



WASHINGTON SEAPLANE PILOTS ASSOCIATION

Promoting
Safe Flying

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Washington
Waters

www.wa-spa.org



WSPA NEWS April 2016

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PICTURE OF THE MONTH



Photo by: Jeremy Katz 2016

Grrrrrrr... Springtime! Let's go fly!

<https://www.facebook.com/groups/FLightsAboveThePNW/permalink/10154769206909148/>

2016 UPCOMING EVENTS

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

- May 14 Kenmore Open House Fly-In
 - Jun 24 Lake Amphibian Fly-In
 - Aug 19 AOPA Bremerton Fly-In and Long Lake Splash-In
 - Sep 9 Priest Lake Splash-In
 - Board Meetings – Third Thursday Every Month, Contact a board member for this months location
-

LAKE WHATCOM / SAMISH LAKE

Lake Whatcom and Lake Samish, Washington - Aquatic Invasive Species Operating Agreement

In January 2015, WSPA and the Lake Whatcom Management Team (administratively led by the City of Bellingham) concluded negotiations on a cooperative agreement relative to aquatic invasive species (AIS) and seaplane operations on Lakes Whatcom and Samish. A synopsis of the agreement is as follows;

- All pilots operating on either lake will;
 - o view either the AOPA or 100th Meridian AIS training video
 - o Complete the video quiz and receive a certificate of completion
 - o Carry a copy of the Cooperative Agreement and pilot completion certificate onboard the aircraft
- In addition to the above, pilots operating Resident Seaplanes (a seaplane based at either lake), will have the aircraft inspected by City inspection staff and purchase an annual AIS permit (\$50) which shall be affixed to the aircraft or carried onboard the aircraft.
- The City is requesting pilots voluntarily submit a periodic report of operational activity on either lake including landings on water bodies other than Whatcom and Samish.
- Additional requirements exist if the aircraft has operated from a water body known to be infested with Quagga or Zebra mussels.

Again this year the City of Bellingham is requesting that any pilots/owners with seaplanes based at Lake Whatcom or Lake Samish make an appointment with inspection staff to get their planes inspected and permitted for 2016 by calling (360) 778-7975. The pilot/owner will also need to take the online Whatcom AIS Awareness Course at whatcomboatinspections.com/ais-awareness-course to receive a \$10 discount for the purchase of their Annual AIS Permit in 2016. (Note: The course must be completed each year to receive the discount). The City is planning to revise the course in 2017.

For more information on permit fees visit: whatcomboatinspections.com/annual-permits-and-fees.

WSPA is encouraging local pilots to make visiting pilots aware of this cooperative agreement. The risk of AIS introduction into our local lakes is real and we all want to enjoy and benefit from continued floatplane operations on Lakes Whatcom and Samish.

Don Goodman
WSPA AIS Coordinator

WHATCOM/SAMISH REPORTING INSTRUCTIONS

Report an entry for each landing on Lake Whatcom or Lake Samish that includes:

1. Date of the landing
2. Origin of the flight
3. Other lakes visited on trip

Send to:

Teagan Ward
teward@cob.org
2221 Pacific Street
Bellingham, WA 98229

KENMORE FLY IN, MAY 14

Kenmore Air invites you to their 2016 Seaplane Fly-In where they will celebrate 70 years flying the Pacific Northwest.

Kenmore, Washington – March 21, 2016 – Founded in 1946, Kenmore Air has called the quiet shoreline of Lake Washington home for 70 years. They are celebrating this milestone May 14, 2016 with a Seaplane Fly-In. From 10 am – 4 pm, the public is invited to join them at their Kenmore, Washington headquarters.

Partnering with the City of Kenmore, scenic seaplane flights will be available at the Fly-In. Tours will depart from Kenmore Air's Lake Washington terminal and include thrilling water takeoffs and landings. In addition, you will see aerial views of the University of Washington, Space Needle, Lake Union, and the Ballard Locks.

Kenmore Air also has an internationally renowned maintenance department. Guided facility tours will be available, including a look at their new Otter Hangar. Completed last year, the new building is large enough to fit even a twin turbine de Havilland Otter on amphibious floats.



Plus, you'll be able to take your photo up close and personal with a seaplane. Fly-In attendees will have the chance to partake in games, such as cornhole and badminton. And, don't miss your chance to hit up the local food trucks that will be onsite.

Kenmore community & general public invited to share in Kenmore Air's 70th Anniversary and Seaplane Fly-In.

HIGHLIGHTS INCLUDE:

- Scenic flights over Lake Washington
- Tours of Kenmore's seaplanes and rebuild shops
- Family entertainment
- Raffle
- Food Trucks
- Live Music
- Ceremony at Noon

LOCATION:

Kenmore Air Harbor
6321 NE 175th St
On the north shore of Lake Washington

Kenmore Air

A family-owned and operated business, Kenmore Air is one of the most well respected seaplane operations in the world. They fly an eclectic mix of piston Beavers and turbine Otters and Caravans. They're regularly scheduled service features over 45 Northwest destinations, including 8 locations in the San Juan Islands, Victoria, BC, and the BC Inside passage (Sunshine Coast, Desolation Sound, Nanaimo and the Northern Inside Passage). Their fleet currently has 25 aircraft in operation.

Contact: Anna Gullickson
Pilot/Facilities Manager/Event Coordinator
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Mobile: 206-612-0283
annag@kenmoreair.com
www.kenmoreair.com

LAKE AMPHIBIAN FLY-IN – TANGLEFOOT-JUNE 24-26, 2016

Join us for a Lake Amphibian Splash-In and seminar on beautiful Priest Lake, hosted by the Tanglefoot SPB (D28). This three day fly-in will include guest speakers, great food, and awesome destinations! Camping is available at the SPB base or local airport and there are several local resorts available as well. All those interested in Lake aircraft are invited and welcome to attend this event, via plane, car or airline (GEG). This Splash-In and seminar will be held regardless of weather, and destinations are planned to accommodate both splashing in or driving.

A minimum fee will be required to attend to cover the cost of provided meals and a t-shirt. Any funds left over will be donated to support the new Lake Flyers Club. More details will be coming soon. Accommodations range from camping at Tanglefoot SPB or the Cavanaugh Bay airport, staying in a guest bunk cabin, to renting a room at one of the local Priest Lake resorts.

There is room for approximately 30 Lakes to park at the Tanglefoot SPB and the Cavanaugh Bay airport is just a mile away. The nearest airport served by airlines is Spokane (GEG).

Located on beautiful Priest Lake in northern Idaho, Tanglefoot provides an idyllic setting with its pristine waters and surrounding mountains. This is Pacific NW flying at its finest.

Learn more at: <http://tanglefoot2016.com>

AOPA BREMERTON FLY-IN / LONG LAKE SPLASH IN, AUGUST 19-21

By now most pilots are aware of the Regional Fly-ins hosted by AOPA at numerous locations around the country. I was able to attend my first Fly-in in Spokane, WA in 2014 and was, if not the only, then one of two or three straight float aircraft able to attend the event. So it is with great pleasure that I announce the seaplane component to this year's AOPA Regional Fly-in at Bremerton National Airport (KPWT). Washington Seaplane Pilots Association is hosting a Fly-in on Long Lake in Port Orchard that will be at my house on the Southeast end of the Lake. I have 1.25-acre yard and a number of my neighbors are also making space available.



We have made arrangements with the Port of Bremerton to provide a shuttle to and from the event from my house with VIP entry through a back gate that will eliminate traffic issues at the main gate. There is a dinner Friday night at the airport and the main event is Saturday from 7:30AM – 4PM. AOPA is hosting breakfast and lunch at the airport on Saturday.

So the plan is, bring your camping gear. Arrivals begin Friday and we have plenty of room for tents as we have had previous events here of over 150 people for three days. Friday night dinner is on your own or head to PWT for their shindig. We have barbecues, refrigerator and will have some iced coolers. Saturday breakfast and lunch will be at the AOPA event but we will host a BBQ here on Saturday night and feed you before Sunday departures. We will have water & soft drinks but anything stronger you will have to pack in.

Parking will be a myriad of beaches, docks and mooring buoys so be sure to bring adequate ropes and tie-downs to keep things simple.

This is still a work in progress and we will get out more information as time grows near. Keep in mind that Bremerton will also have camping with your plane at the airport so we would like to try to accommodate as many straight float drivers as we can before opening up to those able to fly into the event itself.

We have agreed to reimburse the Port for transportation costs and although WSPA is underwriting the event once we get a head count we will have a better idea of the suggested donation per person to offset costs. Look for the signup sheets in your email on June 1st.

Greg Corrado

PRIEST LAKE FLY-IN SEPTEMBER 9-11TH, 2016

Priest Lake, Idaho's Crown Jewel will once again be the destination for our second annual fly-in. Situated on lovely Cavanaugh Bay, Tanglefoot Seaplane Base (D28) the home of Loel and Olson Fenwick, proved to be a very unique location last year. Highlights from last year included a wonderful Saturday afternoon fly-out, evening reception and dinner and a world-class lecture from famed aeronautical engineer, Burt Rutan. This year's event is starting to take shape with several planned events including assistance to a local Boy Scout troop in qualifying for the aviation merit badge, safety and invasive species clinics, as well as a guest speaker Saturday evening. Accommodations include camping and various meals throughout the weekend. To accommodate everyone we will be asking you to pre-register with us by a date to be announced in the near future. Last years event was funded strictly on a volunteer basis, which greatly helped defray the cost. This year we will be asking for a donation with your registration.

BELLINGHAM TO OSHKOSH (VIA YELLOWKNIFE, NWT) ON STRAIGHT FLOATS

10:00 9 July – “You watch for the FedEx truck”, I told my wife, Natala. “I’ll pre-flight the aircraft”.

10:30 9 July – “Where’s that FedEx truck, we paid extra for delivery by 10:00!!”

Two days earlier; on July 7, we received our new Iridium satellite phone (ordered following the strong suggestion from several seasoned pilots) but discovered it did not come with a sim card.....d’oh!!! So, hustling, I ordered one out of Houston, TX, including a 12 month calling plan, paying an additional \$78 for priority overnight delivery.



Six weeks earlier, on 28 May to be exact, we arrived at our Lake Samish home base with our 182P on floats for the first time under our watch. The aircraft had previously been STC'd on Aerocet 3500L's and spent a couple of months on floats in 2012. Those floats were sold and the aircraft was back on wheels when we acquired her in 2013. Jim Schwerman, Seaplanes West, refloated her on to new 3500L's at his base in Vernon, BC. From Jim's base at Vernon (CYVK) it's a hair raising 2km drive south using his homebuilt transporter down a rather busy arterial to a public beach at an arm of Okanagan Lake. A 20 minute functional check flight with Jim was followed by a hearty hand shake and best wishes. We were on our own! The return to Bellingham with customs clearance at Renton (W36) went well.

A Wild Transport from CYVK to Okanagan Lake – Vernon, BC

Having received my float rating in the summer of 2014 we planned a good solid month of shake down flights prior to our planned long cross country; first to the biannual “Midnight Sun Fly-In” at Yellowknife, NWT and then on to Oshkosh and back to Bellingham. The shakedown included supplemental float training in and around Flathead Lake and Priest Lake, ID as well as numerous day trips in the greater Puget Sound basin.

We started researching logistics to Yellowknife in mid-June. One of the bigger challenges on straight floats would be fuel management. In addition to the 70 gallons useable in the wing tanks we had 30 gallons additional capacity in six 5 gallon cans in the floats. Our friend and mentor, Rich Carlstad, helped identify Kamloops, BC (CAH7) as the most logical place to clear customs on straight floats. I had resigned myself to clearing somewhere on the coast but Kamloops was more direct keeping us out of busy, Vancouver/Victoria airspace and the B.C. Coast Range. A Beaver pilot out of Vancouver, Steven Jeffrey, helped me fill in the next piece of the puzzle, where to fuel north of Kamloops en-route to Yellowknife. I decided not to establish a detailed itinerary beyond Yellowknife the thought being we’d search out local current knowledge to get to Oshkosh and return to Bellingham. With this information/plan, several pounds of paper charts and airport directories, updated GPS nav data bases, current Foreflight, camping and emergency gear we were ready to depart Bellingham on the morning of 9 July.

9 July – Lake Samish, WA to Fort St. John, BC CEY7: “Where the hell is FedEx!”. Natalia made numerous calls, the only information we could get was our package was on a truck to be delivered today. EAPIS was filed and I had a committed arrival for customs clearance Kamloops. I set a drop dead departure time of 1300 as our overnight destination and final fuel stop for this day was Fort St. John, BC (Charlie Lake – CEY7). I had called CANPASS twice to change the arrival time at Kamloops and was about to give up on the sat phone when Fed Ex arrived at 1205. I threw the FedEx box in the plane and we were off the water at 1220. I opened my border crossing flight plan with Seattle Radio over Lake Whatcom. The forest fire smoke intensified as we crossed the border. It was marginal VFR until 9000’ where we broke out of the worst of it. I was hoping for much clearer conditions in Kamloops. Fortunately visibility gradually improved as we made our way NNE. Kamloops Tower (CYKA) cleared us for landing on Kamloops Lake (CAH7) after a flight of 1.5 hours. The tower did not have a clue about customs clearance on floats so we pulled up to the empty float plane dock and were telephonically cleared by Canadian Customs. It was nearly mid-afternoon and well over 90F.

We transferred 30 gallons of fuel from the floats to the wing tanks, had some food and fluids, and departed CAH7 at 1500. We slid to the west and started a long, hot circling climb, first east and then north. The cylinder head temperatures were on the high side requiring carefully management of pitch, power and terrain. We quickly left all of the smoke behind and found a comfortable cruising altitude of 11,500’. The radio fell silent and scenery spectacular as we passed many beautiful alpine lakes and valleys. Fort St. John tower (CYXJ) cleared us to the south end of Charlie Lake where we made an uneventful landing at 1800 in a moderate north wind. Mike Conway runs the CEY7 float plane base which consists of a fuel dock at his house. I had spoken with Mike prior to our departure. He had indicated he was 2 km north of the south end but I did not get what side of the lake he was on. After taxiing around for 10 minutes I finally gave up and called him. With a chuckle he said he’d been watching me and wondered what the heck I was doing! A quick 180 and step taxi brought us to Mike’s dock. We were warmly welcomed by Mike who loaned us his personal vehicle and directed us to food and accommodation in town. A bit of a stressful start to our journey but a great day!!!

10 July Fort St John, BC (CEY7) to Yellowknife, NWT (CEN9): The impact of oil and gas development in the province is clear as Fort St. John is a bustling town. We stayed at a Best Western which was part of

a new sprawling commercial complex on the edge of town. The weather closed in overnight and it was IFR in the morning. We took our time returning to the seaplane base where we met up with Mike and the pilot of a C185 which was also moored at the base. The pilot was en-route to Yellowknife and commercial operations at a lodge in the remote Canadian Arctic. He had “blown a jug” a few days earlier and carried out a field repair at Mike’s dock. As we were both heading the same direction he gave me some good advice for navigating Great Slave Lake (“it’s an ocean”) and negotiating forest fires en-route which were the subject of Transport Canada flight restrictions. As we waited for the ceiling to lift we filled the wing tanks, three of the 5 gallon containers in the floats and consulted various weather resources.



Taking On Fuel at Charlie Lake (CEY7)

By 1100 it was VFR at Charlie Lake and looking pretty good heading north. We departed with the C185 10 minutes behind. We monitored a common frequency suggested by the C185 pilot. It did not take long before we were in the sticks save for the occasional pumping station and gas line. Approx. 30 minutes out of CEY7 I heard the C185 pilot announce he had again “lost a jug” and was putting down in a small lake with coordinates “XYZ”. I quickly did a 180 and advised him I was heading back his way. He responded that he had landed and was in a swamp. It was with great relief to hear a helicopter pilot report he had witnessed the landing and would be picking the pilot up in a few minutes. I wished the C185 pilot well and resumed our course for Yellowknife. Welcome to flying in the bush!!

We dodged the worst of the smoke and, as recommended, hugged the west shore of Great Slave Lake. We were enthusiastically welcomed by the Yellowknife tower (CFYK) who directed ourselves, and a number of other arriving float planes, to the east of the land airport in a sheltered back bay of the lake where the seaplane base is located (CEN9). Docking continues to be a challenge for me. Fortunately, several residents had opened their personal docks to accommodate the fly-in traffic and dock hands quickly and expertly secured our plane. It was a long 3.7 tach time leg and we were happy to have comfortably arrived mid-afternoon.

Midnight Fly-In – July 10-13: While we intended to camp the fly-in organizers advised there was no camping in the immediate vicinity. We found accommodation at a motel a ½ mile south of the float plane base on the highway towards town. A local kindly offered ourselves and a couple other pilots a lift to the motel. When we hopped in another pilot and I, almost simultaneously said “I know you”. We both scratched our heads, he being from Winnipeg, Canada and I the Seattle area. After a few minutes of suggesting connections we hit on the common thread. Garth Evans and I had attended a Cessna Pilot Association 182 legacy maintenance training class in California March 2014. This meeting turned out fortuitous for Natala and me as Garth and his buddies had the route from Yellowknife SE to Winnipeg down to a science (Garth and I have similar machines, he also on a straight floated 182P but with the IO-550 engine).

The fly-in officially opened the evening of the 10th with a hosted dinner and a most curious array of entertainment. The old “Ward Air Dock” was made available for the gathering, a sizeable venue in a bay otherwise crowded with residences and commercial facilities. The Mayor of Yellowknife kicked off the evening followed by fly-in officials outlining the program for the next two days. The culmination of the evening was a very interesting performance by the local troupe “Brrrlesque”. This clever play on words was, in fact, a talented and enthusiastic performance including a hilarious skit depicting a “mile high club” consort complete with a cardboard lavatory mock-up. Half way through the performance I turned to Natala, “you won’t be seeing this at Oshkosh!”.

The infamous Buffalo Airways of the television reality series “Ice Pilots NWT” was prominent at the fly-in offering tours of their facilities at the airport and DC3 rides. A lunch/fishing fly-out occurred on the 11th but we decided to lay low for the day. Entertainment on the evening of the 11th included well known aboriginal singer Leela Gilday.

On the 12th the local community came out to honor the history of bush flying and bush pilots. The morning included a formation fly-by consisting of 13 aircraft from a Super Cub to Twin Otter within Yellowknife airspace. Having never before flown “in formation” we jumped at this opportunity. I was following a C180 with an apparent faulty altimeter. I finally broke the radio silence asking why he was 500’ below the prescribed altitude. Eventually we got lined up and pleased the crowd gathered at the Bush Pilot Memorial which is on a hill above the bay. The C180 pilot I was following threw me for another loop when he decided to land at a nearby lake instead of the seaplane base. Not being familiar I dutifully followed him until clearly off course for return to the seaplane base. I advised the tower I was returning “to the pack” and all was well.

The Ward Air Dock was packed for a hosted community lunch. The weather cooperated nicely as a breeze from the north kept the bugs at bay. The Midnight Fly-In concluded the evening of the 12th with a dock side banquet, recognition ceremony, and fund raising auction. Somehow I ended up with a very cool aluminum clad scale model of a DC3 with a 3 foot wing span. My plans to ship it back to Bellingham went sideways when advised by Canada Post that would cost several hundred dollars! Instead we placed the carefully packed airplane in the back of THE airplane. However, I cursed myself for the rest of the trip as we packed and unpacked that model!!

My Winnipeg buddies were off and away at first light on the 13th. By mid-morning the weather had closed in and I understood why they left in a hurry. We cooled our jets and did a lot of walking on the 13th.



Loading at Yellowknife's Public Dock (DC3 Model in the cardboard box)

14 July Yellowknife, NWT (CEN9) to Kasba Lake, NWT (CJP5): Prior to the departure of our Winnipeg buddies we had a very productive 2 hour route planning session with them. They gave us a couple of options for working our way SE with strategic fuel stops. The morning of the 14th was still soupy in Yellowknife but the forecast was for very gradual clearing in the afternoon. As the weather was better to the east of Yellowknife we opted for the more northerly of the route options. The first leg of this option was a 364nm remote run to a fishing camp on the west shore of Kasba Lake. Kasba is a 40nm long north/south lake in the SE corner of NWT. World renowned for its fresh water fishing, the Kasba Lake Lodge was established in the mid-1970's by an enterprising family based on Vancouver Island. Reached via satellite phone the resort confirmed they would sell us 100LL. By early afternoon it was MVFR at Yellowknife so we decided to "have a look" to the east. We flew 300-500 AGL the whole way encountering occasional showers which reduced visibility to the 1-3nm range. While flying lower than I was used to we felt reasonably safe in these conditions as there was nothing to run into and we could have landed.....well.....anywhere!! Mile after mile of lakes and bogs, the biggest fears being landing on something too small to take off again and being eaten alive by mosquitoes if you did land!!

Kasba Lake's 6000' dirt runway (CJL8) was a welcome sight and the water landing short in a stiff SW breeze. A very well used Beaver was at the dock. The accommodating staff at the lodge arranged for dinner and an overnight stay in one of their cabins. We enjoyed meeting the 25 or so guests who were mostly Americans out of the mid-west. An evening stroll revealed the complexity of the camp made even more impressive when we came to know that EVERYTHING, including small Caterpillar bulldozers, a rock crushing machine, generators, fuel tanks and fuel, building materials, are all flown in from Winnipeg. This did help explain the \$13.82/gal 100LL price!

The objective for the 15th was Thompson, Manitoba (CKD6) 310nm SE of Kasba Lake. The weather in the morning was again socked in. The Beaver pilot, a youthful fellow, suggested when we could see the eastern shore of Kasba Lake visibility was likely good enough to head south. Bouyed by our success the previous day we set off as suggested, however 30 minutes later I was regretting that decision. The ceiling forced us down to 200 AGL. Forward visibility went from 1nm to basically zero with known rising terrain ahead of us. I executed a quick 180 and set a back course to Kasba and the safety and comfort of the resort. Upon return to the resort (and top-off with more pricey 100LL) I had an interesting conversation with the Beaver pilot. While he fully understood my reason for returning he advised he occasionally flies with no forward visibility as long as he can "see out the sides"! We also learned more about his Beaver. Line number 38 rolled off the DeHaviland production line in 1949. Wrecked twice and completely written off once it was one well worn machine. If that hull could talk!!



Old Meets Older – 1976 C182 and 1949 DHC-2 (Production L/N 38)

16 July Kasba Lake, NWT (CJP5) to Thompson, Manitoba (CKD6): The morning of the 16th dawned with clear sky but persistent lake fog. More killing time during a slow burn off. By early afternoon we were retracing our initial route from the day before and an uneventful 2.9 hour run to Thompson. Thompson is the edge of civilization and a jumping off point for points north. Thunder storms were developing as we landed at the seaplane base on the Thompson River so we called it a day and headed into town for the night.

17 July Thompson, Manitoba (CKD6) to Crane Lake, MN (KCDD) via Red Lake, ON (CKS4): Our original flight plan for this day was Thompson to Crane Lake, MN and customs clearance. Again, the best laid plans as half way into this journey the ceiling again dropped. VFR on top was tempting but I had no idea how far south the overcast went. I came very close to landing at a large unnamed lake to wait out the weather but instead we opted to divert to Red Lake, ON. Weather was much better at Red and we hung out at one of the FBO's and took on some fuel. I left a phone message with Crane Lake US Customs advising of our delay. Surprisingly I received a call back from the officer who advised no worries.



Following a weather call to NAV Canada we were on our way south again a couple hours later. It felt good to be back in US airspace as we crossed the border 30nm east of International Falls, MN. Customs was a breeze at Crane Lake Resort. We filled the tanks but the resort was full so we taxied to Nelson's Resort on the east shore of Crane Lake. Nelson's was very accommodating and had a lovely beaching in a sheltered bay. Three other seaplanes arrived late that afternoon and we had a good time getting to know one another.

Beaching at Nelson Resort, Crane Lake, MN

18 July Crane Lake, MN (KCDD) to Oshkosh Seaplane Base (Lake Winnebago 96WI): The weather turned stellar and we had a very pleasant 3.1 hour run to Oshkosh. Compared to our wheeled plane experience from two years ago, arriving to Osh on floats was a breeze. It also helped that we were the second seaplane to arrive at the base and the first to set-up camp in the seaplane tent camp. The base is very well run by a team of experienced volunteers.

19 - 23 July Oshkosh!!!: It was a very good year for Oshkosh. With the exception of a freak wind storm just prior to our arrival the weather was very good, attendance up, and vendor participation/air shows excellent. The float plane tent camp is quietly removed from the hustle and crowds at Whittman Regional. The only downside being the requirement for occasionally sporadic bus transportation to/from the main venues.

24 July Oshkosh Seaplane Base (Lake Winnebago 96WI) to Devils Lake, ND (land field KDVL) via Mille Lacs Lake, MN: Similar to our strategy at Yellowknife, we took advantage of the wealth of knowledge at the seaplane tent camp. With paper charts and iPad in hand we went tent to tent “anyone have a recommendation for getting from here to Washington State on straight floats?”. We got more than a few blank stares and “are you crazy” looks but gradually we pieced the puzzle together. The “blank on the fuel map” was clearly the stretch from central MN to Flathead Lake, MT. The discovery of a float friendly dock and available mogas at Woodland Resort, Devils Lake, MT being the key.

We bid good bye and big thanks to the base volunteers departing 96WI mid-morning with 100 gallons of 100LL. Our fuel transfer point was Mille Lacs Lake, MN. There were other options but Mille Lacs was directly on the route to Devils Lake and approximately mid-way between the two points. Mille Lacs was relatively calm which helped facilitate the 30 gallon transfer. Natalia’s biceps were beginning to bulge after all of the 5 gallon can lifting!

We arrived at Devils Lake in the late afternoon. The resort manager, Kyle Blanchfield, has a Citabria on floats and was very accommodating. He even put us up in a cabin for free! After 5.2 tach hours a cold beer and comfortable bed felt pretty good.

25 July Devils Lake, ND (land field KDVL) to Polson, MT (8S1) via Missouri River: The pilot recommendation for this leg was to add fuel at Fort Peck Lake, MT and that was our plan for the day. We were off Devils Lake at 0900, again with 100 gallons onboard. Here is where my planning failed. About 30nm east of Fort Peck Lake I began to study the lake carefully on my iPad. Hold on, the whole lake appears to be a wildlife refuge. “Nat, quick check the paper chart, is that true?!?!”. She confirmed and I worried. Other options? Land anyhow? There would be very few opportunities for landing west of Fort Peck. Nearly resigned to breaking the rules an opportunity came to me which was right at our feet, the Missouri River. It was wide and appeared reasonably slow moving. Wind was out of the west and just prior to Fort Peck the Missouri flows west to east for 5nm. We circled and proceeded to land where, quite possibly, no other float plane has landed before. Being my first backcountry moving-river landing I thought to myself, OK, what to do now! As we drifted east, using a combination of water rudder and power, I was able to position the aircraft in the lee of a mid-channel island. Shutting down I jumped onto the floats and into the river only to find myself up to my knees in Missouri River mud that had quicksand-like properties! The lines and anchors came out and after a terrible mess was made we got the aircraft secured. Notwithstanding the mud, the water was actually very pleasant and helped cool the rather high ambient temperature. Again, fuel was transferred and, after washing down the lines and floats, we were ready to depart. OK, now what. I decided to drift backwards to a point near our touchdown. We were primed and ready to start the engine at any time (last thing I wanted was to be pointed downstream with a tailwind). Using a combination of water rudders and ailerons we successfully sailed backwards to near our touchdown point at which time we started the engine and were off the water in short order.



Missouri River Re-Fuel – Before and After the Floats Had Been Cleaned of Mud!!

I subsequently came to know that the actual float landing spot at Fort Peck is just east of Fort Peck (37S) in the water immediately behind the dam (but outside of the wildlife refuge boundary). Live and learn!

The flight westward from Fort Peck was very interesting. With head winds that increased as we climbed we decided to stay low. The highest obstacles across eastern and central Montana are transmission towers some over 800 feet tall! At one point we flew directly between two towers with tops above our altitude. 100nm east of Polson we began a gradual climb to 9500' to clear the mountain range immediately to the east of Flathead Lake.

Once west of the mountain crest it's "chop and drop" into Flathead Lake losing 6500' in less than 15nm. Here my planning failed me again as the only local information I had was to land in the river immediately south of the Highway 93 bridge. I was not sure where the floatplane dock was. The AFD said 100LL was available at the floatplane base but this was Saturday. The landing required the disbursement of jet skis and other small water craft using the landing light and various gesticulations. We taxied looking for a float dock. Seeing none, and not liking the looks of the boat marina, we beached in a small sheltered cove just south of the marina. Securing the airplane we walked up to the land airport and checked out a courtesy car. We were spent for the day and decide to tackle the re-fueling in the morning.

26 July Polson, MT (8S1) to Lake Samish: Following a hearty dinner and good sleep we were prepared to tackle the refueling. I gave up on trying to reach the FBO as it was a good 200' from our beached aircraft to the nearest road. During our second round of filling the cans at the Polson self-service pump we entered into conversation with a local pilot. Without making too much fun of us he let us know where

the float plane dock was (1/4 mile downstream from where we were beached) and advised the FBO would bring fuel to the dock with prior notification. After a few minutes of friendly conversation I enquired the gentlemen's name, "Chuck Jarecki". That name was very familiar to me and Natala exclaimed that she grew up knowing the Jarecki's in Erie, PA. In classic "small world" fashion Natala and Chuck recounted how their respective families knew each other, they both had the same dance teacher, etc. I connected with Chuck as he is a founding member of the Recreational Aviation Foundation and a very seasoned floatplane pilot with his C185 on amphib (with much flying experience in remote Canada and Alaska). The conversation could have gone on for hours but we had a long flight ahead of us with reported marginal weather over the Cascade crest.

It was 1200 by the time we finished schlepping fuel to the wing tanks and unbeached the aircraft. Our route took us over Mullan Pass and the Ellensburg VOR. Snoqualmie Pass had a dark cloud parked on it. Stampede was better with a 1000' ceiling and that is where we cleared the Cascade crest. The west side of the pass was scattered 2000' requiring a dance to the NW along the foothills of the Cascades. Lake Samish and our home was a welcoming sight concluding a 4 hour leg and the end of our long journey across a portion of northern Canada and the United States.

The author wishes to thank the following pilots for their flight instruction, support and mentorship: Howard Wolvington, Austin Watson, James Finson, Mark Schoening, Kurt Boswell, Jim Schwerman, Rich Carlstad, Steven Jeffery, Hal Logsdon, Garth Evans, Rob Cotter, Kyle Blanchfield, Greg Corrado, Tom Bass, Dave Adams and John Scurlock.

Don Goodman
Bellingham, WA
February 2016

By the Numbers:

4000+ nautical miles

40.5 tach hours

16 flight legs

\$13.82/gal – most expensive 100LL (Kasba Lake, NWT)

\$5.35/gal – least expensive 100LL (Oshkosh)

Terrain Map Q 09S R49 48.674N/122.4W

N1394S SAMISH CAH7 CEY7 CEN9 CJP5 CKD6 CKS4 KCDD Procedure

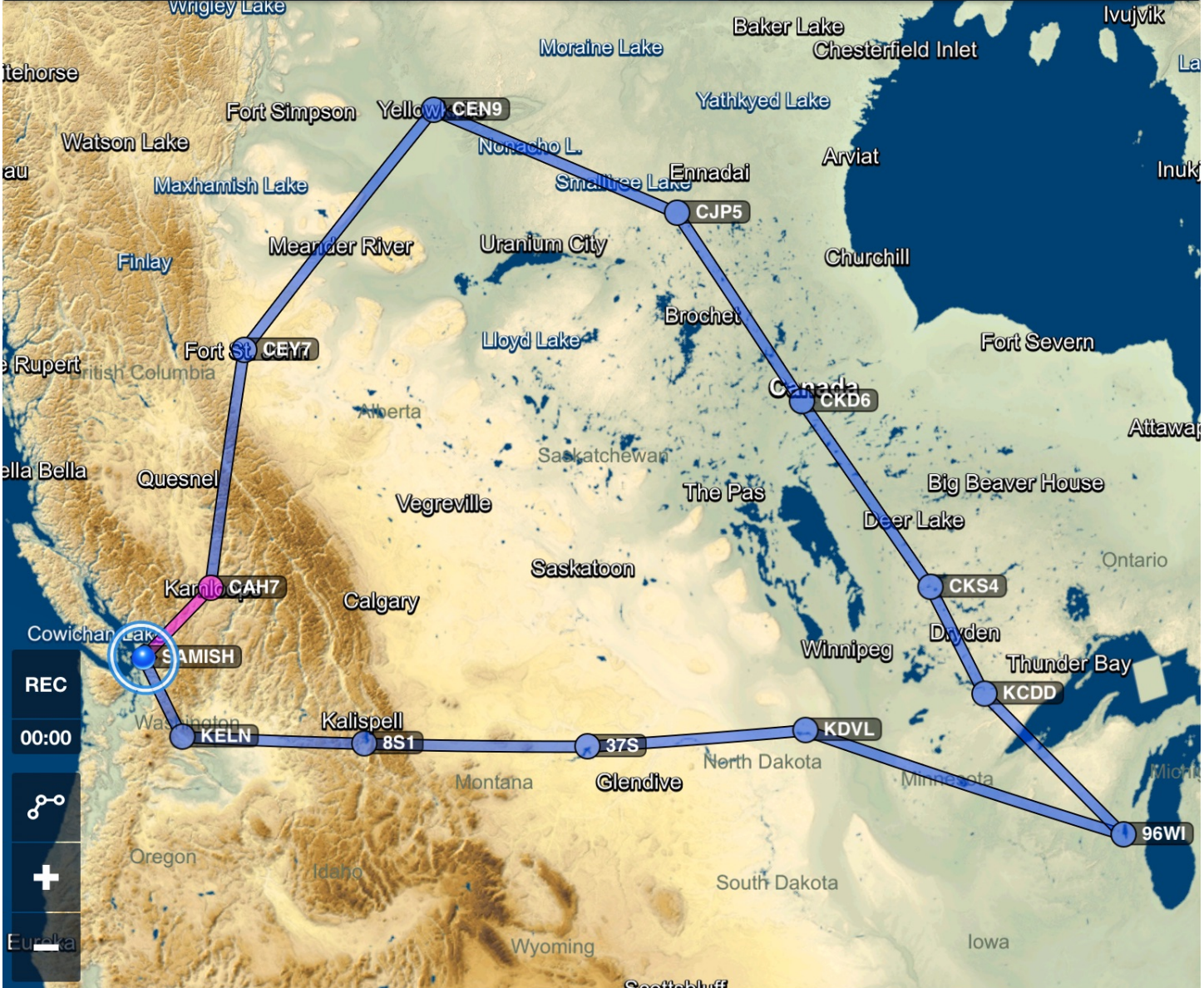
100 kts 96WI KDVL 37S 8S1 KELN SAMISH Reverse

13.0 gph Routes

3,000' Clear ETD

Distance 3,873nm Fuel 526g ETE 38h44m Winds aloft not included (no wind info)

Edit NavLog Profile



REC 00:00

Groundspeed 0 kts GPS Altitude 277' Track Accuracy 10m Vertical Speed 0 ft/m Current Lat/Lon 48.67°N 122.40°W

Airports Maps Plates Documents Imagery File & Brief ScratchPads More

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



ANSWERS TO COMMON MAINTENANCE QUESTIONS - SPARK PLUG RESISTANCE

by: Eric Ellison, Kenmore Air

It might be counterintuitive to think that a component designed to conduct electricity would have any resistance built into it. So why have manufacturers done this? Early aviation spark plugs that had no internal resistance suffered from rapid electrode erosion and it was discovered that by adding an internal resistor to limit current flow, the life of the plug could be extended. This resistor also reduces voltage ramp up and helps produce a shorter more defined spark. The amount of resistance is important - too little and the electrodes erode rapidly, too much and the magneto or harness can arc causing damage to those components and rough running / hard starting. 1K to 4K ohms was determined to be the acceptable range for resistor type plugs. New Champion spark plugs have about 1.2K ohms of resistance, and new Tempest plugs have around 2.5K.

A few years ago Tempest introduced a resistance tester and asked mechanics to start checking spark plug resistance at regular inspection intervals. Many mechanics complied out of curiosity if nothing else and found shockingly high resistance on plugs that looked normal in all other regards. Tempest argued this was due to break down of the resistor element used in Champion plugs and that those should be replaced either with new Champion plugs, or their own design utilizing a different type of resistor. Tempest launched a "What's your Resistance" sales campaign that was, at first, received as a marketing ploy to sell their testers and plugs.

Champion responded by saying that checking the resistance of a plug using a low voltage tester or ohm meter was meaningless and their plugs would react correctly to a high voltage source. This is counter to what Mil Spec MIL-S-7886B requires: "measurement... by the use of a low voltage ohm meter".

In the field, mechanics who were checking resistance started seeing a correlation between high resistance plugs and rough running / hard starting / magneto arcing, etc. Mark Nerheim, an aircraft owner and VP of TASER International, disassembled several high resistance Champion plugs and discovered the internal resistor was breaking down.

Sometime in 2014 Champion changed the design of their spark plugs from spring and carbon slug to a fired-in resistor much like the Tempest plugs. They did not announce this, or change the part number of the spark plugs, but the cutaway diagram on their website now shows the new style resistor. This would seem to be an admission of the discoveries made in the field and the claims made by Tempest. The older style Champion plugs can be identified by a straight screwdriver slot in the contact on the harness end of the plug. The new plugs do not have this.

Now you know the rest of the story, and why your A&P may have started talking about plug resistance at your last annual inspection. It's also a good idea to ask your mechanic to check plug resistance if you're having consistent rough idle or difficult starting.

Eric Ellison is an A&P and the Chief Inspector at Kenmore Air Harbor.

Sources: "Champion Aerospace: From Denial to Acceptance", March 19th 2015, Mike Busch, blog.aopa.org., "A Tale of Two Sparks", Vol. 40 2011, Norm Howell, The Aerostar Log.

MEMBERSHIP REPORT

So far, we have 203 paid members for 2016. This is record and is up from far less than 100 prior to implementing the online payment system last fall. We have an additional 218 contacts in our database that we believe are active in the PNW seaplane community. We wish they would join and support WSPA as our volunteers work to maintain an open, vigorous and safe seaplane community for all of us to use and enjoy.

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

WSPA ON SOCIAL MEDIA

Visit us 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.. 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

Like us on facebook. We have 173 likes so far. Search for WashingtonSeaplanePilots. Post your questions, thoughts and pictures there.

BOARD MEMBERS

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

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VP	Greg Corrado	(206) 383-7560
Treasurer	Jack Jacobson	(206) 769-7436
Secretary	Don Goodman	((360) 303-7076
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At Large	Bruce Hinds	(360) 710-5793
At Large (East)	Kevin Wyman	(206) 419-0349

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