



WASHINGTON SEAPLANE PILOTS ASSOCIATION

Promoting
Safe Flying

Protecting
Washington
Waters

www.wa-spa.org



WSPA NEWS December 2015

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PICTURE OF THE MONTH



Sometimes you just need to laugh.

GROUNDED HOGS

Washington Seaplane Pilots Association (WSPA)

2016 Grounded Hogs Dinner

Celebrating 100 Years of Seaplanes in Seattle

Friday, February 19th, 2016, 6:00 PM, Museum of Flight, Seattle

HOW TO GET TICKETS

Tickets are \$70.00 each. Ticket sales close on February 12, 2016.

1) PREFERRED METHOD:

Pay Online Here → <https://wspa.wildapricot.org/event-2020935>

2) ALTERNATE METHOD:

Send a check payable to: WSPA, to:
WSPA c/o Jack Jacobson
10806 178th PI NE
Redmond, WA 98052
Include names of all attendees

SPEAKER: BOEING SEAPLANES, CELEBRATING THE FIRST 100 YEARS

“Bill Boeing began designing and building airplanes in 1916 with the Model 1 (known as the “B&W”), a seaplane. How did Mr. Boeing become interested in aviation, learn to fly a seaplane and what motivated him to build an airplane and start an aircraft manufacturing company? This talk will preview the Company’s early seaplane history and look at the different models it built.”

Speaker Bio: Bill McCutcheon, MOF Docent and Board member

Like us, Bill is a Pilot. He served in U.S. Naval Aviation and was a Business Consultant (CPA), graduate of the University of Washington. He is the Docent Representative to Museum’s Board of Trustees, Conducts Museum tours, and instructs for the Docent training and youth education programs. Bill’s public speaking engagements focus on aviation history at the Museum of Flight, Seattle; Historic Flight Foundation, Paine Field; Washington Aviation Conference and other civic, community and retirement organizations.

Schedule:

- 6:00 - Check-in, Raffle, Cocktail Hour (No Host Bar)
- 7:00 - Dinner
- 7:30 - WSPA Leadership Welcome & Announcements
- 7:45 - Speaker: Seaplanes At Boeing, Celebrating the 1st 100 years
- 8:30 - Raffle Items Awarded

Dinner Menu:

- **Greek Salad** romaine lettuce, pear tomatoes, cucumbers, tri color peppers, Kalamata olives, red onion, feta & white balsamic vinaigrette
 - **Tri Color Orzo Salad** marinated Portobello, artichoke, roasted pepper & lemon thyme dressing
 - **Artisan Breads** with sweet cream butter
 - **Tuscan Herb-Rubbed Pork Loin** fresh herbs, garlic, lemon zest & cabernet pan sauce
 - **Roasted Snapper** lemon chive panko & cioppino sauce
 - **Faro Pilaf** sautéed onions, wild mushrooms, fresh basil, roasted peppers & Romano cheese
 - **Ciambotto** Italian vegetable stew
-

2016 UPCOMING EVENTS

See our calendar at → <https://wspa.wildapricot.org/eventcalendar>

- Board Meetings – Third Thursday Every Month, Contact a board member for this months location
- Grounded Hogs Dinner – Friday, February 19th, 2016, 6:00 PM, Museum of Flight, Seattle
- AOPA Bremerton Fly-In and long Lake Splash In – Weekend of August 20th
- Priest Lake Splash In – Weekend of September 9th
- Tacoma Thea Foss Splash In and Saltwater Poker Run – TBD, Just an idea for now
- Seattle Seafair Seaplane Flyby – TBD, Just an idea for now (We need a champion to organize this)
- Another Event To Be Announced - TBD

ed: we should do a Seafair seaplane flyby. Anybody want to help organize?

2015 IN REVIEW

- Grounded Hogs 2015
 - Northwest Aviation Conference NWAC
-

LAKE WHATCOM / SAMISH LAKE

Agreements between the City of Bellingham (representing the Lake Whatcom Management Team) and seaplane pilots with seaplanes resident to Lake Whatcom and Samish were in place for the first time this year. The agreements are in support of the Aquatic Invasive Species (AIS) programs applicable to Lake Whatcom and Samish which are functionally administered by the City of Bellingham. Resident seaplanes were inspected at the beginning of the float flying season and resident pilots were provided training and certified in AIS mitigation procedures and techniques. Unlike the boat inspection process at both lakes, resident seaplanes pilots were delegated authority to self-inspect and administer their own AIS procedures prior to landing at either lake. At the conclusion of the season resident pilots voluntarily reported landing dates and other bodies of water visited prior to such landings. In addition, visitor seaplane pilots were requested to voluntarily report the same landing information.

Don Goodman, Lake Samish

WHATCOM BOAT INSPECTIONS FOUND NO INVASIVE MUSSELS IN 2015

DECEMBER 29, 2015 2:55 PM



Alysia Herr, an aquatic invasive species inspector, checks out “Evil Kitty” on July 1, 2013, at the Bloedel Donovan Park entrance to Lake Whatcom. Despite the name, “Evil Kitty” wasn’t carrying anything harmful into the lake. **Staff** The Bellingham Herald

BELLINGHAM

No zebra or Quagga mussels were found this year during boat inspections at Lake Whatcom and Lake Samish, according to the city of Bellingham.

In 2014, one boat was found carrying Quagga mussels, one of the invasive species the city and Whatcom County governments, and Lake Whatcom Water and Sewer District, want to keep out of the lakes. The mussels were dead, but the discovery reinforced the idea that invasive species could reach local lakes.

More than 8,900 boat inspections were done at the two lakes in 2015, up more than 1,000 from last year and more than double the number when mandatory inspections began in 2013.

Of the 8,900, inspectors intercepted 187 boats transporting vegetation and 218 boats that were wet or were found to have standing water. Those boats were of particular concern because standing water can host and spread the microscopic larvae of damaging aquatic invasive species. Zebra and Quagga mussels, first documented in the U.S. in 1988, can damage water intakes, docks and boats. Infestations can close recreation areas, and affect the taste and odor of drinking water. Lake Whatcom is the source of drinking water for the Bellingham area.

Inspections began over concern the mussels could be transported into local lakes from elsewhere. The 2014 boat with Quagga mussels had previously been at mussel-infested Lake Havasu in Arizona.

One boat inspected in 2015 last came from that lake but didn't contain mussels. Other boats last were on water as far away as the Atlantic Ocean, Lake Minneola in Florida, the Concord River in Massachusetts and Spectacle Lake in Alaska, according to a map on the inspection website. In total, the boats had last been at 360 different lakes, rivers or other water bodies in 19 states or Canadian provinces.

The 2015 inspection data, online at whatcomboatinspections.com/2015-story-map, also maps out where the boat owners live and other places the boats have been.

An annual permit for a motorized boat, with unlimited inspections, is \$50, while one for a canoe, kayak or other unregistered watercraft is \$10. People can get a \$10 discount per boat by taking a 30-minute online course to learn about inspections and ways to prevent the transportation of invasive species.

Details: whatcomboatinspections.com.

Debbie Townsend: dtownsend@bhamherald.com 360-715-2280, @HeraldDT

<http://www.bellinghamherald.com/news/local/article52130590.html#storylink=cpy>



Photo by John Cuny

The Washington Seaplane Pilots Association (WSPA) Fall 2015 Splash In was held September 11th through the 13th at Tanglefoot Seaplane Base (D28) in Cavanaugh Bay in the town of Coolin on Priest Lake, Idaho. Dr. Loel Fenwick and his wife Olson kindly shared their dock, ramp, and hangar facilities for the weekend. We had over thirty seaplanes arrive between Wednesday and Saturday and managed to dock, beach and ramp all of them without bumping any wings or tails.

Planes and Pilots from Washington, Oregon, Idaho, Montana, British Columbia, and Arizona flew in. WSPA volunteers provided and prepared meals Friday night through Sunday morning. Notable makes and models included, from small to large, Scout, Super Cub, Lake(s), Glasair Sportsman (very popular), Cessna 18Xs, Seawind, Beavers, Mallards, and The Turbine Supergoose. The Washington Pilots Association (WPA) was holding an annual fly-in at Cavanaugh Bay (66S) nearby. Pilots from both groups visited and shared over the weekend. Both WSPA and WPA have common charters to protect, maintain and grow access to the areas we want to fly.

During the day Saturday, a fly-out was organized to several local destinations on Priest Lake, Sullivan Lake and in other Northern Washington and Idaho lakes. Two WSPA members familiar with the local lakes, terrain and procedures volunteered to organize and marshal the fly-out and hold a pre-launch pilots meeting. Late in the morning after making picnic lunches about twenty planes were off the water to the north. Through all the launching and retrieving of seaplanes all went well again. Being at 2,439 feet and with the day warming into the 80s, it took some heavier planes up to 40 seconds to get off the water. A few CFIs remaining on the shoreline scoring takeoffs and landings noted that the common (but rare) observed mistake was departing directly into a steep Vx climb

instead of accelerating level in surface (*water*) effect post liftoff. With a 19 mile long lake there was a lot of time to reach the proverbial 50 foot tree so why not get some speed before the climb? Level acceleration puts the pilot and plane in a better position to manage an engine out at takeoff than does a slower nose high orientation. Remember the lesson, "Accelerate in Ground Effect then transition to Vx or Vy".

The weekend weather was perfect (cool mornings and evenings, and warm afternoons) and a welcome respite for all of us after a very hot and smoky summer. Arriving and departing planes did have to plan flights around nearly the dozen remaining fire fighting TFRs. Most pilots noted smelling smoke during some portion of the inbound journey. The fires are expected to burn until the snow comes this year.

On Saturday evening after all the planes go back and tucked in for the night, the Fenwicks hosted a social hour and then WSPA hosted a sit down dinner for everyone in the hangar. After dinner we had two speakers. Kevin Strait spoke on history, geography, flora, and fauna of the area, and Burt Rutan spoke on his almost-complete Ski Gull motor glider seaplane. First Flight is very soon. Both were exceptional speakers, appreciated and well received by the attendees.

On Sunday as we all were departing the weather west of the Cascade Mountains was changing with a cold front and on shore flow building up quite a cloud deck in the Puget Sound Basin. In addition strong winds aloft were forecast. Pilots were seen pacing and tapping smartphone screens to get weather updates all through the morning hours and phone calls west for observed conditions were being made. This is a common pattern in fall in the PNW and often by later in the day the low layers burn off and crossing the mountains is made possible. Our two last resort contingencies were park east of mountains and wait or cross south following the Columbia River through The Gorge (expect hellish wind) and then proceed north under the layer, a 5+ hour option with no great fueling options for those on straight floats. Off we all went, and the typical pattern held, and we were able to cross Stampede Pass to the south late in the afternoon and easily descend under what were by then 3,000 foot ceilings. The northern mountain crossings were all covered by the black wall of doom and we were glad to be home.

By 7:00 PM Social Media was lighting up with pictures and likes and comments about the event. For you Facebook-ers, go snoop Flights Above The Pacific Northwest (FATPNW), Washington Seaplane Pilots Association, and SPA Facebook pages for lots of pictures.

Thank you goes to Fenwicks for the spectacular facility, Kenmore Air for kickoff funding, and the WSPA board members who organized and managed the event; in particular Jack Jacobson whose idea it was and then took the yeoman leadership position to make it happen, and also Stephen Ratzlaff (President), Greg (and Mary Jo) Corrado (VP) who did the food, and Kevin Wyman, and Austin Watson who filled in the gaps. Recognition also goes to all the attendees who offered to help and did help with the myriad of things needing doing to make a successful event from marshaling planes to hauling trash.

See you again in 2016!

WSPA SPORTS NEW WEBSITE AND FACEBOOK PRESENCE

In October the Washington Seaplane Pilots Association announced a new Website and Social Media Presence for 2015 and forward. Please read on as all of our communication and membership management will be performed via the new website.

NEW WEBSITE

Our new website is washingtonseaplanepilots.org The old address www.wa-spa.org can still be used as it has been redirected to the new site.

FACEBOOK

We also have a new Facebook page. You can find it by searching for “Washington Seaplane Pilots” on Facebook, or by clicking on the link at the bottom of the website homepage.

HISTORY

The WSPA Board spent the past two years looking at our overall system needs and then the past three months implementing and testing our new website, membership and event management systems and accounting system. We hope you like it. We moved most of the data from our old site to the new one. The old site still be accessed if you go to the “About” page at washingtonseaplanepilots.org.

REASONS

At the new website we made it easier to:

- · Pay your annual dues and make donations to the open waters fund.
- · View our event calendar and sign up and pay for events
- · Communicate and ask questions of your fellow WA Seaplane pilots
- · Find useful links for flight planning and destinations
- · Read our latest newsletters and blogs
- · Find Seaplane training materials

NEWSLETTERS

Newsletters will be delivered online henceforth with news posted as it occurs, not several months later. The new system provides a convenient and flexible mechanism for us to communicate news to the entire Washington seaplane community and membership.

RENEWAL

The new system automates the membership renewal process. Each member has their renewal date set to the month/day they signed up. Previously membership had been by Calendar Year. Most existing or recent members have their renewal date set to January 1st, 2016. Some more recent members have their renewal date set later in the year coinciding with the month/day they paid. Annually, you will receive three renewal notices and (hopefully not) two past due reminders. These emails include a link to our online payment system where you can pay securely with Credit Card or by using Pay-Pal.

We imported 381 member names and contact information from our old spreadsheet based system. If
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you do not want to be a member or receive communications from WSPA you can opt-out. Anyone is able to join or renew online.

No personal information is available on the website. When you log in you can edit your profile, enter information about your seaplane, and opt-in to enable your visibility for other members to see.

SUMMARY

Please take a look at washingtonseaplanepilots.org, and stay in touch. You can communicate directly with WSPA board members via email links on the website. We look forward to hearing from you. We encourage you all to visit the new site and will appreciate your feedback. If there is missing information, or things you'd like to see added, changed, or removed, please let us know by sending email to admin@washingtonseaplanepilots.org

THANK YOU FOR YOUR SUPPORT

Thank you to all who paid their dues recently via the new online system. Nearly 80 members renewed online with no fuss in the first two weeks after we implemented the online system and sent out dues reminders in early December. Perhaps surprisingly, we have twenty paid members from out of state including one from Louisiana. Most out-of-staters are from OR, ID, MT, AK. Our contact database has 394 people in it and we hope to get most of you to support WSPA in 2016.

Our dues go to support maintaining and growing seaplane access to Washington waters and to educating seaplane pilots about safe and responsible operations.

WATER EGRESS TRAINING – EMERGENCY PREPAREDNESS, WORTH THE TIME AND MONEY!

My wife and I recently completed emergency water egress training. We recreationally fly a C182P on straight floats.

The training was conducted by Aviation Egress Systems based in Victoria, BC. The owners, Bryan and Patti Webster, have been providing this training since 1998. The course consists of a “dry” on-line training module which takes a couple hours to complete. For our course the “wet” module was conducted at a hotel pool in Victoria. Actual pool time is preceded by an hour of classroom review of the dry module and preparation for the pool activities.

While the on-line course provides good information and gets you thinking the learning you, hopefully, will not forget occurs in the pool. Using PVC tubing Bryan has fabricated several simulators which attempt to duplicate various elements inside a typical aircraft cabin. Using these simulators we practiced opening potential exits (doors, window, baggage compartments, etc.). One simulator duplicates a pilots seat with seat belts, doors, and windows. Using this simulator we practiced multiple emersions of various upsets (upright, flipped, angled, etc.). Attached are a few photos of the wet training provided by Aviation Egress Systems

The biggest take away from this training for my wife and I was how little time you may have to make a successful egress. You should follow a specific sequence and the basic elements for survival must be on your person at all times. This includes wearing your life jacket at all times.

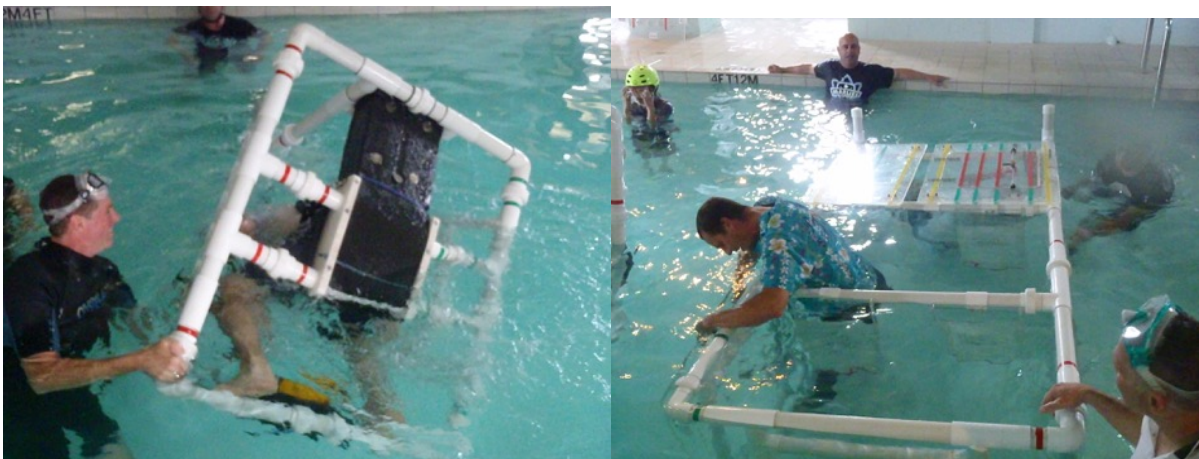
Aviation Egress Systems can be contacted at:

www.dunkyou.com

Brian Webster
250-704-6401

Don Goodman

Note: see a very good article on this subject by Tom Bass in the November/December 2015 Water Flying magazine.



SEAPLANE RUNWAY COMING TO LAKE UNION IN 2016 — WHAT DO YOU THINK?

by Andy Cross on December 5, 2015 in News 16

<http://threesheetsnw.com/blog/2015/12/seaplane-runway-coming-to-lake-union-in-2016/>



Sailors, kayakers and powerboaters enjoying Lake Union. Will a proposed seaplane runway change life much for boaters?

Whether it's taking your own boat out for a spin, renting a boat or kayak, or enjoying the camaraderie of Duck Dodge, Lake Union is an immensely unique setting for Seattle boaters. And part of the charm of operating any type of vessel on the lake is that of seaplanes taking off and landing as you enjoy the water and city scenery.

Throughout the past few years, though, boating traffic on the lake has seemingly increased and so too have the rumblings for the need of a permanent seaplane runway to make life safer for boaters and seaplane passengers and pilots alike (including mentions in *Three Sheets* [here](#) in 2013 and [here](#) in 2014). So when I heard that a proposal for a landing strip on Lake Union was imminent back in April ([here](#)), I wasn't all that surprised.

Now, after an [application](#) has been filed with and approved by the U.S. Army Corps of Engineers, the City of Seattle and Kenmore Air are looking to have the new “advisory zone” in place for the summer of 2016.

This proposed zone will consist of eight lighted buoys that will be illuminated by pilots “to provide a safe flight path for floatplanes going in and out of Lake Union.” Being that the runway will be advisory in nature, boaters would be encouraged to steer clear only when the buoys are lighted, indicating that a plane is approaching.



Approximate location of the lighted buoys

While the official public notice date has expired, you can still submit comments on the proposal to the U.S. Army Corps of Engineers project manager Darren Habel at darren.habel@usace.army.mil. With the building of this new advisory zone on the horizon, it brings up a few questions for area boaters:

Do you think an "advisory" lane on Lake Union for seaplanes to take off and land in is a good idea?

Yes (77%, 241 Votes)

No (12%, 36 Votes)

Need more info (12%, 36 Votes)

Total Voters: 313

How will the new advisory zone impact boating on Lake Union?

Positively (58%, 182 Votes)

No change (22%, 69 Votes)

Negatively (20%, 63 Votes)

Total Voters: 314

SEAPLANE FLOAT IN THE THEA FOSS WATERWAY REMOVED FROM SERVICE

12 Nov 2015 2:49 PM

It is that time of year again – time for Turkey and high winds – so we are having the Seaplane Float in the Thea Foss Waterway removed from service this afternoon. We will notify you when it is returned to service after the storm season has ended.

In the meantime, enjoy your other fall/winter activities – we look forward to seeing you (or at least your planes) in the Spring!

Louise Dreyer

Executive Assistant/Office Manager

Foss Waterway Development Authority

535 Dock Street, #204

Tacoma, WA 98402

253-597-8122

Theafoss.com

LAKE WOAHING (100) SEAPLANE BASE – OREGON

My wife and I visited this seaplane base on return from the Clear Lake, CA splash-in this summer. Lake Woahink is the only chartered seaplane base on the Oregon coast. The lake is 2nm long and oriented north/south. The seaplane base is on the south end of the lake adjacent to Highway 101 and opposite an RV campground. The current owners, Greg and Jan Murphy have created a vacation rental on the property. 100LL is available 5 nm to the north at Florence (6S2). Greg and Jan are happy to provide transport to Florence if they are available. The Columbia Seaplane Pilots Association have recently held a splash-in there. Note – watch the coastal wind, lake orientation helps but it can get pretty stiff.

Contact Greg Murphy – 818-512-0256 for current dock status and accommodation details.

Also visit <http://www.lake4you.com/home.html>.

Don Goodman

KENMORE TO BUILD FLOATS FOR CHINESE AIRPLANES

By **Dominic Gates**

Seattle Times aerospace reporter



Kenmore President Todd Banks announced the agreement with Aviation Industry Corporation of China. (Credit: Kenmore Air)

Kenmore Air to help turn 100 Chinese turboprops into seaplanes

During the visit of President Xi Jinping, local floatplane company Kenmore Air signed an agreement worth about \$40 million to design, certify and manufacture the floats that will convert 100 Chinese-made Harbin Y-12 twin-engine turboprops into seaplanes.

Kenmore Air Harbor, parent company of the Pacific Northwest floatplane company, quietly landed a China contract worth about \$40 million during Chinese President Xi Jinping's visit here.

Kenmore President Todd Banks said state-owned Aviation Industry Corporation of China (AVIC) signed an agreement with Kenmore to design, certify and manufacture the pontoon floats that will convert 100 Chinese-made Harbin Y-12 twin-engine turboprops into seaplanes. EDO Floats, a subsidiary acquired by Kenmore in 1998 that has designed and built aluminum seaplane floats since the 1920s, will oversee the certification by the Federal Aviation Administration. The U.S. certification is accepted by the Civil Aviation Administration of China (CAAC).

Banks said one Chinese Y-12 airplane will fly over to Seattle in January to be retrofitted with the new floats and to conduct certification flights.

TLG Aerospace, an engineering-services company on Lake Union near Kenmore's seaplane base, will design the airplane modifications and process certification of the parts. The carbon-December 2015, Vol 4.3

fiber floats will be manufactured by composites-fabrication company CUG in Scappoose, Ore.

Banks estimates the contract will create about 20 jobs in Washington and Oregon.

Kenmore expects to start shipping sets of floats to China toward the end of 2017.

See Seattle Times article dated Oct 2, 2015

<http://www.seattletimes.com/business/boeing-aerospace/kenmore-air-to-help-turn-100-chinese-turboprops-into-seaplanes/>

BOARD MEMBERS

Thank you to our board volunteers for keeping WSPA going and keeping our waters open and safe in 2015.

President	Stephen Ratzlaff	(206)250-1625
VP	Greg Corrado	(206)383-7560
Secretary	Kevin Wyman	(206)419-0349
Treasurer	Jack Jacobson	(206)769-7436
Communication	Austin Watson	(206)979-465
At Large	Bruce Hinds	(360)710-5793
At Large	Don Goodman	

For General Information contact us at: admin@washingtonseaplanepilots.org

SEEKING DONATIONS FOR GROUNDED HOGS RAFFLE

We are seeking donations for our raffle at the 2016 Grounded Hogs Dinner. This is our only planned annual fundraiser. Raffle proceeds go to protect and grow our access to Washington waters and to promote safe and responsible seaplane operations. Please think about what you or your organization might be willing to donate to the raffle and contact a board member.