

Grounded Hogs - Feb 23, 2018

NWAC - Feb 24/25, 2018



WASHINGTON SEAPLANE PILOTS ASSOCIATION

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WSPA News - Fall 2017

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PICTURE OF THE MONTH



Were you there? It was The Splash In of the Century!

EVENTS

CALENDAR

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

- Feb 23, 2018 Grounded Hogs Dinner Event
- Board Meetings Noon, Third Wednesday Monthly, at ACE Aviation, Renton, WA

CENTRAL OREGON ECLIPSE – THE SPLASH OF THE CENTURY

by Austin Watson, Donald Goodman

KGW News, Portland, Oregon, reports, “Traffic nightmare hits Oregon following eclipse. The freeway is like an accordion, five to ten miles an hour, sometimes a complete stop.” In the air, Air Traffic Control passed along the news that “Five hundred planes on the ground in Madras.”

Not the story if you were a seaplane pilot in the Pacific Northwest on solar eclipse day. For us it was a mere three-and-a-half-hour flight south from Seattle, plus a leisurely hour fuel stop, to our delightfully remote and uncrowded 2017 total solar eclipse “path of totality” destination—Unity Reservoir in east-central Oregon. On a normal day one would expect seven-and-a-half-hours of driving, plus fuel and bio stops, to go from the Seattle area to a path of totality destination in central Oregon. In eclipse conditions, driving was more than 12 hours. By seaplane we were down and back in a day.

Don Goodman, the secretary of the Washington Seaplane Pilots Association (WSPA,) started organizing the event months ago, telling the board meeting that he had identified an appropriate location and that he and his wife, Natala, intrepid campers and adventurers that they are, planned to go. It became a WSPA-



sponsored event, posted on our website (washingtonseaplanepilots.org) and on regional aviation social media. A few signed up immediately, and the attending plane count hovered around three for several months. Then, as excitement built the last two weeks before the eclipse, registration grew. We ended up with 15 beautiful and amazing seaplanes and close to 50 people gathering at the reservoir.

The day of the event something apparently was amiss because the flights to and from the reservoir were in the smoothest air most of us



had ever flown on summer days over the mountains and plains of eastern Washington and Oregon. A prelude to the total eclipse, perhaps, because it is never smooth after noontime when the sun heats up the earth, and rising air makes for bumpy rides.

Our route of flight from Seattle took us over Kenmore, Renton, Pendleton, Baker and Owyhee. Most of the group camped at Owyhee Reservoir (28U), then flew north in the morning to Unity Reservoir 25 miles southwest of Baker to experience the eclipse.

Baker was the preferred fuel stop in both directions for the amphibian crowd, and we called ahead to confirm availability. Greg Corrado, WSPA vice president, who was on wheels this year, ferried fuel to 28U for the straight-float crowd. Fuel planning was a significant issue because we expected critical density altitude conditions departing both Owyhee and Unity, and we all needed to be light. As predicted, Unity was around 7,000-foot density altitude. Departing post-eclipse was an eye opener for many, and a few folks were driven to Baker City airport for pickup to lighten some loads.

Among the Cessna crowd we had a 180, 182, 185 and 206 represented, including a 180 and 182 on straight floats. Several Glasair Sportsman attended, including one from Canada. We had just one Beaver but two turbine aircraft, the Supergoose and a Cessna Caravan. The Gweduck rounded out our beautiful Northwest fleet.

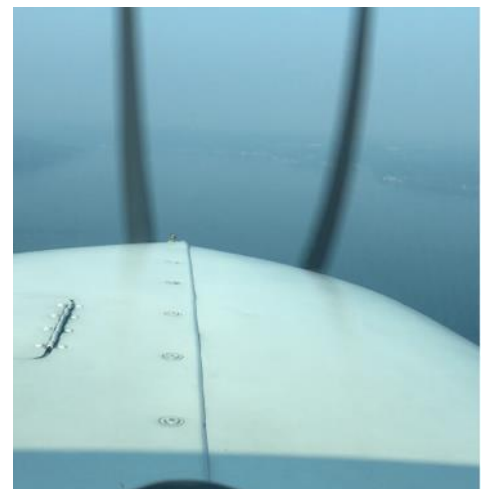
Of all the fly-ins and splash-ins I've been to in many amazing locations, the eclipse splash at Unity is the one that will never fade from memory. Thank you, Don, for excellent planning, and well done to the pilots for excellent and safe execution. We belong to a special group, and will always recall this particular event when we see each other in the future.



PRIEST LAKE SPLASH IN CANCELLATION

As you probably know by now our Priest Lake splash-in scheduled for September 8-10th was cancelled due to level of smoke and poor visibilities across the state. I am sure most of you have never experienced a time in our recent history where we literally had fires not only in Washington State but all the states surrounding Washington including the Province of British Columbia. Suffice to say, it did not matter which way the wind was blowing in Eastern Washington, smoke and poor visibilities became the norm. In light of the continuing threat of fires in the late summer, the WSPA Board is considering moving the event to an earlier time frame perhaps in July 2018. Once we have made that decision, we will be sure get the word out so you can put this

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wonderful event on your calendar. Refunds were issued to all who registered. Thank you to Jack J and other board members who put a lot of effort into organizing this event.

LAKE WHATCOM SPLASH IN AND INVASIVES AWARENESS DAY

Lake Whatcom Splash-In – 10 September 2017



As a conciliation for the cancelled Priest Lake event a pop-up splash-in was organized to Sudden Valley on Whatcom Lake. Permission was received from Sudden Valley administration for use of their private beach and picnic shelter.

The weather cooperated supporting the arrival of 9 aircraft carrying 13 pilots/pax. The aircraft ranged in size from a Kitfox and Searey to a Turbine 206. We beached in the small bay just south of the boat launch/swimming area. With the lake level down the sea wall area to the north of the boat launch was looking pretty nasty. In addition to those flying in there were at least four parties who came by foot, road or boat.

Teagan Ward, AIS Program Manager for the City of Bellingham, was on-site for nearly two hours. She met our Board members and a number of pilots. Teagan was unable to attend our informal meeting which took place at the picnic shelter at 1300. Amongst other things, we reviewed the AIS protocol for lakes Whatcom and Samish. Without exception, the pilots present understood the importance of the AIS protocol's and compliance procedures.

This was a great gathering on short notice. Thanks to all who participated and a special thanks to Teagan Ward and the Sudden Valley Community for supporting the event.

Don Goodman

AMERICAN LAKE SPLASH IN

by Bruce Hinds

September 23rd looked pretty bleak around here. We live across the sound from W. Seattle and seemed to be in a nice little weather hole. Everywhere else that we could see looked to have low clouds and KTIW was reporting marginal VFR. Didn't seem like much of a day to fly, but I had stuff to do at the airport anyway, so I headed out a little after the time the gathering was supposed to begin. (10:00) As I neared the "Narrows" the weather was looking much worse, but just before I got there I was seeing blue skies to the south! That's when Tamera McKinney called to ask there was really something going on because nobody was there. With the skies opening, I said to hang on, I'll Be there shortly . . . I needed some fuel and found two guys from Friday Harbor with their Super Cub amphib at the pumps that were headed over there, so the day was looking up.



When I arrived a little before noon it was just the two aircraft. He was already at the dock and I taxied up on the beach, it was looking like a nice day was in order – glad I decided to get out. Mark and Christy McClain had their pontoon boat "Large Marge the party barge" with snacks and drinks. Their friend Franklin Burton from across the lake had his "barge" too, so there was lots of seating on the water as the day blossomed.



I didn't get everyone's names, Mark and Christy had a young couple along, ?? & Sam, Randy someone that lives on the lake that used to fly and a few others that showed up, along of course with the curious onlookers. It wasn't long before Brad Boeder gave us a fly-by. He was only coming from Gravelly Lake, so he had to buzz around a bit to get his engine warm then settled in to tail up on the beach. Steve Bjorling and a friend brought a turbine Otter from Kenmore, Ron Ems flew his Super Cruiser up from his home near Scappoose and then Mike and Roz Arntzen brought their beautiful Glassair Sportsman amphib and joined us on the beach.

We all hung out for a few hours to enjoy our friends and the absolutely gorgeous day it turned

out to be.

LAKE ISABEL TOILET PROJECT COMPLETE!!!

As reported in the August 2017 Newsletter WSPA has collaborated with the US Forest Service (Kevin Green) to install a pit toilet in the vicinity of the floatplane beach at Lake Isabel.



The toilet installation and trail construction was accomplished on 28 – 29 August. Huge thanks to Dave Adams, Everett Mellish, Everett’s nephew (also Everett), Tim Gannon and Natala Goodman.

It was hot hard work at times interrupted by very pleasant swims in a spectacular setting with great aviators. We put some extra detail in the base structure. The toilet frame is anchored to cedar logs. It’s close to 4’ from the toilet base to the bottom of the hole where we essentially hit bed rock. I suspect this toilet will outlive its builders!

A report and installation photos were sent to Kevin Green, US Forest Service. He was very happy with the installation and very much appreciated WSPA efforts to make this happen. He advised that in



today’s fiscal environment the toilet would have never gotten installed without WSPA’s support. We are hopeful this project will lead to further collaboration with the USFS in the future.

Special thanks to Austin Watson and Jack Jacobsen who, while not able to participate in the actual installation, came up with the concept and conducted the initial site survey.

Don Goodman

Thanks to Don & the install team for fulfilling my wish of getting a toilet at Izzy. For years I’ve been going there and dodging white tufts of paper on the hillside. I often wondered how many of those people are dog owners who dutifully bag their pets poop while seeing fit to leave their own laying around for others to discover. Odd lot us humans. Wish I was there for the install but nature conspired and the toilet would not have been done soon enough for what ailed me!

Austin Watson



SPENCER LAKE DOCK REPAIRS NEEDED

The WSPA Board is engaged with the owner of the dock at Spencer Lake to facilitate improvements we all want. A few months ago we noticed that the dock was coming apart and that there were nails and bolt protruding from it ready to rip our floats. Temporary repairs were made and we have been working with the owner to turn it in to a truly proper seaplane dock. WSPA is pressing for deep fascia boards and tire bumpers. We are looking at other bumper systems as well. Go to Spencer Lake and get a meal or a soda at the restaurant. Fly Nice. Be neighborly.

October update: Dock is still AFU. Even more so apparently. We need an attack team to gather materials and just go fix it! WSPA will fund your efforts. Now is the time to step up and get it done while water is down and before it gets cold. Call Jack J or Austin W for details on what needs doing if you are willing.



SEAPLANE DISASTER EVAC SUPPORT

Below is a interview with KOMO 4 News in Seattle and below that is a seaplanemagazine.com story on the phenomenal general aviation relief effort that has kept communities going in the aftermath of Hurricane Harvey, Irma and once again Maria. It has been a special privilege to be able to be a part of this even though I don't fly. Without a doubt general aviation has proven to be a life sustaining critical resource. Thank you to all who have support this effort over the years to save lives and better prepare our state. Progress is being made.

Interview with KOMO 4 News;

<http://komonews.com/news/local/bellingham-pilot-helping-to-coordinate-hurricane-irma-relief-efforts>

Seaplanemagazine.com article;

<http://seaplanemagazine.com/2017/09/20/general-aviation-lifeline-during-natural-disaster/>

Below is a link to today's story in the Peninsula Daily Newspaper on the positive steps being taking out on the Peninsula to develop Disaster Airlift Response Teams (DART):

<http://www.peninsuladailynews.com/news/north-olympic-peninsula-pilots-at-work-on-earthquake-aid-plan/>

Sky Terry

NW Regional Emergency Services Director

EVAC Emergency Volunteer Air Corps

LAKE STEVENS DOCK & TOWN

There is a public dock on the NE side of Lake Stevens which affords an easy walk to the small business district and some good restaurants. You will see more news about Lake Stevens coming soon.

LAKE UNION SPORTS NEW DOCK AT DUKES

Hi John and Kevin,

The floating dock is no longer under construction. We had to reduce the size of the dock earlier this year after we found out, to our surprise, that the dock was larger than the permitted size. The dock will soon be in use by boat show. Set-up is underway now, and the show runs through September 17. However, after tear-down of the show, the dock will be available for one and all to use. Do come and visit us at the Cove! Please let me know if you have any more questions.

Best,

Lyn Saucier
Senior Property Manager
Chiles & Company
901 Fairview Avenue North, Suite A100
Seattle, WA 98109

FLOTAM RENTON, OCT 3, 9:00-12:00

Seaplane Pilots and Operators,

Please help spread the word that we will have a dive crew, Global Diving, at the Renton seaplane base on Tuesday, October 3rd, from 9:00 AM to 12:00pm to do an inspection/video of the launch ramp foundation. Please let me know if you have any questions.

Kamran Yazdidoost
Airport Engineer
City of Renton

WSPA TAKES POSITION ON ATC PRIVATIZATION

The WSPA and SPA are working diligently to oppose ATC “Privatization”, and this is a critical time as budgets are made. The major airlines have been spending millions to try to push through their takeover of ATC.

An example letter you may want to write to your representatives can be created from the following. You can use any of these points in your communication with your representative.

Use this link to find your representative: <https://www.house.gov/representatives/find/>

We believe strongly that Air Traffic Control Privatization should NOT be included in the FAA reauthorization. This is based on the following facts:

1. It is not “Privatization” at all. It would put control of the Air Traffic Control system and much of the aviation industry in the hands of a small group of individuals with the majority representing the airlines. Right now, we have very good representation of aviation through our elected Senators and Representatives. I have come to appreciate this because I have seen personally that I can have input on what is important to me through communication such as this. That representation would vanish under the privatization proposal.
2. We have the most successful aviation industry in the world. That is not only commercial aviation, but also General Aviation. I read an article today implying that GA primarily represents wealthy private jet owners. And nothing could be farther from the truth! Most of the pilots I represent have aircraft valued less than a typical new automobile and do everything they can to save money so they can fly. General Aviation, and float flying in particular, is a representation of the freedom we enjoy as American Citizens.
3. Furthermore, we see that this Privatization legislation includes User Fees. User Fees killed General Aviation in Europe and we don’t want that to happen here in America. GA creates many jobs around the country, both in aircraft manufacturing and services. GA was very successful in Europe until user fees were implemented and then the industry dried up.
4. Small communities, whose economies rely on General Aviation, would be harmed. First, the big airlines are pushing privatization to shift more costs to general aviation. Small communities without scheduled commercial air service depend on general aviation to move people and goods in and out. Those communities are often struggling economically and cannot afford to pay higher costs resulting from this cost shift to GA. Second, an Air Traffic Control system overseen by a board that is dominated by representatives from big airlines might provide less service to small airports without scheduled commercial air service. This could create safety problems for travel in and out of those small airports.
5. We have the busiest and safest ATC system in the world. Shifting this responsibility to a pseudo private organization could undermine the overall safety of air travel.
6. A private ATC system would not have the same level of Congressional oversight as the current FAA-operated system. Less Congressional oversight could also contribute to reduced safety and higher fees for general aviation.
7. ATC Privatization will not save money. In fact, it has now been estimated that Privatization will cost billions more than the current system.

President. Below is a document from AOPA you can pull from. Most importantly, tell them that you do NOT support this bill in any form.

At this stage, the Democrats are all voting against it, and the Republican leadership is pushing it. The Republicans are the ones to contact. You don’t need to just contact your Representative, please contact all of them in your state. They are all coming back from Summer recess today. Before leaving, the Republican leadership was unable to pull together enough votes to pass this bill, HR 2997. So they put it on hold. They are going to be pushing really, really hard this week to get enough votes. Please send email to all the representatives in your area.

Tell them... HR 2997, which is FAA Reauthorization with ATC Privatization, is fundamentally flawed. Even if it is amended, it will turn over all of Air Traffic Control to a board numerically dominated by the major airlines. (The major airlines will have four board seats and GA will have two!) They will have the power to apply user fees (taxes) without representation. This board only reports to the Secretary of Transportation, who is a political appointee of the

FLATHEAD LAKE – BASIN COMMISSION SEEKS TO PROHIBIT SEAPLANE OPERATIONS

Flathead Basin Commission to prohibit all seaplane operations!

By Bruce Hinds

September 16th I received a call from a pilot in MT requesting information on how to deal with a local advisory board that was about to impose restrictions and would recommend putting into law, language regarding Aquatic Invasive Species (AIS). That proposal for the entire Flathead Basin also included the complete prohibition of seaplanes. The corporate pilot that called me has an employer who has hired a very high powered attorney and they had drafted a reply for the Flathead Basin Commission that included some very unreasonable terms. He'd felt under the gun to produce something since they were requesting a response within 9 days, 2 days before the commission was to meet. Little did we know that the pilot's draft to the commission was submitted in spite our recommendation to strike some of the language he was proposing.

The MT pilot had gotten my number from the MT Seaplane Pilots since we'd recently had the Lake Whatcom experience. I discussed this with our WSPA board and it was decided that we needed to be there at the meeting with the Commission. Don Goodman was already planning a trip to MT that next week anyway, so I tagged along. I called Steve McCaughey at SPA to request any information he might have since my first attempt to contact the MT field director failed. Steve had just returned to FL after the Irma disaster and was prompt in gathering information for us. As the deadline loomed and we prepped for the meeting, Steve advised that he was going to make the trip too. Since we had two of us going, I had felt Steve coming up from FL may not be necessary, but I have to say, his presence was greatly appreciated by everyone, on both sides of the table!



Grizz Bearbottom says, "Keep it Clean!" had

AIS Enforcement Officer
Grizz Bearbottom says,
"Keep it Clean!"

Below is a brief recap of our two days written by our WSPA board member Don Goodman.

Day 1- A meeting was held at Kalispell GPI's Jet Center FBO starting at 1730. Ten people were in attendance including 5 from the Montana Seaplane Pilots Association, SPA ED Steve, Pam Bucy (legal counsel retained by a private individual), Paul Olechowski (pilot of said private individual), Bruce and I.

We discussed the current status of the issue and developed a plan for the Flathead Basin Commission meeting the next day. Pam shared a document that was prepared by Pam and Paul and submitted to the Commission on 25 September. The date of this submittal was based on a commitment they made to the Commission at an earlier meeting. Their document went as far as to propose a protocol (including a flow chart) with little or no consultation with MT-SPA or anyone else for that matter. In a prior e-mail Bruce pointed out his concerns with this protocol. Paul acknowledged he got a little ahead of himself in the process. We all agree that now is not the time to discuss a detailed remedy/protocol but rather to provide feedback on weakness in the Commission's assumptions and a commitment to work with the Commission to arrive at a broadly accepted AIS process/procedure.

The very brief "Public Comment" time on the next day's agenda would be reserved for Pam and Steve. The bulk of the time would be spent listening and demonstration that the seaplane pilot community can and should be part of the solution. Pam mentioned a number of weaknesses with the Commission's position including a clear lack of authority to legislate, lack of available legal counsel and near-term state budget issues that may sunset the Commission altogether.

Day 2 - The Flathead Basin Commission (FBC) Meeting started at 1000. Bruce, Steve, Pam Bucy, several members of the MSPA and I were in attendance. The FBC consists of 15 voting members. While 8 were in attendance, this was deemed an insufficient quorum as a number of members present were lacking official membership status from the Governor's office. The topic of "Proposed AIS Regulations" was on the agenda for 1230 however, by mutual agreement, it was moved up to 1115. At the start of the meeting we were all given the opportunity to introduce ourselves. In addition to representing WSPA and SPA Bruce tacked on CSPA (with prior approval from them since the Columbia Basin is downstream) and I added BCFA, as a new member of that Board.

The FBC agenda started with a presentation on the Whitefish Lake AIS Program (Whitefish is 25nm north of Flathead lake) by Mike Koopal, Founder and ED of the Whitefish Lake Institute. This was an interesting and relevant presentation as Mike described a program that incorporated an on-line self-certification component (in this case for non-motorized water craft) that was deemed a "success" (I believe as measured by the number of participants (500+) relative to the estimated non-motorized water craft user base). In fact, the self certification program was such a success that the process would be carried over to all other pre registered craft from fall to spring when the decontamination stations would not be manned.

Caryne Miske, FBC ED opened the AIS regulations portion of the meeting with a very brief summary of the regulation process to date and advised that she had not had time to fully digest the document submitted by Pam Bucy on 25 September following which she opened the floor to discussion (and I got the impression that document may have not been provided to the Commission members prior to the meeting). By prior agreement between Pam and Steve, Pam spoke first. She affirmed she was legal counsel for an individual and advised the document and proposal she submitted was preliminary and that other members of the seaplane community may not agree with the submitted proposal. Pam then turned the floor over to Steve. Steve gave a very detailed presentation, including three handouts, which focused on, 1- correcting inaccurate assumptions and statements in the FBC proposal, 2- the magnitude of boating risk vs seaplane risk (as measured by the number of users in various powered and non-powered water craft relative to seaplanes), 3- the history of regulation of seaplane access to water bodies in the US, and 4- the many differences between seaplane ops and recreational boater ops (training, planning, professionalism, etc.). 75 minutes were spent in discussion with Steve's presentation, additional comments from Bruce, Peter Gross and questions from the FBC.

The Chair of the meeting closed the discussion with the suggestion that a working group be formed, consisting of FBC staff, FBC members and the seaplane pilot community with the purpose of developing

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process and procedures acceptable to the parties. This suggestion was well received by all in attendance. A sign-up sheet was distributed and when I last saw it, the float plane community was very well represented (we all signed-up.....first meeting tentatively set for October 6.....Bruce and I to participate on-line.)

I believe this conclusion was exactly what we were hoping and striving for. There was generally good vibes between the Commission and the seaplane community (with the possible exception of the FBC ED). I feel the significant presence of local pilots, Steve, Bruce and I contributed to the generally positive reception and outcome of today's meeting.

For me, an added benefit was getting to know the local seaplane community and spending time with Steve (and Bruce!). Steve, Bruce and I were very much welcomed by the local seaplane community and our presence was sincerely appreciated.

Don Goodman

EDUCATION & SAFETY

SAFETY TRAINING – GOODBYE SUMMER, FALL FLYING ROCKS

By Austin Watson, CFI

Seaplane Flying Season is here! Unfortunately, most students think that Summer is the time to get their seaplane rating in the northwest and instructors get really busy with the phone ringing every day with a local or more likely an out-of-towner wanting to get a quick rating, an intro ride, or just add to their experience level. Everybody thinks summer is seaplane season, and certainly it is if you are a commercial operator busy from dawn to dusk bussing people to the islands or destinations in Canada. Grudgingly it is for seaplane instructors, but we wish it was different.

I say, Yea, Summer is over.

What's wrong with summer? It's hot. Mornings are often foggy. Visibility is impaired by smoke. Boaters are tearing up the waters creating swells and wakes. Kayakers and paddle boarders are stealthily lurking on the waters, often difficult to see. North winds in the afternoon tend to build swells and waves at seaplane bases. Most instructors teach at or near Lake Washington and the close in training areas are, Lake Washington and Lake Sammamish. They are big and convenient and waste little student time enroute to training so when they are good, they are great. But summer, no thanks! Mornings tend to be foggy and getting out before 1PM is often problematic. After about 3PM on nice days the lakes fill with boaters creating wakes which make for dangerous conditions and obscure wind patterns making it difficult to teach the student to estimate wind direction. In recent years we have seen wake boats arriving on the scene. These boats are purpose designed to create massive wakes for surfing on. They are downright dangerous for seaplanes to be around. Quietly dangerous are the paddle-boarders, especially the ones on dark boards wearing black wet suits. Did I mention swimmers? This summer I saw a distance swimmer go from one end of Lake Union to the other. Speaking of Lake Union, unless you are Seattle Seaplanes, based at Lake Union with no other option, why would you ever train a student there in the summer? If something bad happens you will be the top story on KING, KOMO and KIRO that night and you will stir up the seaplane-haters.

Typical students who are also working or those in town for a convention will ask to fly late in the day. Here is what their first lesson will look like if they train out of Renton for example. North winds will have spent the day creating waves and swells requiring their first experience on the water to be in rough water, a tough situation in which to get a feel for the plane as a beginner. The instructor will likely do the takeoff. At Lake Sammamish, the swells will be so unpredictable and the water traffic so dense so as to make choosing places to safely take off and land nearly impossible. Now try to find trainable glassy, rough, normal and crosswind conditions. Won't happen on Lake Sammamish at 4PM on a Friday. Lake Washington will just be worse. Perhaps a reprieve just north of Sandpoint but then you are contending with sailboats from Magnusson Park and Kenmore summer traffic. Off Kirkland will be big rough water and between the bridges (never a good place to operate) will be full of oscillating swells going from bridge to bridge and from shore to shore.

The best times on these local lakes in the summer are mornings, and mornings that are clear. Usually it will be wind calm or wind light leading to glassy or better conditions. Of course, glassy is not what we want for a first training flight either.

The real answer to the summer local-lake-conundrum is to go west to salt water, Silverdale, Poulsbo, Port Orchard, Dabob Bay, Hood Canal. These locations do require longer enroute time, but the benefit is a variety of water conditions and lack of boaters. Whereas one may get as few as six operations on lake Sammamish in busy summer conditions, one may get closer to twenty take offs and landings on the salt. I had several students start with difficult and humbling experiences on a Friday evening on lake Sammamish, only to come home the following day with a smile of delight after moving on to The salt water to the west.

But now... It is fall and everything is good everywhere! The smoke is gone. The air is thick and cool. The airplane flies great again. The boaters are back to school or back to work and their craziness on the local lakes is gone. Lake Sammamish and Lake Washington are reasonable places to train again.

Soon enough the late fall winds will arrive along with the big rains pushing debris down the rivers into the lakes and we'll have new challenges. Right now, October, it's the best. Take advantage of it, go fly, go get some training. Do it now while its nice. Fall Flying Rocks!

CPB USER FEE DECAL PROCEDURES

Hello, Private Aircraft eAPIS User,

We are sending you a message today to discuss private aircraft operations and the associated CBP User Fees.

Under Title 19 Code of Federal Regulations (CFR), Section 24.22, operators of private aircraft arriving in to the United States, upon or prior to the first arrival in any calendar year, are required to pay a CBP User Fee (currently \$27.50) in order to cover CBP services provided in connection with all arrivals of that aircraft during a given calendar year.

Upon payment and after processing for the annual services, the private aircraft operator is issued a CBP User Fee Decal by the Decal and Transportation Online Procurement System (DTOPS). Proof of payment is usually confirmed through the physical inspection and verification of a CBP User Fee decal permanently affixed to the registered private aircraft.

In some cases, private aircraft operators may be compliant with User Fee payment but may not have yet received the CBP User Fee decal. In these cases, verification of compliance can be achieved by producing:

- o an electronic or printed order history (available to the operator immediately after application is made)
- o or an electronic or printed order receipt (available after the order has been processed by DTOPS).

Private Aircraft operators who are not compliant with User Fee payment upon arrival in to the United States must pay for the User Fee decal through the DTOPS website at <https://dtops.cbp.dhs.gov> and provide a form of the above described proof before CBP arrival processing can be completed.

Again, this message is intended to reinforce what many of you already know but to also address situations. As always, if you have any questions regarding compliance or proof of compliance, you should

coordinate directly with the CBP port associated with your arrival processing. With regard to today's topic, User Fee compliance, we strongly encourage you to comply before arrival than to have to comply on-site and delay processing.

We hope this message helps explain CBP User Fee procedures and requirements. If you have any questions concerning this email, please feel free to ask.

Eric M. Rodriguez
Program Manager, General Aviation
Office of Field Operations, CBP Headquarters

MAINTENANCE

SEAPLANE WINTERIZATION TIPS

By Eric Ellison, Kenmore Air

With the return of the colder weather, airplanes tend to get less utilization. It's important to think about how much you intend to fly between November and March, and winterize your airplane accordingly. A little prep can greatly extend the useful life and help keep maintenance costs down.

Starting with the outside of the aircraft, a thorough soap and water wash and full wax will help prevent the buildup of corrosive pollutants from the atmosphere. The wax will help prevent paint oxidation from UV exposure and also mitigate the growth of moss, which is a common problem in the Northwest. To protect the interior plastics from UV damage, a reflective sun shield or external window cover is a good choice. If an external window cover is chosen, it must be installed tight so that it cannot work against the plastic windows. If installed too loosely, dirt can accumulate under the cover and act as an abrasive.

If possible, make sure the aircraft is parked with the nose within 90 degrees to the prevailing wind and install control locks. Wind on the nose will not deflect the flight controls like wind from behind the aircraft. Control systems can be easily damaged if control surfaces are allowed unrestricted motion with wind on the tail.

Moss and mildew can be a problem on the interior of the aircraft as well as the exterior, so measures should be taken to keep the interior as dry as possible. If the airplane is to be stored outside, like most floatplanes, the interior should be checked for signs of window leakage. Make the check after a rain and feel the side panels and floor covering for wetness. In Cessna's, it's not uncommon for a side window to leak and for the water to run forward along the floor, making it appear to be a windshield problem. Sealing up any window leaks before the rainy season could make a significant difference.



Remove as much of the interior as you can and store it in a dry place. Just taking out the seats and the floor covering is a good step if the airplane will be sitting outside. If the aircraft is near a power source, consider using a boat style dehumidifier such as the “Electric Air-Dryer 1000” available from Fisheries Supply or on Amazon. This product has no moving parts, so it’s a no-spark device.

If the airplane will sit without running for 2 weeks or more, it’s a good idea to disconnect or remove the battery. Many aircraft will have some small parasitic load that can drain a battery over time. Even the small current created by a parasitic load can accelerate corrosion in the airframe. If power is available at your moorage, a small battery tender will keep the battery healthy during periods of inactivity. If no power is available, consider taking the battery home and keeping it on a tender until needed again. 100LL is a relatively stable fuel, and doesn’t absorb water like the ethanol in car gas. The tanks should be topped off so there is no room for condensation to form at the top of the tank. On deHavilland Beavers, it’s a good idea to completely drain the tip tanks and leave the sump drains open to drain any water that might make its way in.

The engine should be run at least an hour at operating temperature every two weeks. If the interval must be longer, measures should be taken. An oil change before any period of inactivity is a good idea, as used engine oil contains corrosive acids. If the engine won’t be run for several months, have your mechanic drain the oil and add a preservative oil, such as Aeroshell 2F. Do not move the propeller during a period of engine inactivity, as it will wipe the oil coating off the internal components of the engine. Cylinder dehydrating, or “Protek” plugs contain a silica gel that will help protect the cylinders. They start blue and turn pink as they absorb moisture. A bag of silica gel can be placed in the intake and exhaust and taped over as well. Just make sure there is a streamer attached, so they’re not missed during de-preservation!

Eric Ellison is an A&P IA, Private Pilot, and the Director of Maintenance at Kenmore Air Harbor.

WSPA

MEMBERSHIP REPORT

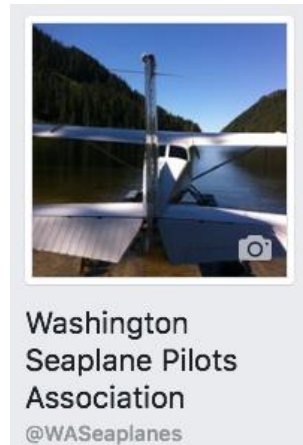
WSPA continues to grow its membership. Since last newsletter **we added thirteen new paying members**. Three lapsed members renewed as well. Thank you for your support.

Category	Active / Paid	Lapsed	Total
MEMBER	149	125	274
DUAL WSPA/SPA MEMBER	68	15	83
LIFETIME	1		1
TOTAL	218	140	358

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If you aren't following seaplanes on social media, rethink it. WSPA reaches over 550 people daily on Facebook. Pop-Up splash events are posted and breaking news about closures or safety concerns (FLOATAMS) show up there when you need them and way before you'll see them in a newsletter or magazine. There are several other groups worth following on Facebook including WSPA and SPA, Left Coast Amphibs, South Sound Seaplane Pilots, Seaplane Magazine, Ace Aviation and more.

Look for WSPA by searching for @WASeaplanes on Facebook.



WSPA SEEKS ATTORNEY FOR BOARD

Is there attorney out there among us that could serve on the board with us? If that's you, or if you know someone that flies please call one of us on the board and talk to us. Our by-laws are open to adding directors on the board and from time to time we have the need to fill a position, so whether you are attorney or not and would like to help out. Please get in touch. As you probably know, we meet usually one day (3rd Wednesday) a month for a lunch meeting in Renton. If you're able to make some meetings, have a passion for keeping our waterways open and want to have some fun, please get in touch or just let us know you'd like to attend one of our meetings.

Bruce Hinds

NEWSLETTER / CONTENT EDITOR INTERN OPPORTUNITY - HELP NEEDED

Looking for competent young person seeking internship opportunity to help collect, assemble, and produce WSPA newsletter and online social media content on an ongoing basis, please contact austin.watson@ieee.org. This is a great **opportunity for an internship**. Good work will be rewarded.

This is an unpaid position. Reward will be networking and letters of recommendation, possibly some seaplane flying as well.

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SEAPLANE GROUND SCHOOL – NOVEMBER 11

November 11, 2017

Rainier Flight Service Classroom
800 West Perimeter Road
Renton, WA 98057

9:30-11:30 AM Session
11:30-12:30 Lunch Break
12:30-2:30 PM Session

Syllabus:

Seaplane Ground School will cover topics related to successfully receiving a Single Engine Sea Private or Commercial rating and preparing for the Oral and Practical Tests. Classroom instruction and a walkable field trip to the seaplane base and to view seaplanes up close are planned. Bring your own lunch.

- Seaplane Systems
- Pre and Post Flight Procedures
- Seaplane Bases and Operations
- FARs, Other Regulations and Airman Certification Standards
- Reading Wind and Water
- PNW Specific Operations
- Taxi & Sailing
- Takeoffs and Landings
- Beaching, Docking, Ramping
- Emergencies
- Oral Exam Questions Review
- Q&A

Please read FAA-H-8083-23 “Seaplane, Skiplane, and Float/Ski Equipped Helicopter Operations Handbook” prior to class. Search online for free PDF or order a bound copy available from several vendors.

Sign up and pay here: <http://www.brownpapertickets.com/event/3104897>

Cost per student is \$40.00

Contact:

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