

# WASHINGTON SEAPLANE PILOTS ASSOCIATION

[washingtonseaplanepilots.org](http://washingtonseaplanepilots.org)

Spring 2020 Issue

AIS Update  
Flying amid Coronavirus  
How old is WSPA?  
Grounded Hogs Recap  
Kenmore Air Update  
Foss Waterway Dock  
Member Highlights





## **PRESIDENT'S CORNER, Stephen Ratzlaff**

It is a strange time indeed! It seems like a year ago since our 2020 Grounded Hogs dinner, but it has just been a few months. I know many of our members have been going stir crazy waiting for the opportunity to fly. Most importantly though, we hope that all of you are healthy and stay that way. Since the lockdown, we have continued to work on the projects so important to our mission at the Washington Seaplane Pilots Association. This includes keeping our waterways accessible and promoting safety.

We've got a fantastic newsletter to share with you as we kick off the summer. It is chocked full of great information about float flying in the Northwest. Before you dive in, I would like to

mention a couple important topics. These topics include: 1) Our plan for Splash-Ins this summer and 2) Our ongoing effort to preserve full access to Renton Airport.

### **Splash-Ins**

The situation with splash-Ins is up in the air, so to speak. We had planned a trip to Eagle Nook Resort in British Columbia, however it is unclear when the border will reopen. We had some other events planned and will assess the situation as the summer proceeds. Our expectation at this stage is that we will announce ad-hoc flying events where we can get in some flying with reasonable social distancing. We will announce these events with as much notice as possible.

### **Renton Airport**

We have been working diligently in 2019 and 2020 on the effort to influence the Renton Airport Master Planning process. The Wiley Post Seaplane base at Renton Airport would stand to lose 75% of its capacity if the Master Plan were completed according to plan. We have been working in concert with the City of Renton and the Renton Airport Advisory Committee (RAAC) to address the issues we foresee. Boeing is also supporting the effort to address this misguided master plan. So far,



we have published a white paper on this subject as well as strategy recommendation letter and provided those to the city. The white paper is available on the Renton Airport – Aircraft Owners & Pilots group on Facebook.

I started to compile a list of all those who have provided assistance and soon realized the list is long and I would inevitably leave out some key people. Many of those who have helped are wheel plane pilots as this master plan is also devastating to areas utilized by non-seaplane pilots. Nevertheless, I want to thank some of our key WSPA people who have been the most involved. They include Karen Stemwell, Shane Carlson and Rob Spitzer. I want to express thanks to all others who have assisted as well as Josh Pruzek, who is the AOPA's NW Mountain Regional Manager.

The City is working now to evaluate their options to determine the best course of action and will be enlisting the help of a law firm specializing in airport master planning issues. This was expected to have begun a few months ago, but has since been delayed due to the Covid-19 pandemic. We will continue to stay on this effort and pursue a solution to this disastrous plan. If you would like to get involved or have input you think would be valuable, please call or email me to discuss. My number is 206-250-1625 or [stephenr@orderport.net](mailto:stephenr@orderport.net).

Stephen Ratzlaff  
President, Washington Seaplane Pilots Association  
6/1/2020



## AQUATIC INVASIVE SPECIES UPDATE, Bruce Hinds

The decade-long development of our program came to fruition last year. You can read about the program below and how special that red stop sign logo actually is. Many thanks to all of you who participated in the program and have helped spread the word.



### STOP AQUATIC HITCHHIKERS!™

Be A Good Steward.  
Clean. Drain. Dry.

[StopAquaticHitchhikers.org](http://StopAquaticHitchhikers.org)

cleaning process. Without the ability to get out of the water, it takes a special effort to clean your craft while afloat.

If you can get it on the beach or a lift it makes life a lot easier. If you're on a mooring buoy or tied to a dock it makes things harder. Yes, you can clean your floats

#### **This is serious business.**

The states now have laws on the books for those who do not comply, and the transportation of AIS can become very costly – not to mention inconvenient.

Inspecting straight floats require extra effort on the part of the operator to comply with the recommended

while in infested water and then take off shortly thereafter to fly to a clean lake – if you don't take any plants, larva or water with you.

Well, we all know that most floats might leak a bit and take on some water through the pump out plugs and float fittings. A tip not covered in the Training Video is that when you get to a clean lake, either don't pump your floats because you'd be putting bad water into good or pump the water into a container that you can dispose of elsewhere. I know sometimes this can be difficult, but it is necessary. You don't want to be found in clean water with contaminated floats.

*“But I thought you said we can inspect our own seaplanes?”* Yes, I did, and that is correct.

What that means is that you don't have to stop at a roadside inspection station to launch, or you may not have to have a certified cleaning station sign-off on the inspection. Just because you say, “I inspected it!” doesn't free you of the responsibility to have clean floats.

#### **Mussels, Clams and Snails (Oh my!)**

As far as an update goes, it has been pretty quiet and not much has changed this year. The really GREAT news about Washington is that we do not have any Quagga or Zebra mussels at this time. Let's keep it that way.

You may note in the SPA's Water Landing Directory we now have AIS listed in many of our lakes. The Asian Clams and New Zealand Mud Snails really do not pose much of a problem and are not transported by the floating larva that attach to your floats or the weeds they may snag. Caked mud could be a factor if you get into the stuff.

### Training Certificates

The requirement still stands: **You must get a new training certificate each year.** Our program has been updated for the 2020 Certificate that will expire 12/31/2020. Yes, and next year you'll have to do the same. The cost is still only less than a half an hour of your time and the price of one piece of paper to print the certificate.

It was interesting to note those who took the test last year. Even though the video is a requirement, many had found a way to bypass it and take the test, and retake the test, and retake the test again. Really?? Most only took it twice, but some as many as 4 times. I really got a kick out of that since the video is only 11 ½ minutes long; okay, 12 ½ if you watch all the credits. But really, there's some pretty good seaplane footage in there, so fly along with me in the Bee.

The other requirement is for you to purchase the WDFW permit for \$24. Unfair? Not really. The price is built into boat registrations and since we don't register as boats,

we have to pay that separately. The WA permit is good for a full year from the time of purchase.

### Logging Lakes

Part of the four-state approval process too is that you log the dates of lakes you've visited and the cleaning/inspections that you've done. No special inspection certificates, just your log and endorsement.

Please recognize how special this program is to our continued use of public waters. All it will take for the death of this program is for a few to not follow the rules and ruin it for everyone. I'd hate to think the restrictions that could be imposed then. Straight floats would be come only local flights everyone else would have to have amphibians and stop at airports with special seaplane inspection stations before going to any water. Don't believe it? That's what they've been wanting to do.

### New Logo

Okay, so what's different on this logo than on any other sign or branding you'll see? Of course, it's the float plane as opposed to a boat on a trailer! The reason is that the training program designed for you, the seaplane pilot, was a special joint effort between the Seaplane Pilots Associations (WA and National), the Fish and Wildlife Service and Pacific States Marine Fisheries (PSMF). PSMF is the organization that trains all the state and federal inspectors. Yes, they designed ours too!

How special is that? I'll tell you: The SAH (Stop Aquatic Hitchhikers) Float Plane Logo was created and approved just for our use by the US Fish & Wildlife Service! NO other user group has that distinction! We are not only the only user group to have a logo designed for our use

by the FWS, we are the only user group to have our own self-inspection training program approved!!

[www.SeaplaneAIStraining.com](http://www.SeaplaneAIStraining.com) is the place to get started.



Property of Museum of History & Industry, Seattle

## FINDING OUR ROOTS

How old are we? As young as we feel, right? Sort of, but we are looking for documentation on our early days (i.e. pictures, news articles, or letters that show seaplane gatherings and organizations of the past). Any of these with a date would be the gold standard.

Seaplanes emerged in the 1920's in this neck of the woods and by the late '40s and '50s seaplanes were being regularly serviced at Kenmore. We have reached out to the major institutions in the area and have

started the search. Access to libraries is difficult during the Pandemic. We have found several librarians that are willing to point us toward the right stacks of documents when the time is right.

*Do you know the answer to our organization's age? If you have any leads, please contact Scott Cooper at [pilotcooper@gmail.com](mailto:pilotcooper@gmail.com).*

## RECORD SETTING GROUNDED HOGS DINNER



This annual event for the WSPA set a new record. In the Skyline Room at the Museum of Flight, just over 150 guests had a nice evening catching up with old friends and making new ones.

There were a record number of donated prizes and 57 lucky winners from the raffle ticket drawing that evening. Chuck Perry presented the inspiring story of Kenmore Air, the largest seaplane airline in the United States continuously operating since 1946. A nice evening it was. We are hopeful to have the event again next year if the winter is pandemic-free. We will announce the date and time later this year. **Thank you to the many prize donors & sponsors listed below. Thanks especially to Steve Brault, who donated multiple tickets to the Aviation High School attendees.**

Ace Aviation  
Aerocet  
Aircraft Spruce  
Alderbrook Resort  
AOPA  
Backcountry Flying Experience  
Charlie Conner and Ann Simpson  
Cirrus Aircraft  
Cloudbase Optics  
Dave Cowan, CFI  
Eagle Nook Resort  
Elder Law – Lisa Saar, Attorney  
Ellison-Mahon Aircraft, Inc.

Garmin  
George Johnson, CFI  
John Goodman  
Kenmore Air  
Lake and Air  
Martin Makela  
Mike Kincaid  
Modern Aviation  
Museum of Flight  
Northwest Seaplanes & Hakai Lodge  
RAM Mounting Systems  
Redington Fly Rods – Stephen Ratzlaff  
Rob Spitzer, Aviation Attorney

Robbi and Doug DeVries  
Seaplane Kitchen & Bar  
Seaplane Pilots Association  
Seaplane Scenics  
Seattle Seaplanes  
Spencer Lake Bar and Grill  
Sporty's Pilot Shop  
Stephen Ratzlaff  
Tailwind Cellars – Robbi DeVries  
Vashon Aircraft – John Torode  
Vertex Aviation  
Wipaire



## KENMORE AIR CHARTER FLIGHTS TO BEGIN BOARDING SOON

A message from Kenmore Air President, Todd Banks:

Kenmore Air is encouraged by the recent trend toward easing restrictions that will allow a measured reopening of our flight operations. As such, we are reshaping plans for our summer season, understanding that some of our partner destinations will not be operational this year. In compliance with new COVID-19 safety standards and to better protect the safety of our customers and pilots, we will be operating with significantly reduced staff.

We believe we can all work together to make this unusual and unprecedented year safe and smart for everyone. As we work toward implementing our COVID-19 Bio Security Program, we are asking our customers to coordinate with friends and family to book travel on charter flights rather than on scheduled service flights. Chartering an aircraft allows customers to travel exclusively with known friends and family and to fly on days scheduled service is not offered. This will help mitigate risk to you and your traveling companions as well as to our pilots and staff. Charter flights with friends traveling to the same destination can result in substantial savings.



Kenmore Air will continue to offer limited scheduled flights. At this point, passenger loads on scheduled service will be capped at 50% to realize social distancing standards. This temporary reduction in load factor will remain in place based on ongoing CDC, Washington State, and San Juan County Health Department guidance. While limited scheduled service will be offered, it is difficult to maintain economic viability on these flights with a reduced seating configuration. For this reason, a much larger percentage of our fleet will be dedicated to charter flights.

To encourage customers to utilize charter flight service, we will offer substantial discounts for both midweek and weekend travel. Seaplane charters will operate with a maximum of 5 passenger seats aboard a deHavilland Beaver and 9 passenger seats aboard a deHavilland



Otter. Landplane charters will operate with 9 passenger seats aboard a Cessna Caravan. [Get rates for charter service here](#). These special charter flight rates are conditioned on booking before June 10. Your feedback and results from this charter program will be used to adjust our summer operations and staffing levels. In the spirit of a safe and successful summer, we hope you will work with family and friends to coordinate this summer's Kenmore Air flights with our charter department. Please call us at 866-435-9524 or email at [Charters@Kenmoreair.com](mailto:Charters@Kenmoreair.com) to make a reservation. We look forward to seeing you soon.

## JUNE UPDATE ON MAINTENANCE & FUEL AT KENMORE AIR LAKE WASHINGTON

As noted in above announcement (Kenmore Air Charter Flights Begin Boarding Soon), Kenmore Air is resuming seaplane flight operations this month. We know many of you would typically fly into Kenmore's Lake Washington base for fuel and/or maintenance services. During this interim time of limited scheduled/charter flights, all services are available by appointment at Kenmore's Lake Washington location.

To schedule an appointment, please email Eric Ellison, Director of Maintenance at [erice@Kenmoreair.com](mailto:erice@Kenmoreair.com). Alternatively, Eric can be reached at (425) 482-2204.

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## DE-WINTERIZE YOUR AIRCRAFT, Eric Ellison

As the weather turns nice and we start thinking about outside recreation again, it is time to wake up those aircraft! Here is a partial list of items to check as you prepare for that first flight:

- Wash and wax to remove the accumulated dirt and grime from the winter. Depending on where the aircraft is stored, there may be moss in the flight control gaps. Springtime brings with it a lot of insect hatches and a fresh coat of wax on the leading edges can help with cleanup.



- A thorough interior cleaning is important. Mold and mildew form easily in the PNW and if not treated, can break down upholstery materials. 303 Aerospace Mold & Mildew cleaner works well for this.
- Check all the flight control systems for freedom of movement, especially trim systems. Control cable pulleys and trim jacks can freeze up when not used regularly. Hinge and pivot points can be lubricated with a light oil such as CorrosionX or LPS 2.
- If any control locks were either not installed, or became dislodged, check the flight control systems for damage related to over travel.
- Look around the aircraft for any bird or insect nests especially in the tailcone, air vents, and cowlings. In the PNW Mud Dauber wasps like to nest in aircraft pitot tubes.
- Inspect radio equipment for proper functionality. Exposure to winter humidity can have a negative effect on electronics. We have found radios full of water due to an unfortunately placed windshield leak.
- Check the ships battery for proper charge. Lead acid batteries will drift down in voltage over time, even with no load on them. Ideally, they should be kept on a trickle charger when not in use, but life does not always permit this. If the battery has been sitting without a charge applied for a long time, it should be top charged for 12-16 hours.
- If the interior of the aircraft was removed for winter storage, reinstallation is a good time to look closely at the seat structures and safety belts for wear or damage.
- Sump all the tanks and the fuel strainer. Rock the plane a little and sump the tanks again. A lot of water can accumulate just through condensation.
- De-preserve the engine if it was winterized. Remove de-humidifying (desiccant) plugs and install the spark plugs. Check intake and exhaust for any covers or silica gel desiccant that may have been placed there.
- Run the engine and check that temperatures and pressures are indicating normally. Exercise the propeller to get fresh oil flushed through and verify smooth operation. If a preservative oil such as 2F was used, the oil should be drained and replaced with normal engine oil.
- If you are looking for a disinfectant to help protect yourself and passengers from Covid-19, there is an aviation specific product from ZEP called “RTU Cleaner Disinfectant”.

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

## EXTREMELY DETAILED SCHEDULE FOR 2020 SEASON SPLASH-INS: KEEPIN' IT "LOOSEY (SPRUCE) GOOSEY"

There is no schedule this year as many of the usual events are cancelled. So, this year we're doing "Pop-Up" style, a.k.a. "Ad-Hoc Flock."

***Have an idea for a splash-in? Then get the word out and organize it!***

Just the location and time gets this wild hair approach. As good seaplane aviators, we will still check the weather, tides, TFRs, etc. Have fun, be safe, get the word out on your event, and take many pictures.

Might do a Pop Up  
on this last run.



### THIS JUST IN, Don Goodman

A "pop-up" fly-in to Lake Isabel occurred on Sunday, 24 May. Three WSPA pilots were able to come in on a perfect day for an Isabel flight. Bruce and Janie Hinds (Seabee), Don and Natalia Goodman (C182) and Chris Duffel and friends (Lake Renegade).

We surprised four campers at the beach. The beach area was inspected for garbage with none found. The "toilet with a view" installed in 2017 on a bench of the hill above the beaching area (a joint USFS/WSPA effort) was found in good shape.

The lake was high with the snow melt and not yet up to tolerable swimming (Water temperature was 37 degrees) ...but that day will come! Isabel is a wonderful fly out within Wilderness yet a relatively short flight from the Puget Sound Basin.



## FOSS WATERWAY DOCK IS BACK FOR USE

In 2013, the WSPA worked with the Foss Waterway Development Authority to enable the use of the seaplane float at the north end of the docks located at [535 Dock Street in Tacoma](#).

*We're happy to announce that the float has been returned to service for the duration of the summer months. You can look forward to a notification from us in the fall when it is removed from service for the winter.*

Keeping waterways open to seaplanes is one part of an ongoing effort made by the WSPA on behalf of our members and fellow seaplane pilots. We provide member updates on seasonal access and offer support in determining appropriate use and procedures for entry into known waterways. If you have questions about a specific waterway or destination, please send us an email ([admin@washingtonseaplanepilots.org](mailto:admin@washingtonseaplanepilots.org)) and we will be happy to assist.



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## RENTON AIRPORT (Wiley Post Seaplane Base, W36) UPDATE

The Renton Municipal Airport and Wiley Post Seaplane Base Are in contract with Mott McDonald and Weidner & Assoc. for design and permitting to clean up and mitigate the flooding event from this winter/spring thaw. We are currently on schedule to hit the summer salmon window for the majority of the large debris removal and dredging work. However, a decent portion of the large obstacles have been removed by airport personnel or nature. A large portion of what we were waiting on was the Presidential Emergency Declaration (which we were awarded last week) and the associated bidding and project management requirements, we are running on all cylinders now. Contrary to past projects, this project will also include mitigation to block future debris from settling west of the delta to provide a longer-term solution. Meanwhile, airport personnel are doing checks multiple times a day to try and keep the low draft areas as clear as possible. If there are concerns about the current status of the seaplane base, please let us know and I will see what can be done in house. Office: 425 430-7471 or Maintenance Cell (during Tower Hours): 206 423-3715.



JASON ANDERSON, C.M. | Interim Airport Manager  
Renton Municipal Airport (RNT) | Clayton Scott Field  
616 West Perimeter Road | Unit A | Renton WA 98057  
[jtanderson@rentonwa.gov](mailto:jtanderson@rentonwa.gov) | [www.rentonwa.gov/fly](http://www.rentonwa.gov/fly)

## PORT ANGELES SPB (W66) UPDATE



provide fuel and access to customs. **Thanks for your hard work, Kevin!**

Hats off / COVID masks off to Kevin Franklin who has put W66 back on the map! Kevin has been working closely with the port planners on a major improvement to the Port Angeles region. 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. There is discussion to

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## WELCOME NEW BOARD MEMBER: AMY FENWICK

Amy officially joined the Board in April but has helped out with website, membership, and events coordination since September 2019. She has had a long-time interest in aviation that was accelerated when she met her husband, Stuart, and his parents - all three experienced pilots, each with an infectious passion for aviation. In October 2019, Amy earned her Private Pilot License (ASES) in a Piper PA-12S on straight floats and hopes to one day earn a land rating. She enjoys frequenting splash-ins & airport fly-ins with Stuart and their two dogs in their Lake Buccaneer.



Amy lives in Spokane but is a native of Northern Michigan where she was raised with 12 siblings. She completed her Bachelor of Science degree in Psychology at Western Michigan University and went on to earn her Master's and Ph.D. in Behavior Analysis at Southern Illinois University. She has served as an educator and consultant in the areas of organizational behavior management, behavior-based safety, and the behavioral analysis of autism and other developmental disabilities. She founded a behavioral consultancy and clinic for children with autism, while serving as a consultant in organizations across the U.S. Through her work with the WSPA, she hopes to expand her professional interests by examining aviation through the lens of behavioral science.

## MEMBER HIGHLIGHTS

We value each of our members as you are the reason we exist. We truly hope that you value your membership with us as well and are finding benefit in the opportunities and information you gain from our events and communications. We would like to take a moment to recognize the following individuals for their lifetime commitment to the WSPA and its efforts.

### WSPA LIFETIME MEMBERS

- John Nordstrom (March 2020)
- Kit Warfield (March 2020)
- Geoffrey Woodard (Since Oct 2019)
- Clayton Chase (Since Sept 2016)

### WSPA/SPA DUAL LIFETIME MEMBERS

- H. S. Wright (August 2019)

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## RECENT DONORS

Several of you have donated more than your membership dues over the years and we thank you. Every dollar helps our mission to *promote seaplane access to Washington waters, promote safe and responsible seaplane operations, foster communications among owners, operators, service providers and the community, and to facilitate events sharing the joy of seaplane flying in Washington and the Pacific Northwest.* The following members went above and beyond their standard membership contribution in recent months:

- Terry Hayes
- Stephen Brugger
- Peter Gross

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## DON GOODMAN, Washington Pilots Association's *Pilot of the Year*

At the 2020 Northwest Aviation Conference and Expo in Puyallup, the Washington Pilots Association named Don their Pilot of the Year. As a fellow seaplane pilot, WSPA board member, volunteer, and friend, it's no wonder they chose Don to be the recipient of their award. Don demonstrates care and concern for his fellow aviators, he exhibits safety in all manner of operations, and he inspires others to give it their all, in life and aviation. Congratulations, Don!





## SHANE CARLSON – NORTHWEST SEAPLANES SCHOLARSHIP RECIPIENT: RAFAEL URREA,

Jack Jacobson



The Washington Seaplane Pilots Association is pleased to announce a Scholarship for seaplane training in the name of **Shane Carlson-Northwest Seaplanes**. Our scholarship winner is Rafael Urrea, a senior at Raisbeck Aviation High School in Seattle. Inspired by his grandfather, a US Airforce Veteran, to pursue a STEM education, Urrea will graduate this June.

The Principal of Raisbeck, Therese Tipton, says in part, “Rafael is quite simply an outstanding young man both academically and personally. Over the course of his high school time he accomplished everything needed to help reach his goal. While taking rigorous classes at RAHS, he also earned 60 college credits at the Museum of Flight’s Aeronautical Science Pathway program after school every day. He also took flight lessons through Rainier Flight School (RFS) and is now ready for his private pilot check-ride. On top of all of this, he was involved with clubs at school, worked part time, volunteered in the community and is devoted to his family.” Urrea has accepted a full scholarship to and will attend Embry Riddle Aeronautical University (ERAU) in Prescott, Arizona. Tipton goes on to say, “He was a natural fit for the scholarship, and I think you will be very proud of him as well.”

In discussion with Urrea, he plans to continue his flying lessons at ERAU with the hope of becoming a commercial pilot. He is excited about the opportunity to achieve a seaplane rating this summer. As a fitting end to this chapter in Urrea’s life, his grandfather passed away knowing that he had been accepted to RAHS, but did not get to witness all this young man has accomplished. Along with his family, he would be so proud. Please join us in congratulating Rafael Urrea.

**Authors Note:** *Northwest Seaplanes is a long-established seaplane service providing scheduled and charter seaplane flights from Renton Airport to the San Juan Islands, Vancouver Island and the BC Inside Passage. Founded by Clyde Carlson in 1988, the company is managed today by his son, Vice President, Shane Carlson. Shane, a commercial pilot with over 9,000 hours is a strong supporter of seaplane aviation and education.*

## DORNIER SEASTAR CD2 COMPLETES FIRST FLIGHT - TOURING THE USA IN 2021

Dornier's prototype, SN1003, is the new generation of the Seastar. The CD2 turboprop amphibious aircraft achieved its first flight on March 28, 2020 at the company's headquarters at Oberpfaffenhofen Airport, Germany. The aircraft received approval to start test flights on March 19 from EASA and Germany's LBA, almost a year behind its original schedule.

The first flight was performed by a Dornier Seawings test crew and took 31 minutes, the company reported. "The first flight was completed successfully and confirmed the nice handling qualities of the Seastar," said chief test pilot, Wolfram Cornelius.



"All systems functioned correctly. The advanced avionic system reflects the state-of-the-art in cockpit design and is a good baseline for future development."

According to Dornier, the Seastar is being targeted at operators who wish to "enhance short to medium-haul trips with lower operating costs and flight times, but higher safety and capacity, efficiently connecting land and sea. EASA type certification is scheduled by year's end and FAA certification will start this summer. They plan to tour the US in 2021.

### **Historical Note on Dornier**

One of the largest seaplanes of its time, the Do X carried up to 100 passengers, with 14 crew, powered by 12 Siemens Jupiter 9-cylinder radial engines each putting out 525 hp.



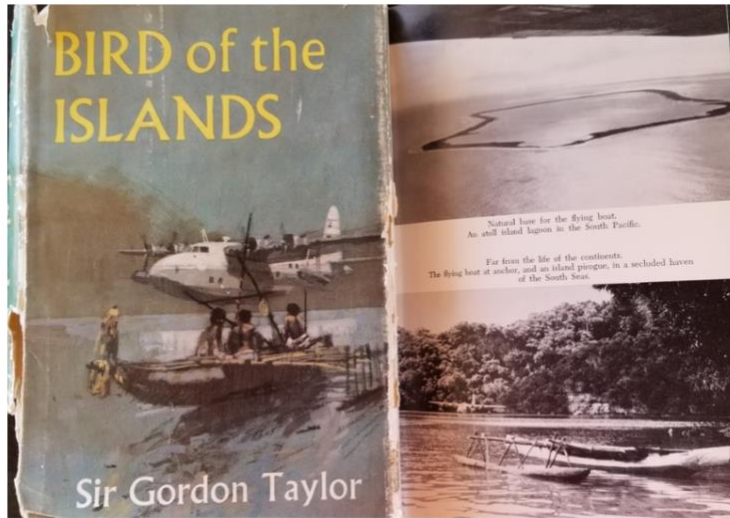
## TRY THIS QUARANTINI:

Something to drink as you go stir crazy with cabin fever in this COVID world (goes well with the book that follows.)

## BOOK REVIEW: BIRD of the ISLANDS, Sir Gordon Taylor

Fantastic story of a 1940's Australian pioneer aviator who, after finding new island bases in the South Pacific, decided to buy an enormous flying boat, a Shorts Brothers Sunderland, to start his own airline service to those same locations.

Even as he was bringing the now famous Frigate Bird II in to alight on Sydney' Rose Bay in 1951 at the end of his historic flight to open up the route for regular



air service between Australia and South America, Sir Gordon Taylor was making plans for a unique flying boat cruise service in the South Pacific. Believing that a cruise service through the South Sea Islands should become a real, personal contact with the islands and their people instead of the usually over-organized tour that so often constitutes the travel, Sir Gordon developed his own individual approach to the venture which always leaves time for the surprising and the unplanned.

*Newsletter Editor, S.H. Cooper*

**AVIATION**  
AMERICAN GIN.

**BUSINESS CLASS**

**COCKTAIL**  
THE AMELIA EARHART

**INGREDIENTS**  
1 oz Aviation American Gin  
1 oz Freshly Pressed Lemon Juice  
3/4 oz Rhubarb Jam Syrup  
2 oz Sparkling Wine



