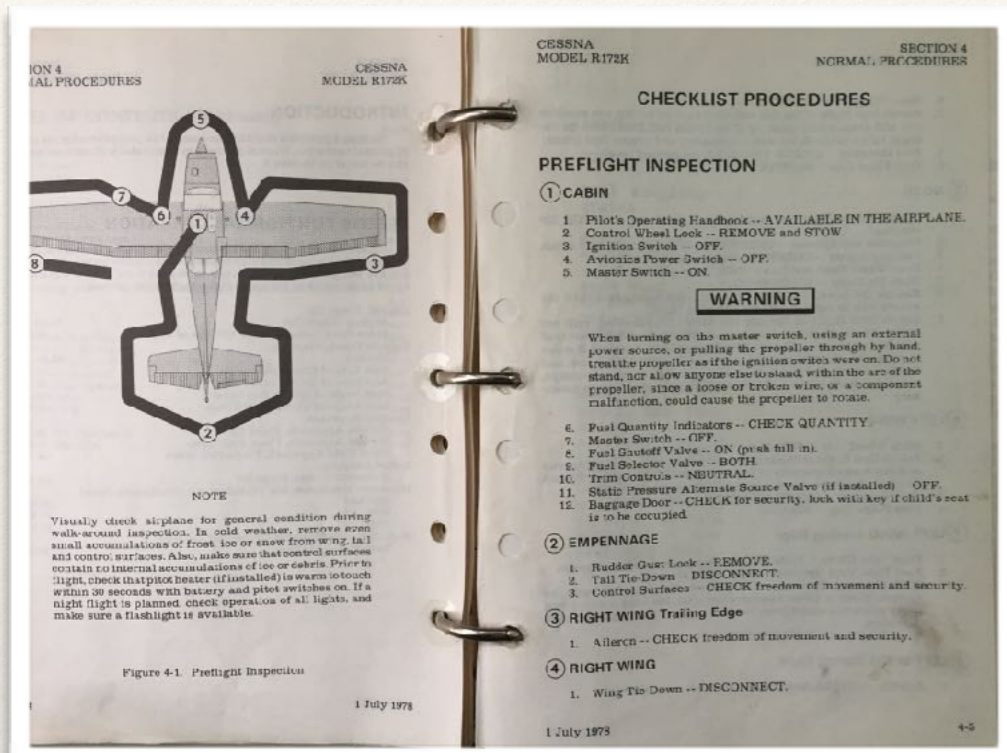


EXOFFICIO

OR OUTDOOR RESEARCH

SEALSKINZ
ENDURANCE ACCESSORIES

Preflight the Plane



- ❖ When do you want to find out you have a checklist item failure?
- ❖ Do the POH Checklist then add your unique seaplane checklist items
- ❖ How much of this checklist do you want done before you cast off from the shoreline?

C172-XP Float Checklists

Pre-Flight

- POH - Chapter Four
- Window Cover - Stow
- Engine Plugs - Stow
- Water Rudders - Test
- Floats – Inspect & Pump
- Vortex Gens – Inspect
- Passengers - Briefed

Engine Start

- Tach/Hobbs – Record
- Circuit Breakers – Check
- Instruments – As req'd
- Fuel – Both
- Cowl Flaps – Open
- Trim – Takeoff
- Mixture – Rich / as req'd
- Prop/RPM – Full
- Primer
 - Cold - as req'd
 - Hot - None
- Master Switch- On
- Fuel Pump
 - Cold - On till flow
 - Hot – Off
- Key – On
- Throttle – Advance slowly
- RPM – Set 800
- Oil Pressure – Green

Runup

- Seatbelts – fastened
- Doors – close and lock
- Radios - Set
- Transponder - On
- ATIS - Set DG, Altimeter
- Flight Controls - Free and Correct
- Oil temp - > 75 deg
- Lights As Required
- Throttle - 1800 RPM
- Magnetos - 175/50
- Propeller - Cycle
- Engine Insts. - Check
- Ammeter - Check
- Suction - Green
- Throttle - Idle

Takeoff

- Area - Clear
- Water Rudders - Up
- Fuel – Both
- Trim - Takeoff
- Cowl Flaps - Open
- Flaps - 20 deg
- Mixture – Rich
- Prop/RPM – Full
- Throttle/MP – Full
- All Inst – Green

Takeoff - 1135' water / 1850' 50'

Seaplanes have unique preflight actions

- ❖ Pump the floats
- ❖ Inspect floats for punctures, bends, dents and dings
- ❖ Check the structurally unique components
 - ❖ Float Attachment points, Spreader Bars and Brace Wires
 - ❖ Water Rudders, Cables, Springs and Pulleys, Transom Attach Points
- ❖ Prop Water Spray Damage
- ❖ Corrosion and Blistering



If it's freezing you won't be able to pump and perhaps you shouldn't be flying a seaplane anyway

Know your initial waterline



At Home

- ❖ Weather
- ❖ IMSAFE
- ❖ At Home Checklist

✓ **I'M SAFE CHECKLIST**

Illness—Do I have any symptoms?

Medication—Have I been taking prescription or over-the-counter drugs?

Stress—Am I under psychological pressure from the job? Worried about financial matters, health problems, or family discord?

Alcohol—Have I been drinking within 8 hours? Within 24 hours?

Fatigue—Am I tired and not adequately rested?

Emotion—Am I emotionally upset?

At Home Checklist

1. Wallet, Credit Cards, Cash, and Drivers License
2. Pilots License and Medical Certificate
3. Charts (VFR, IFR, Approach, Departure, Runway)
4. Airport Facility Directory
5. Navigation Log, Flight Plan, and Weather Briefing
6. Headsets, batteries charged, spares
7. Kneeboard, Logbook, pens, pencils, and highlighters
8. Keys (Car, Airport, Airplane)
9. Portable GPS, batteries charged, spares
10. Handheld Radio, batteries charged, spares
11. Flashlights, Batteries charged, spares
12. Seat Cushion
13. Glasses, Sunglasses, Cleaner
14. Hat, Jacket, Gloves, Umbrella
15. Medicines and first aid kit
16. Cell Phone, charged
17. Watch

WASHINGTON SEAPLANE
PILOTS ASSOCIATION

Observed at Seattle, WA
Light Rain, 45° F
Wind South at 6 mph
Pressure 29.42 in
[Click for weather forecast](#)

WA Weather

Weather Briefing

- [Seattle Local Aviation Flight Conditions](#)
- [Seattle NWS Forecast Office](#)
- [Seattle Area Forecast Discussion](#)
- [Prog Charts - Surface Analysis](#)
- [METARS & TAFS](#)
- [Winds Aloft NWS](#)
- [Winds Aloft Air Sports Net](#)
- [Convective Forecast](#)
- [PIREPS](#)
- [TFRS & NOTAMS](#)
- [PNW Ferry Weather](#)
- [Mt Rainier Forecast](#)
- [Hwy 520 Bridge Weather](#)
- [Ferry Weather Surface Wind for Puget Sound](#)
- [Tides NOAA](#)
- [UW Weather](#)
- [Cliff Mass WX Bolg](#)
- [INTELLICAST](#)
- [1800WXBRIEF](#) (Excellent Briefing Site)

Charts and Cameras

Aeronautical Charts

- [SkyVector](#)
- [AIRNAV Airport Info](#)
- [FLTPLAN Airport Info](#)

Nautical Charts

- [NOAA Chart Viewer](#)
- [Pacific Coast Charts](#)

Web Cams

- [Seaplane Cam Map](#)
- [UW Atmos Sci PNW Weather Cams](#)
- [KOMO News Weather Cams](#)
- [Space Needle Pano Cam](#)
- [Skunk Bay Weather Cam](#)
- [Dyes Inlet, Silverdale Cam](#) **NEW**
- [Edmonds Marina Cam](#)
- [Port Townsend Cam](#)
- [San Juan Island Cams](#)
- [Penn Cove Cam](#) **NEW**
- [Lake Chelan Cams](#) **NEW**
- [BC Cams](#)
- [Vancouver Island Air Web Cams](#)
- [WSDOT Airport Cameras](#) **NEW**

Weather Imagery

- [Seattle Wundermap](#)
- [PNW Accuweather](#)
- [East Pacific & PNW Accuweather](#)
- [Pacific Intellicast](#)
- [Jet Stream Intellicast](#)
- [World Map Intellicast](#) **Polar**
- [WindyTY](#) - Great Wind Visualization
- [VAD Wind Profile](#)

BC Weather

- [BigWaveDave](#) - Wind info from BC Windsurfers

What should you do first at the seaplane base?

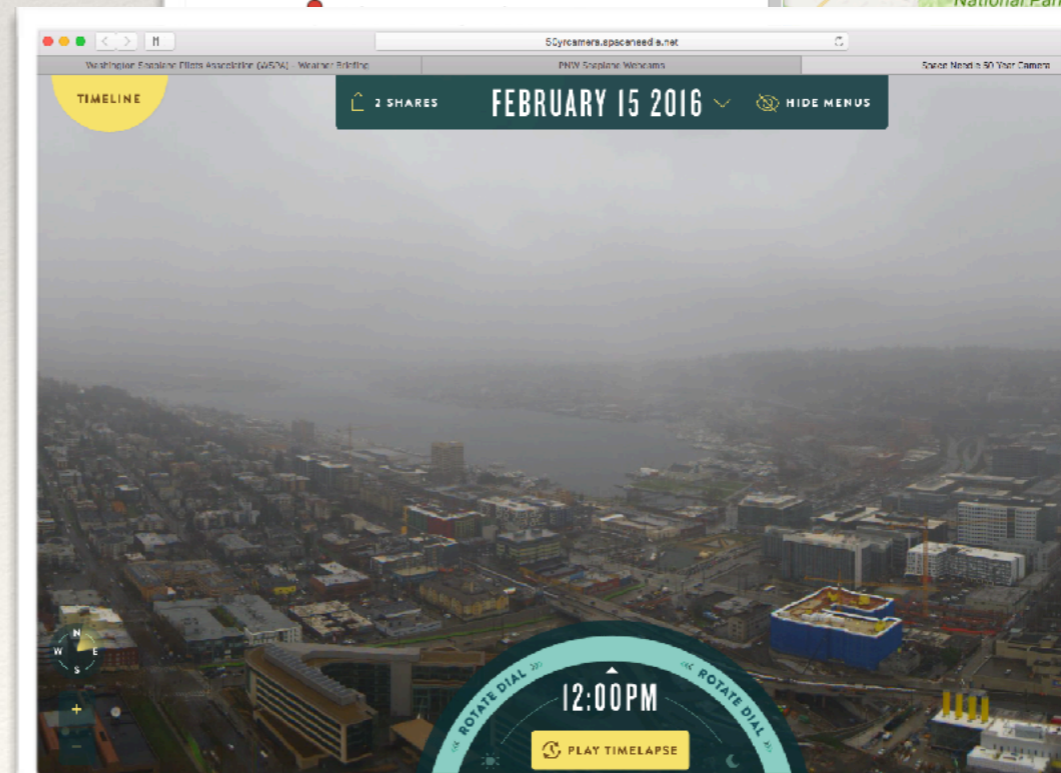
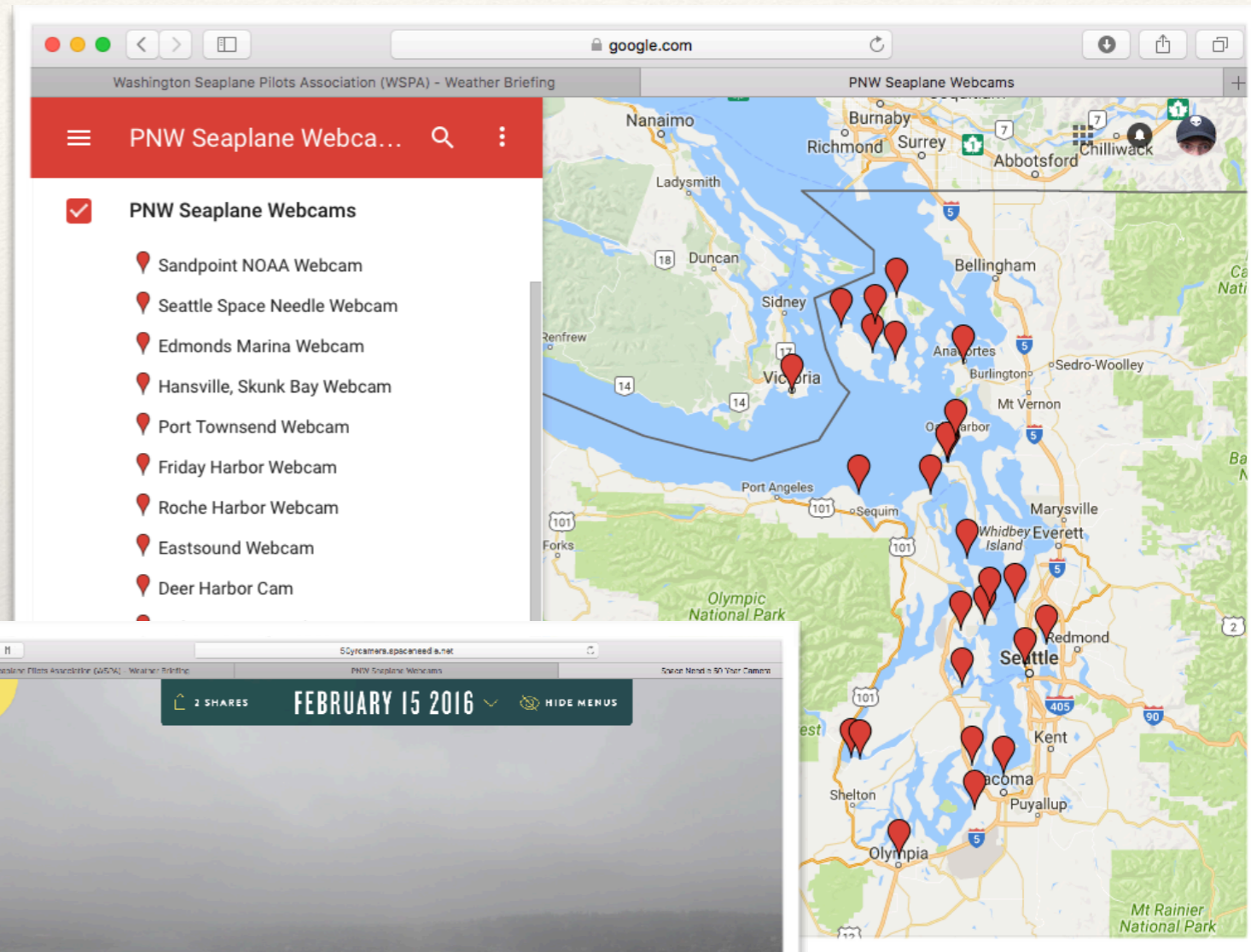
- A. Fuel the plane
- B. Look at the water
- C. Start the truck



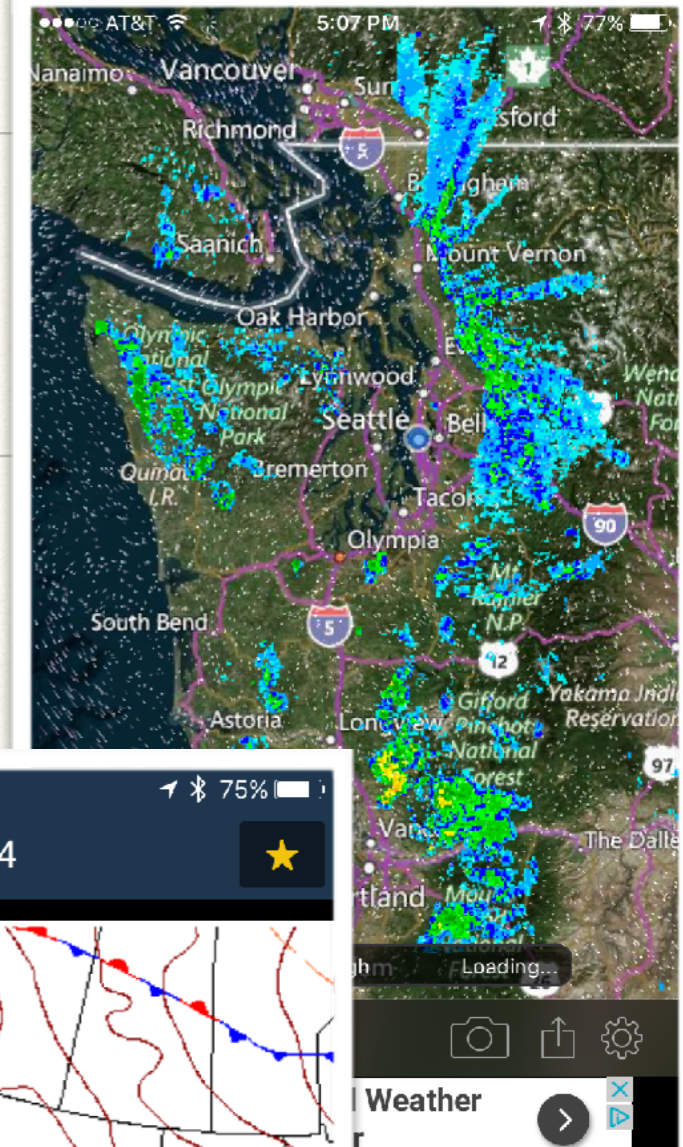
Get your checklist in the right pecking order

Weather for Seaplanes

- ❖ *Look Out the Window!*
- ❖ Look at the Cameras
- ❖ Do a Proper Briefing
 - ❖ Brief for now
 - ❖ Brief for the trend
- ❖ Learn Local Patterns
- ❖ Never listen to ATIS 😊
 - ❖ *look out the window!*



Weather Briefing



AT&T 5:05 PM 77%

Groups Pacific Northwest (32) Edit

Seattle, Seattle Boeing Field BFI
 160° 6 kts 46.0°F MVFR
 10.0 miles 29.42 inHg → 93% TAF
 broken clouds at 2700 feet 12 min

Renton, Renton Municipal Airport RNT
 170° 3 kts 46.0°F MVFR
 light rain 7.0 miles 29.42 inHg → 93% TAF
 overcast clouds at 1000 feet 12 min

Seattle, Seattle-Tacoma International SEA
 180° 8 kts 44.1°F MVFR
 8.0 miles 29.41 inHg → 93% TAF
 broken clouds at 2600 feet 12 min

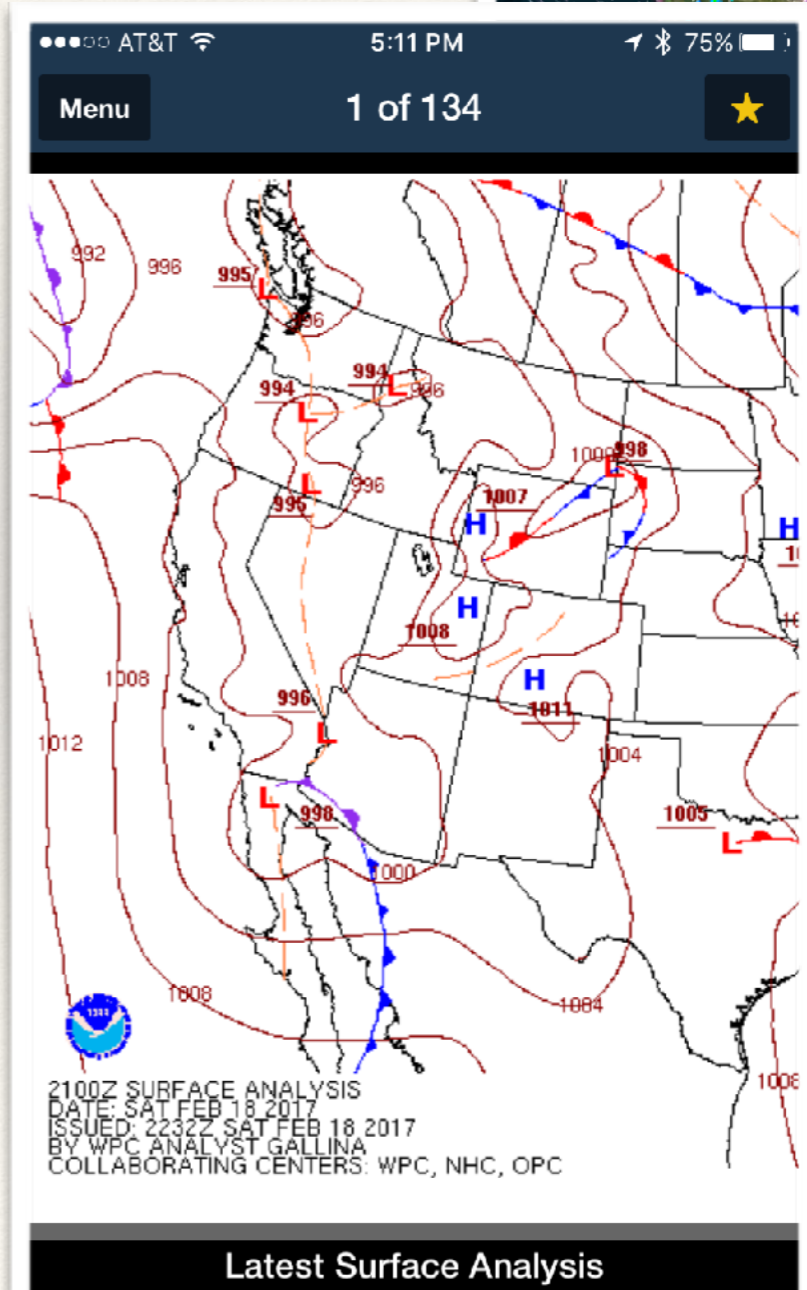
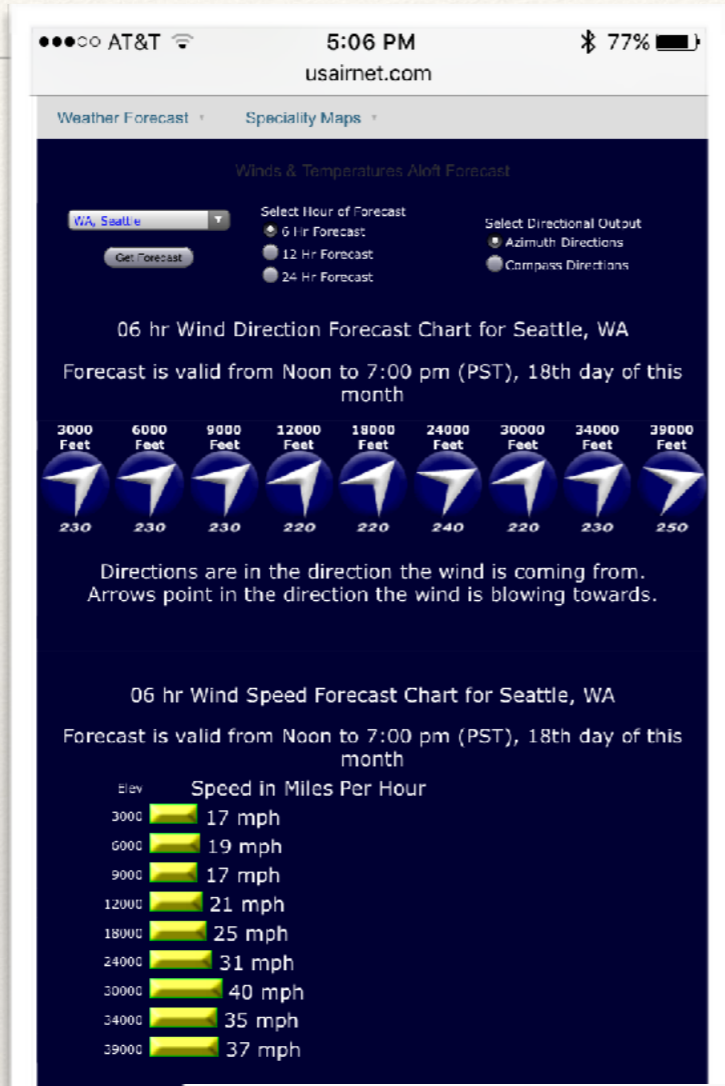
Everett, Snohomish County Airport PAE
 150° 6 kts 43.0°F IFR
 10.0 miles 29.41 inHg → 93% TAF
 broken clouds at 900 feet 8 min

Bremerton, Bremerton National PWT
 180° 5 kts 42.8°F MVFR
 10.0 miles 29.44 inHg → 100% TAF
 overcast clouds at 1400 feet 10 min

Tacoma, Tacoma Narrows Airport TIW
 160° 3 kts 43.0°F LIFR
 mist 2.0 miles 29.42 inHg → 100% TAF
 broken clouds at 200 feet 12 min

Tacoma / McChord Air Force Base TCM
 160° 3 kts 43.0°F LIFR

Updated 2/18/17, 4:46 PM



AT&T 3:16 PM 81%

Back RNT-KRNT Edit

Renton, Renton Municipal Airport
 WA, UNITED STATES
 Local Time: 3:16 PM (18.) 7:10 AM
 UTC: 23:16 (18.) 5:36 PM
 All times local

METAR at: 02:53 PM LT (18.) 23 minutes old MVFR

Wind: 150° (SSE) at 3 knots
 Visibility: 10.0 miles
 Weather: light rain
 Clouds: few clouds at 1100 feet
 broken clouds at 2600 feet
 overcast clouds at 4900 feet

Temp.: 46.0°F, Dewpoint 43.0°F, RH 87%
 Pressure: 29.41 inHg
 Remarks: AO2 SLP965 P0000 T00780061

TAF no data available

Source METAR: US NOAA-TDS

Runways

16	↓ 3 kts	5382 ft	→ 1 kts ←	3 kts ↑	34
----	---------	---------	-----------	---------	----

Headwind
 Tailwind

AT&T 5:10 PM 75%

sunrise sunset

Google

sunrise sunset

ALL VIDEOS IMAGES MAPS NEWS

7:07 AM

Sunday, February 19, 2017 (PST)
 Sunrise in Seattle, WA 98121

Ropes

What happens when you let go of the rope?

- ❖ Your seaplane is going somewhere
 - ❖ *there are no brakes on your seaplane*
 - ❖ *it's a very fragile sailboat*
 - ❖ *it's nearly impossible to control without power*
- ❖ *Do you know where?*
- ❖ *Are you in control?*

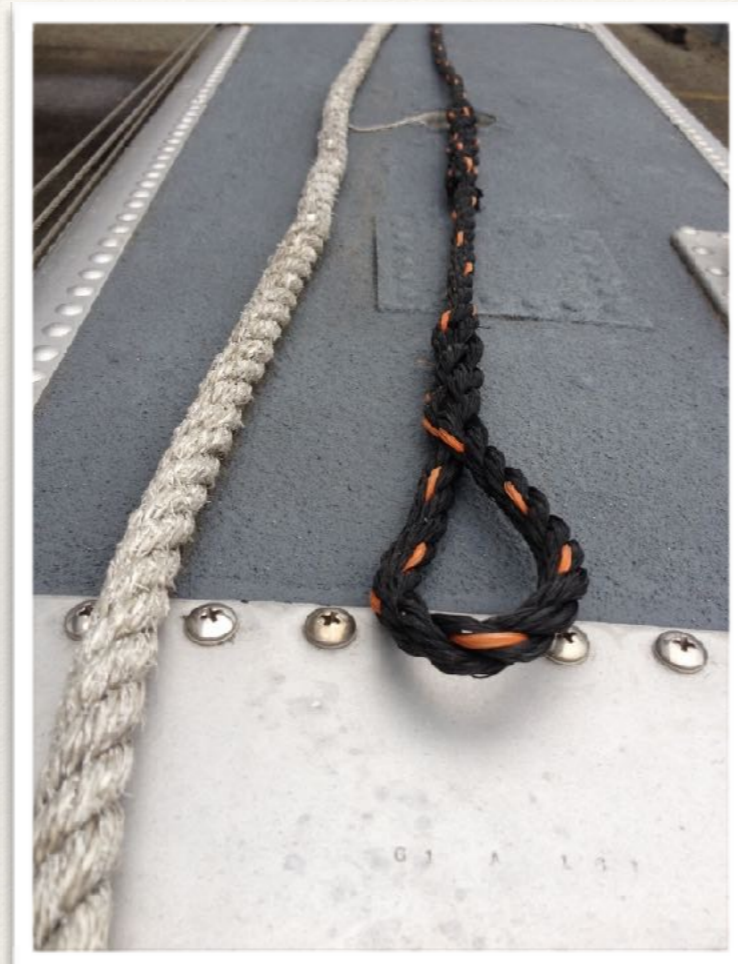


This is why Seaplane Preflight Postflight and Base Ops are Important

check your ropes



Too long - interferes with cables and water rudder



Looped end - catches on things




Nice ends



Perfect length

ropes i like



WEST MARINE
Prespliced Double Braid Nylon Dock Lines, 3/8" Diameter

★★★★★ [Read 45 Reviews](#) [Write a Review](#)



*(Ships to Store for **FREE**)*

Select Product:


3/8" Dia. Dock Line, 15' Length, 4700lb. Breaking Strength, Black

\$27.99 QUANTITY **Add To Cart**

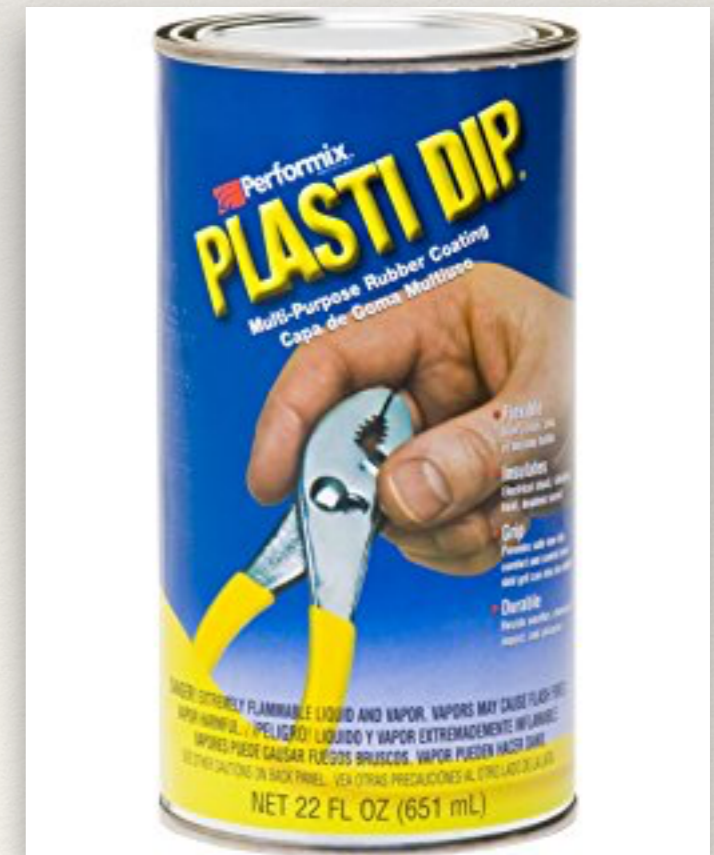
In stock online.

 [Find in Store](#)  [Add to My List](#)

Model # 5528435 | Mfg # C4064-12-00015 | UPC # 25282030248



West Marine 3/8" Prespliced Double-Braid Nylon Dock Lines which come with a professionally spliced 12" eye and heat-sealed bitter end. Re-cut to length then melt the end and finish with Plasti-Dip.

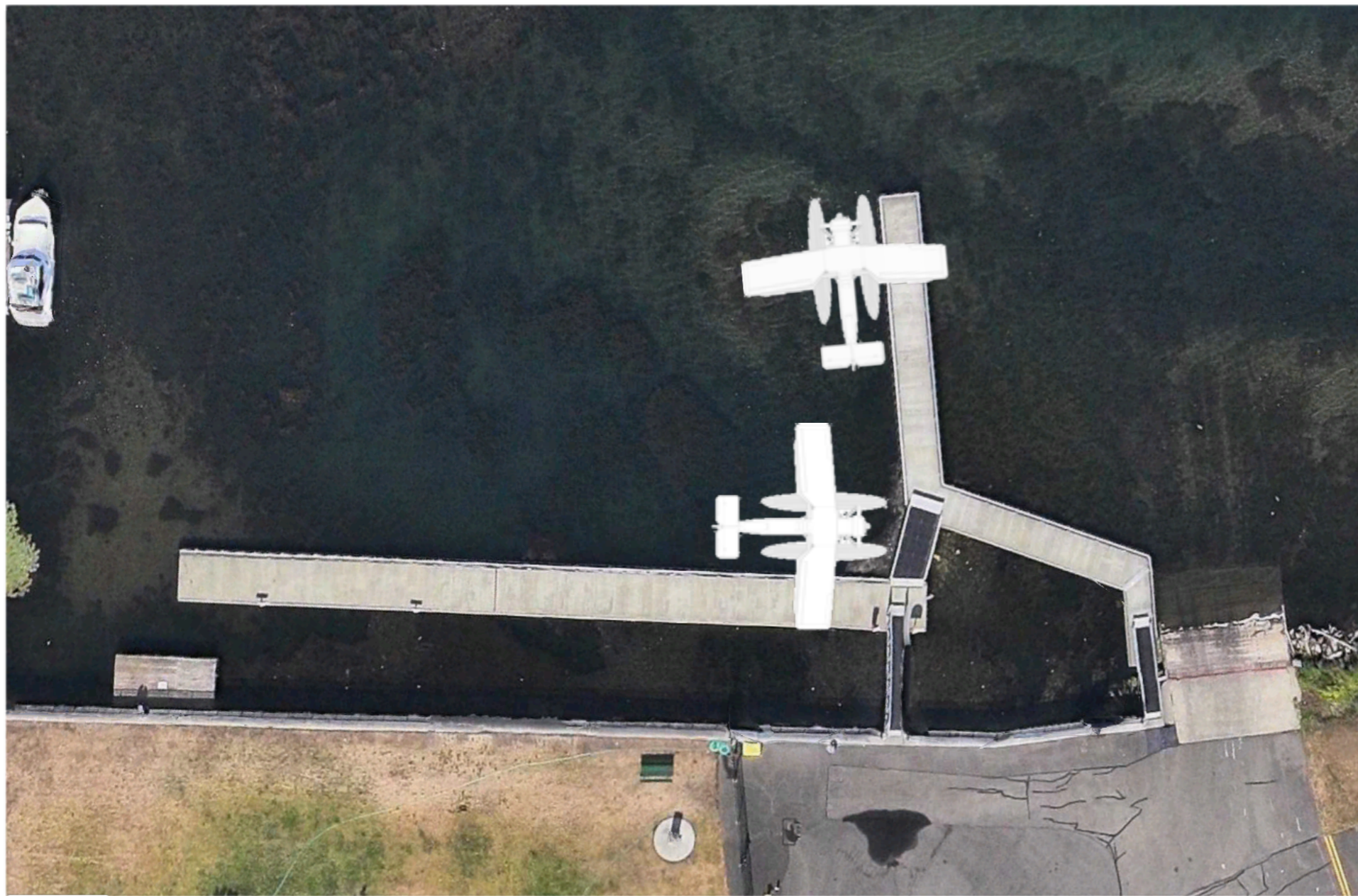


The Dock

Where will the next plane go?



Leave room for the next plane



- ❖ *Get on and off the dock quickly so others can use it*
- ❖ *Get your plane out of the way of the next plane*
- ❖ *Do not do student briefings on the ramp*
- ❖ *Do not fuel in the water*

- ❖ Departing planes can access the ramp
- ❖ Arriving planes can use the dock

Some dock procedures

- ❖ Put your mind in the next-planes head. Where will the next plane arriving or departing go?
 - ❖ Avoid Seaplane Rush Hours
 - ❖ Get on and off the dock and ramp quickly so others can use it
 - ❖ Get your plane out of the way of the next plane
 - ❖ Do not do student briefings on the ramp
 - ❖ Do not fuel on the water (or the ramp)
 - ❖ Time is money. Respect other the peoples time
- ❖ Think, Plan, Act
 - ❖ If you are using manly brute force to move your plane, then you are doing something wrong.
 - ❖ Don't ramp unless your launch truck is waiting for you.
 - ❖ Don't solo launch over 5 Kt north wind.
 - ❖ Think twice if waves are more than 1/2 float height.
 - ❖ Be Helpful

Arrival and Retrieval

- ❖ Think about where the next plane will go when you decide where to put yours
- ❖ Get out of the way of the next plane
- ❖ Drive carefully



- ❖ The driver thought the float truck was a sports car. It cost the owner \$18,000. The plane was down for four months.

Post Flight

Post-flighting the plane

- ❖ Pump The Floats
- ❖ Check for Invasive Species
- ❖ Wash off the bugs
- ❖ Wash for an hour if you landed in Salt



Post-flight extras for wet planes

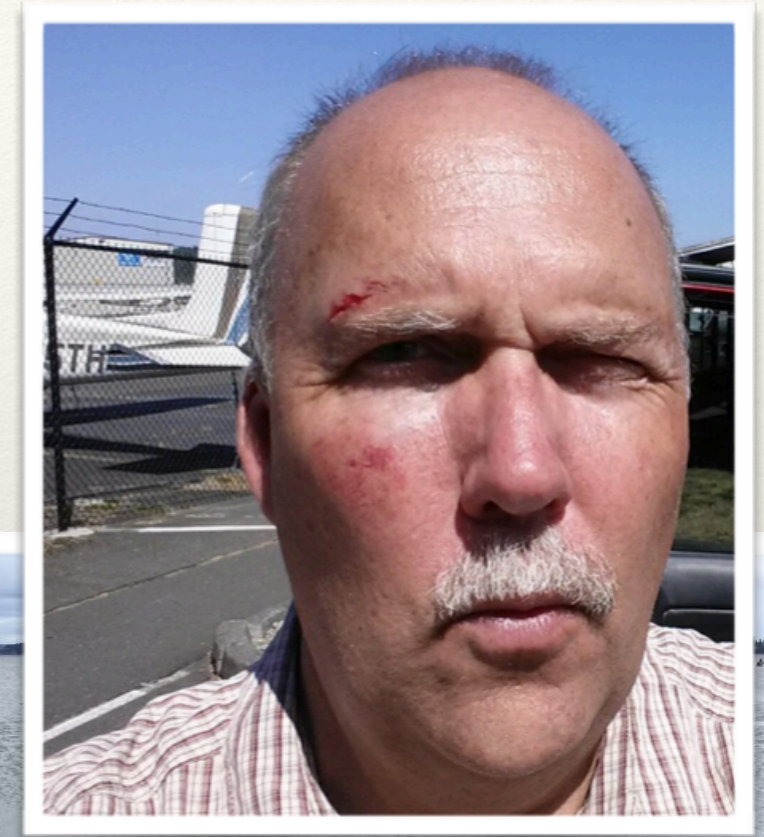
- ❖ Battery Tender
- ❖ Dry Z Air
- ❖ Heater / Fan



Safety and Responsible Operations

Launch and Departure

- ❖ Q: Where are you most likely to get injured?
 - ❖ A: *On the ramp or dock*



A slide about life jackets (PFD's)

- ❖ This is yet another pilot never ending debate
 - ❖ *“It may save your life”*
 - ❖ *“You’ll never get out of the plane”*
- ❖ Have them in the plane
- ❖ Do not wear auto-inflate PFD's



Invasive Species

- ❖ Don't operate in Infested Waters
- ❖ Know if you are operating in infested waters
- ❖ Inspect and clean your floats.
- ❖ Know who is concerned about invasive and be respectful and careful in their area.
 - ❖ Beware of Lake Whatcom
 - ❖ Local regulations “require” seaplane self reporting. See WSPA website for details.
- ❖ Obey local regulations.



Check the TFR's

Typical TFR's

- Stadium Events
- Air Shows
- Presidential
- Fire Fighting

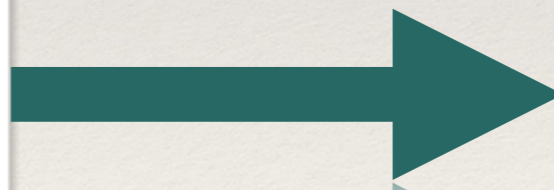
seattlepi Local US & World Business Sports A&E Life Travel Comics

Fighters scrambled after flight restriction violation during Obama visit; booms reported around region

Passenger: 'Oh my God, I can't believe - is this the top news thing?'

By SEATTLEPI.COM STAFF Published 10:00 pm, Monday, August 16, 2010

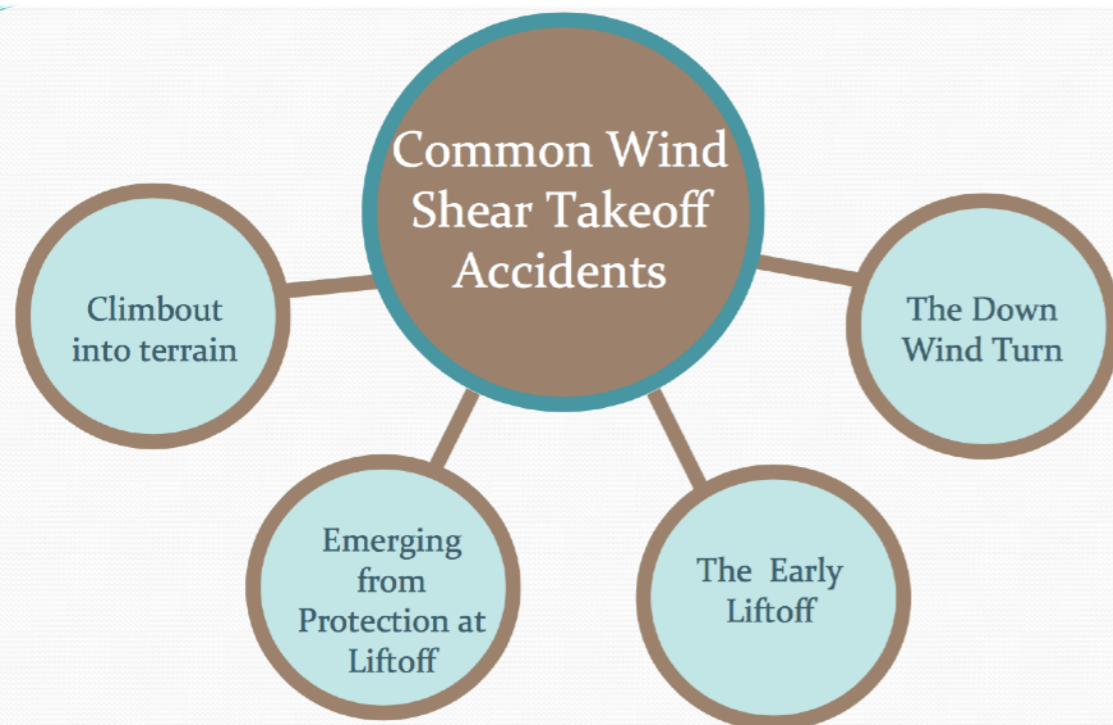
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Wind Shear

Wind shear is a significant change in wind speed and/ or direction over a short distance

Terrain-induced wind shear is the leading cause of floatplane accidents in the Pacific Northwest/ Western Canada



Wind Shear Avoidance Training

<https://wsipa.wildapricot.org/resources/Courseware/Wind%20Shear%20Avoidance.pdf>

Training

WSPA Training Resources

The screenshot shows the website for the Washington Seaplane Pilots Association (WSPA). The browser address bar displays wspa.wildapricot.org. The page features a navigation menu on the left with options like Home, Join, Donate, Event Calendar, Forums, News, Destinations, Training (highlighted), POH's, Gov't Documents, Weather Briefing, Stewardship, Partners, For Sale, Contact, and About. The main content area is divided into several sections: 'Resources' with sub-sections for 'Gov't Documents' (listing FAA Seaplane Operations Handbook, Advisory Circulars, and Coastguard Rules) and 'Seaplane Pilot Operating Handbooks, POH' (listing Pilot Operating Handbooks for Cessna, Piper, Republic, and Dehaviland); 'Courseware' with a list of training topics including SES Training Checklist, CFI Checkride Checklist, Wind Shear Avoidance, Floatplane Safety and Risk Management, Preflight Postflight and Seaplane Base Operations, PNW Radio Calls, and Flying to Canada; and 'WA Training Providers' listing several providers with their contact information and websites. A 'Designated Examiners' section lists BRINK, G. FREDERICK, KARMAN, WILLIAM NEAL, TUTTLE, PATRICK A, and WOLVINGTON, HOWARD with their phone numbers. A 'Training Scholarship Application' section lists SPA and Wipaire Scholarships. A user profile for Austin Watson is visible in the bottom left corner.

You and your students should really go here. There is a lot of useful stuff here. More is coming.

Training Checklist & Materials

	A	B	C	D	E	F	G
1	Date						
2	Seaplane Training Checklist						
3	Normal Takeoff						
4	Crosswind Takeoff						
5	Glassy Water Takeoff						
6	Rough Water Takeoff						
7	Confined Area Takeoff						
8	Go Around						
9							
10	Normal Landing						
11	Crosswind Landing						
12	Glassy Water Landing						
13	Rough Water Landing						
14	Confined Area Landing						
15	Power Off Accuracy Landing						
16							
17	Normal Taxi						
18	Plow Taxi						
19	Step Taxi						
20	Momentum Turn						
21	Sailing						
22							
23	Docking						
24	Beaching						
25	Ramping						
26	Anchoring						
27	Mooring						
28							
29	Maneuvering During Slow Flight						
30	Mountain (Confined) Operations						
31	Emergency Procedures						
32							
33	Seaplane Base Operations						
34	Reading Wind and Water						
35	Seaplane Systems & Characteristics						
36	Regulations, 14 CFR 61, 91, AIM						
37	Performance & Limitations						
38	Preflight & Postflight						
39	FAA-H-8083-23 Familiarization						
40	POH Familiarization						
41							

This is the training task list from the Practical test Standards PTS.



FAA-H-8083-23

More Books



get this one



Recommendations & Regulations



U.S. Department
of Transportation
Federal Aviation
Administration

Advisory Circular

Subject: Seaplane Bases

Date: 8/6/2013

AC No.: 150/5395-1A

Initiated by: AAS-100 **Change:**

1. Purpose. This advisory circular (AC) provides guidance to assist operators in planning, designing, and constructing seaplane bases and associated facilities.

2. Application. The FAA recommends the standards and recommendations in this AC for use in the design of civil seaplane bases. In general, use of this AC is not mandatory. Use of this AC is mandatory for all projects funded with federal grant monies through the Airport Improvement Program (AIP) and/or with revenue from the Passenger Facility Charges (PFC) Program. See Grant Assurance No. 34, Policies, Standards, and Specifications, and PFC Assurance No. 9, Standards and Specifications.

FAR 91.115 Right-of-Way Rules: Water Operations.

- a. Keep clear of all others
- b. Crossing – AC to right has right of way
- c. Approaching – alter course to right
- d. Overtaking – AC in front has right of way
- e. Risking Collision – proceed with careful regard

FAR 91.119 Minimum Safe Altitudes.

- a. allow emergency landing
- b. congested area - 1000 feet above obstacle within 2000 feet
- c. non-congested area - 500 feet above obstacle within 500 feet

FAR 91.137 Temporary Flight Restrictions in the vicinity of disaster/hazard areas.

Check NOTAM system

FAR 91.155 Basic VFR Weather Minimums.

Class G – Day – Visibility One mile and Clear of Clouds

FFR

FAR 91.205 Powered civil aircraft with standard category U.S. airworthiness certificates: Instruments and Equipment requirements.

- b. VFR, (12) PFD required if for hire and beyond safe gliding distance from shore

AIM 7-5-8 Seaplane Safety

1. Vigilance – Boats, People, Power lines . . .
2. Right-of-Way – USCG Rules covered by 91.115
3. Jurisdiction – USDA, Forest Svc, Indians, State Park, Canadian Parks
4. Survival Gear – reachable & floatable container
5. Floatation Gear – See 91.205(b)12 / Recommended but not required
6. Advisory Circulars – AC91-69 Seaplane Safety

WSPA / SPA Resources

Use All Available Resources

- WSPA <http://washingtonseaplanepilots.org>
- SPA <http://seaplanes.org>

Seaplane Pilots Association
Seaplane Pilots Association
Protecting and Promoting Water Flying

WASHINGTON SEAPLANE PILOTS ASSOCIATION

The mission of the Washington Seaplane Pilots Association is to protect and grow seaplane access to Washington waters, promote safe and responsible seaplane operations, foster communications among owners, operators, service providers and the community, and to facilitate events sharing the joy of seaplane flying in Washington and the Pacific Northwest. Please join us.

Registration is Open for The 2016 Long Lake Splash-In Camp-In

The 2016 Long Lake Splash-In Camp-In is the weekend of August 19th through August 21st.

See Details and [Register Here](#)

NOTE: Registration in testing mode and only open to Board Members. It will be open to General Membership on June 1st.

Recent News
April 2016 Newsletter
17 Apr 2016 10:32 AM - Anonymous member

Forum Updates
Welcome to Our New Washington Seaplane Pilots Forum
27 Aug 2015 4:06 PM - Anonymous member

Upcoming Events
100th Anniversary of First Boeing Seaplane Flight
15 Jun 2016 (PDT) - Foot

Make your dreams come true, and live a life of adventure and discovery through water flying.

WSPA initiatives

- Grants for Webcams
 - Grants for proper docks
 - Opening Seward Park beach to training
 - Opening Magnuson Park ramp for off season splash in
 - NWAC Seminars
 - FFAST Seminars
 - Fish Stocking at Isabel
 - Isabel Cleanup 2.0
 - Outhouse Installation at Isabel
 - Lake Chelan SPB reopening
 - Kirkland Scenics support
 - Whatcom Invasives monitoring
 - Lost Seaplane Base Initiative
- May 13-15 - Poulsbo Splash in
 - Aug 20 - Oregon Eclipse Splash in
 - Sep 8-10 - Priest Lake Splash In

END