

Dart Exercise @ Kenmore – April 27, 2019
A Great Success

Poulsbo – May 10-12, 2019
Cancelled

Port Angeles – June 22, 2019

Priest Lake – July 12-14, 2019

Fall Splash – September TBA, 2019



Hello Everyone,

It's been a long while since you've all heard from me other than a snippet here or there. Austin had relieved me of the pressures of our newsletter communication some 6 or 7 years ago and we'd like to thank him for his dedicated service to our community these past years and wish him well as he moves on to new endeavors. When you're off exploring the great northwest keep an eye out for Austin and Mary in their little red trawler, I'm sure they'd welcome a visit if you'd like to tie up for a bit.

Other changes are in the works too. The first one you can see is that I'm not going to try and duplicate his magnificent newsletter style. I've published two books in Word and I know how much effort it takes, I'm not up to the learning curve at this point but even though it may not look quite the same, we'll try to keep it just as informative and try to bring it to you more than on a just quarterly basis. Yes, I know I'm not getting off to a great start, but the key word here is "try."



We've also been working hard on the website, a few changes here and there to make it a bit more interesting and perhaps easier to navigate to get the information you'd like or need to

find. To do that, we've brought in some help from Christie Kenyon. If the name rings a bell, she's worked with Steven McCaughey for many years at his business Strange Birds and is currently is very active working with him and Ann at SPA as well. She's certainly no stranger to seaplanes. Welcome Christie!

For those of you that attended the Grounded Hogs Banquet this year I'd given you a very brief update on the Aquatic Invasive Species problem that really threatens our use of seaplanes throughout the country. I'd mentioned too that this has become the number one focus of SPA this year and I'm proud to say that our little WSPA is leading the charge. I'll elaborate more on this and also bring you all up to speed on the exciting changes that may be coming soon.

In addition, we've got some activities coming up where we hope to see a bunch of friendly faces and hopefully new ones too.

GROUNDING HOGS RECAP

What a wonderful evening. In addition to all the camaraderie, the wonderful and funny presentation of the World Cruiser project by Bob Dempster and his upcoming recreation of the famous circumnavigation of 1924, we again hosted students from Raisbeck Aviation HS. What a truly delightful group of young aviation enthusiasts. I could go on, but I'll just include a letter of thanks Don Goodman received so you can get the full effect.

Don wrote: "Wonderful note we received from Robin Ferguson, Raisbeck instructor and one of two

Raisbeck chaperones at GH. I did not realize that three of the nine students won raffled flights.....wow!!!"

"Hi Don,

Once again, it was great seeing you (in the awesome P-40 shirt!) Friday at the dinner and Sunday at the NW Aviation Conference. The evening's program with the presentations on aquatic invasive species, the Passport program and the World Cruiser was fascinating.

I wanted to officially thank you and the board of the Washington Seaplane Pilots



Association for inviting our students to the Grounded Hogs dinner. All nine of our young people had a wonderful time and were deeply touched by the sponsors' generosity and the welcome they received from the WSPA community. Several of them are already in flight training and at least one has soloed, so they definitely have genuine interest and may very well be future seaplane pilots. Please also thank our table sponsors, Ace Aviation and Cirrus Aircraft, as well as the Wipaire and Aerocet folks who so kindly provided our table favors. They were much appreciated, and I heard the students talking about coordinating a day to all wear their new Wipaire and Ace gear to school!

Also, could you please send me Steve Brault's mailing address so that we may send him a thank you card for so kindly giving the kids all the raffle tickets? He really took an already outstanding evening over the top for them, and we very much appreciate his gesture. Three of our youth won flights in the raffle, so his investment certainly paid off!

Thanks again, and hope to see you aloft, or at the next aviation event!

Sincerely,
Robin Lee Ferguson"

It just doesn't get any better than that!

APRIL DART EXERCISE RECAP

The recent joint WSPA - Disaster Aviation Response Team (DART) Practice Transport Drill – 27 April 2019 from W36 (Wiley Post SP Base) to S60 (Kenmore SP Base) came off wonderfully the morning of 27 April.

The WSPA float team, assisted by ground support from various organizations, efficiently moved approx. 2000# of relief supplies from W36 to S60. Six aircraft participated in the lift from 0830-1000. These supplies were positioned to RNT from Walla Walla by nine (9) WPA DART GA aircraft on 20 April.



We are grateful to the following WSPA pilots;

Shane Carlson – Beaver
James Young – Skywagon
Mike Moore – Beaver
Don McCracken – Murphy
Rebel
Duffel – Lake Renegade
Kevin Franklin – Skywagon



Below is the link to the Q13 News story they did on the Saturday DART exercise.

<https://q13fox.com/2019/04/28/seaplane-operators-prepare-for-disaster-on-lake-washington/>

This is one of the more in depth articles on this whole topic and a tremendous thank you goes to David Tulis from the AOPA for taking the time to not just share our story on what we are doing but the history of why this is so critical for the west coast.

<https://www.aopa.org/news-and-media/all-news/2019/may/01/seattle-quake-drill-highlights-general-aviations-role>

[Please sign-up for Washington State DART!](#)

The Washington State DART is administered by George Steed, President of the Washington Pilots Association. George currently has 160 pilots from 23 WA counties on the WA DART. George has recently expanded the data base fields to include additional landing gear definition. If you would like to be on the WA DART roster please send an email to george.steed@gmail.com with subject line “DART”. Upon receipt of your email George will send a Google Forms link. We need more water capable aircraft so please do sign-up, if able.

Don Goodman
WSPA DART Coordinator

[AQUATIC INVASIVE SPECIES \(AIS\)](#)

We've been pretty busy with the AIS issue since we had the bomb dropped on the seaplane community in the fall of 2017 with the threatened closure of the entire Flathead Basin in MT. The Columbia Basin followed shortly thereafter with new procedures to be implemented

for mandatory Watercraft Inspection and Decontamination (WID) procedures and the laws that follow those efforts. The Fish and Wildlife people are in a panic to try and stop the spread of non-native species in the west. Remember the 100th Meridian Initiative? It failed!

If you've not been following our efforts, we have been trying to get recognized by the "water managers" in each state to allow seaplaners to inspect and decontaminate their own aircraft. That's seemed like too big a pill for them to swallow and so we actually managed to get an advisory position on their Seaplane Committee of the Western Regional Panel of the US Fish and Wildlife Service. That has replaced the 100th Meridian. Peter Gross from MT and I have been trying to get them educated on the nuances of seaplanes and the threat or lack thereof that they impose has seemed nearly impossible. Heck, the different states in the west won't even allow other state inspectors to do their inspections. Doesn't matter if you're decontaminated one state, cross the border and it has to be done again before you can launch! Then, here we are asking them to allow a bunch of pilots to do their own. Sounds crazy, no? Well, actually it's not as crazy as you may think.

Our training program was designed, sponsored and produced by the same people that create the training for the state and federal inspectors. The Western Governors Association put forth a directive for all of the western states to follow a Model Regulation that was produced by the National Sea Grant Law Center which states that all inspectors must pass the same training. Yes the same training we've had on hand since we produced the video in 2010.

Working with government agencies is extremely slow at best and so since SPA has such a close relationship with AOPA, we'd drafted language to be put into their aviation bill that they pushed on Congress last year. Our thoughts were, heck, we're federally licensed; why not skip the states laws and just try to promote this from the top down. Good idea? Yes and No! I called AOPA legislative affairs last week to have them take the Seaplane Aquatic Invasive Species training issue off the table for future legislation, at least for now. I do believe even though it didn't go through, the effect was still there.

Last fall I was invited to attend the annual conference for the US Fish and Wildlife's Western Regional Panel where all the water managers gathered. It was a great opportunity to meet face to face many of those that I've worked with over the years that we've been dealing with on this issue and also to see those again that we made the training video with 9 years ago.

During the breaks two very interesting things happened. At one break, Stephen Phillips from Pacific States Marine Fisheries pulled me aside. PSMF is the entity that produces the AIS training for all federal and state training programs, they are the ones that sponsored and help us produce our seaplane training. So, Stephen pulls me aside and says, "You really gave us quite a scare and we didn't appreciate it." He was pretty upset; preempting state law is one of their biggest fears. He continued, "I have to take my hat off to you though, I had no idea you guys

had that kind of clout." A little later that afternoon, I was asked to meet privately with the water managers from 4 states in the NW. They said they didn't want to wait for all the other states to decide on the program, and they wanted to go forward and approve the process for WA, ID, MT and OR.

There were some changes they needed us to make in our training, test and certificate which we've actually worked out and it will all be included on a new website that is now in the "beta" or test mode. Actually, we think all the bugs are worked out at this point and it has been offered to the water managers for their approval. So, this is not the formal announcement yet! The US Fish and Wildlife's WRP is having a big meeting the first week in June. I hate to put an expected date on anything to do with the government, but we're just waiting for final approval before it actually goes live. You can bet, the first place you see this will be an email in your inbox!

For now, the procedure is the same as it will be when this is approved. The video test and certificate will only change and they will be at a single website. Our Invasive Species page of our website currently has links to the video we co-produced with SPA/AOPA, a link to a test and you can print a certificate there. Now and in the future you must also purchase the AIS Permit from the state of WA if you are a resident. In the upcoming process it will also be required of you to keep track of the water bodies that you've visited within the last 30 days and keep a record of when you've last cleaned and decontaminated your aircraft.

The new training website will also include the state procedures for the other 3 states we expect to come on line with us. OR, MT and ID are expected to join the list of approved states and each will have a page depicting their individual requirements. For those that care, there is even a history page explaining how this whole debacle has come to pass. And, lastly, there are reference pages for learning more about what it's really all about that includes each state's laws and how they compare to the Model Regulation.(I'll bet you didn't know your airplane could be impounded if not inspected!) USGS is there as well if you have an interest in what plants and critters are considered invasive.

If you've not already done so, please take a look at our Invasive Species page so when the wildlife inspector comes up to you you'll know to explain what you did to have been "Clean, Drained and Dried" prior to your arrival on his water. I just can't express enough the importance of what this means to the future of seaplane access to our nations waterways.

Bruce Hinds
VP WSPA
SPA AIS Coordinator
360-710-5793

UPCOMING EVENTS

June 22nd - Port Angeles Aviation Day

While this is not a seaplane event per se, it is a pretty big event for them and they have worked real hard to get approval for big changes to their Seaplane Base. We'll have a couple of amphibians at the airport to talk up the plan.

Kevin Franklin has been working closely with the port planners for the major improvement plan. Did you know they had a SPB? Right now it's just a little float down at the marina that was real tricky to get into and out of with room for one, maybe two friendly floatplanes. Part of Kevin's lost and forgotten SPB project, this will become a major asset for Port Angeles. The plan is to have a large dedicated float, at the east end of the town on Hollywood Beach which is protected in a cove by Port Angeles City Pier and docks. They even have plans to include fuel and access to customs. Also, on the beach in this nice little cove is the Red Lion Hotel.

For this event, Dan Gase from the port will provide transportation for you from the beach if you'd like to play the tides. It appears that the mid day low tide will be about 1400 hours. Check your charts, if you arrive earlier, your floats will be high and dry until sometime later when it will float again and give you time to go visit us at the airport. Kevin said he'd love to coordinate a group to go play on the beach, but if he's the only one he'll just go to the current float over at the marina on the west side.

July 12th - 14th - Priest Lake Idaho

Again this year in order to beat the smoke; we're planning on our annual migration to Idaho in July. Loel and Olson Fenwick have again offered to host the event at their wonderful Tanglefoot Seaplane Base D28.

Everett Mellish also agreed to bring his mobile pizza kitchen and host he food once again. If you've not experienced this event, don't miss it this year. I don't know how we can be so lucky as to have such a wonderful crew.

News on the subject from Jack Jacobson: I am pleased to announce that we have secured our speaker for Priest Lake. Spring 2019



Retired Navy Captain and Astronaut John Phillips has agreed to spend the weekend with us and be our speaker on Saturday night. John is a USNA graduate, has a Doctorate in geophysics, 4,400 flight hours including 250 carrier landings and 203 days in space. We have Loel Fenwick to thank for orchestrating John's attendance at our event. Although I have not asked John about this, he may play a small role in your instruction to the Boy Scouts (I presume you are inviting them again) perhaps talking about military or astronaut careers. JBJ

So, we'll have details to more details to follow soon so you can plan to join us there!

Anyone wishing to help out this year, we could sure use it. With Greg and Mary Jo Corrado gone, it sure leaves a lot for us to do. Also this year I think Don Goodman will be elsewhere. Please let any of us on the board know if you can help.

In the mean time Kevin says since it just happens to be on the same weekend as the Yellow Knife event here's an idea for **Priest Lake 2021**:

- Have Priest Lake the weekend **before** the Northern Canada Fly In
- Have a group of us leave Priest Lake, and fly up together to the Yukon Fly In
- **Arrange destinations - like cool fly-in lodges, visits to old Seaplane destinations, and cities along the way**
- After Yukon fly in, one group flies back to Seattle, others go their own way
- Give everyone 2 years notice to prepare and plan 2+weeks off work.

Great idea Kevin!

[August - Any ideas anyone? Let's discuss it on our forum](#)

[WSPA FORUM](#)

[September - Lake Cushman](#)

We're going back the weekend after Labor Day; we may be there the whole weekend or just all day on Saturday. We'll be working on details this week at the board meeting. Here's another opportunity to help out if you'd like. Let us know.

Let's bring back the end of summer event that we've enjoyed for so many years.

SEAPLANE BOATER REGULATION CARDS

Carry this in your plane in case you need to explain the rules to local law enforcement. WSPA will be happy to supply you with cards.



Safety Card

Although the mandatory boater education law is specific to operation of vessels under state laws, Seaplanes are specifically exempted from the definition of a vessel per RCW 79A.60.010 Definitions: (29) "Vessel" includes every description of watercraft on the water, **other than a seaplane**
-- Hoyle E Hodges, WA. State Parks, Marine Law Enforcement Coordinator

Safety Equipment

A Seaplane is considered a vessel when on the water(USCG), however Seaplanes are exempted from the safety equipment that the USCG requires of boaters by 33 CFR 175.1(e).

"Seaplane pilots are expected to know and adhere to both the U.S. Coast Guard's (USCG) Navigation Rules, International-Inland, and 14 CFR Section 91.115, Right-of-Way Rules; Water Operations."

FACEBOOK AND EVENT HELP ALWAYS APPRECIATED

WSPA is seeking help with Face Book, and event management. Please consider giving back to the seaplane community. Besides, we have some fun with this stuff.

Contact: admin@washingtonseaplanepilots.org

BOARD MEMBERS

President	Stephen Ratzlaff	(206) 250-1625
VP	Bruce Hinds	(360) 710-5793
Treasurer	Jack Jacobson	(206) 769-7436
Secretary	Don Goodman	(360) 303-7076
At Large (East)	Kevin Wyman	(206) 419-0349
At Large (Central)	Kevin Franklin	(206) 383-2553
At Large	Chuck Perry	(425) 879-0774

For general questions contact: admin@washingtonseaplanepilots.org

ADVERTISING

1999 MAULE M-7-235B ON WHEELS (8.50 X 6)

Aqua 2400 floats with high-lift struts for increased gross weight.

Low time. No salt. Well maintained and hangared.

Complete Garmin avionics including new transponder with ADS-B in/out.

Long list of options, including LR tanks, patroller doors, VGs, gap seals, much more ...

Contact Mark Masciarotte

360-901-1352 or mtm@dsgassociates.com

SEAPLANE LIFT PURCHASED AND ASSEMBLED IN 2015

- RGC 7,000 LB Aluminum Boat lift converted to support a platform

- Two Wireless Remotes

- Custom platform with wood

- Deepwater legs [adjustable for a wide range of depths]

- Upgrades include edge guard and 4x pop-up cleats

- Located on SW side of Mercer Island

- New owner will need to take care of moving it to its new home via Truck, Floats, or Barge

- Contact nevek89@gmail.com



For Sale
P.Ponk O-470-50
Firewall Forward Engine Conversion

Currently installed and operating on 1976 C182P on straight floats based near Bellingham, WA. All items available by late October.



Engine Mount

- Seaplanes West P/N 440-1, S/N 1863 (for carbureted engine, sea or land plane)
- Applicable to C182E to R models
- Installed as new in January 2010
- Removed and repaired February 2016
- Total time since new: 808
- Total time since repair: 440
- **Note: Attaching hardware and vibration isolators not included**

\$2000 USD + freight (\$4000 new)



Engine and Engine Accessories

- Donor Engine IO-520-D, S/N 575520, new in 1981, TTSN 905 (at time of conversion)
- P.Ponk Conversion January 2010, P.Ponk S/N 2585
- Time Continued Repair performed by P.Ponk Aviation, Camano Island, WA March 2016
 - o Complete disassembly, inspection and repair as required
 - o Camshaft repaired
 - o ECi Cylinders overhauled
- AD 2016-16-22, Continental Motors – ECi Cylinders, complied with March 2018
 - o Previously overhauled ECi cylinders removed and replaced with overhauled Continental Cylinders

Current Hours:

TTSN: 1713

TSMH: 808

Time Since Time Continued Repair: 441

TSTO: 80

NOTE: FULL DISCLOSURE. DESPITE ONLY 80 HOURS ON THE REBUILT CONTINENTAL CYLINDERS (J&J Airparts, Pleasanton, TX) I AM EXPERIENCING STICKY EXHAUST ALVES. CYLINDERS MAY HAVE TO BE REMOVED AND VALVES/VALVE GUIDES REWORKED. POSSIBLE WARRANTY ITEM?

- Sky-Tec lightweight starter P/N C12ST5, S/N 2C5-341505, new September 2015, TTSN: 467
- Plane-Power lightweight alternator P/N AL-12F60C, new April 2016, TTSN: 440
- "New Style" Starter Adapter P/N 635050A4, S/N A70018, overhauled by Niagara Air Parts, installed March 2016, TTSO: 80 (note: this is the correct starter adapter for use with Sky-Tec (and other) "lightweight" starters)

- Propeller Governor overhauled by Wings West, W.O. #24203, installed April 2016, TTSO: 440
- Two Piece shock absorbing alternator mount (per IO-520-D configuration) installed April 2016. This is the preferred configuration for seaplane ops.
- Bendix Right Mag P/N BL349350-4, S/N F01FA158R, 500 hour inspection Dec 2017, time since inspection: 75
- Bendix Left Mag P/N BL349350-5, S/N I010013FR, 500 hour inspection June 2016, time since inspection: 181 (note this magneto is currently not installed due EIS installation which removed the Left Mag).
- Slick M1740 plug harness installed June 2016, time since new: 380

\$19,000 USD + freight

Propeller

- Hartzell Three Blade Scimitar with polished spinner, PHC-G3YF-1RF, Hub S/N HP1155B, Blade S/N's K93537, K93533 and K93535, 82" diameter
- Installed new January 2010
- Removed and inspected by Northwest Propeller Service, February 2016
- TTSN: 808
- Total time since inspection: 440

\$9,500 USD + freight (Hartzell 2018 list price close to \$20,000 for propeller and spinner)

Engine Instruments Available

- Insight G3 engine monitor with complete harness and transducers, installed new April 2016
- Electronics International FP-5(L) fuel totalizer with complete harness and transducer, installed new May 2007. Totalizer display unit rebuilt by EI in Feb 2017. Fuel flow transducer replaced December 2017.

\$2000 USD for both

Complete Logs and Oil Analysis

- Available for inspection.

Engine Components NOT Included

- Exhaust system, engine baffles, vacuum pump, oil pressure fittings, prop control mounting hardware, and air box

**Contact: Don Goodman
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donaldjg56@gmail.com**