



FALL/WINTER NEWSLETTER 2021

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Kenmore Air's Norduyn Norsemen and Republic Seabee on Leduc Glacier, BC Canada.

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President's Corner

Stephen Ratzlaff, President WSPA



I hope you all had Happy Holidays! Winter seems to now be here and with the cold weather, it is time to think more about freezing level than visibility in the snow. I was out doing some wheel flying this week and enjoyed watching the snow fly by... until it started sticking! Needless to say I descended to warmer temperatures. We hope you enjoy our newsletter and a big thank-you to Scott Cooper, our fine board member and editor-in-chief who put it all together. There are a few things I want to highlight for you all.

Grounded Hogs

I'm very happy to tell you that we do plan to host our annual dinner, Grounded Hogs, in person! Please mark your calendar for **Friday, February 25, 2022**. We are also informed that the *NW Aviation Conference* is a go and we plan to have a booth. Maybe things are getting back to normal...just maybe.

Renton Airport

As we reported a few months ago, the Renton Airport management met with the FAA and received approval for the airport to remain as a B-II designation, rather than the D-III. What this means is that the airport will not need to

comply with the enlarged RPZ (Runway Protection Zone) and ROFA (Runway Object Free Area) necessary for the D-III. The D-III would have resulted in a 75% capacity reduction of the seaplane base and require numerous hangars and tie-downs to be cut-off or eliminated. We could not be more pleased with this result and want to thank David Decoteau, the Airport Director at the time, and the airport staff for working out a sensible alternative. I would also like to thank the mayor, Armondo Pavone, the transportation director, Martin Pastucha and the Renton City Council with special thanks to council member Randy Corman, who represented

the council on the RAAC. And we would like to express thanks to the Boeing Company for their support and the FAA's Northwest Mountain Region Airports Division. Note that David has since left his position and taken the Deputy Director role at Boeing Field. We are sorry to see him go, but appreciate all he did to support the airport and especially the seaplane base.

This is the culmination of a significant amount of work over the past several years. It started for us around September 2018 when we saw the proposed land-side changes. We began by organizing our WSPA members as well as the broader wheel-plane pilots and tenants. I would especially like to thank Josh Pruzek, the AOPA NW Mountain Regional Director, Rob Spitzer our general counsel who provided legal advice, Karen Stemwell for recognizing the problem early and Shane Carlson for continuing to pursue the issues.

David communicated to us that there will be other changes necessary to comply with the B-II designation including a small shift of the ramp and dock. Those changes will be determined by the end of the year (2021) as the airport works to document the new Airport Layout Plan (ALP) and narrative. This plan is expected to include some improvements and/or modifications to the seaplane ramp and dock. David asked that we provide input on the seaplane aspects of the ALP and offered us the opportunity to be part of the planning process. The airport has determined that they will not need to fully complete the Master Plan, but only the ALP and narrative, which is a detailed drawing of the planned airport layout along with text to describe the details. David has expressed vision and foresight in his desire to make as much space available to tenants and to preserve or grow the capacity for seaplane operations.

To assist in this process, WSPA convened three separate brainstorming sessions to draft up three different designs for the future seaplane base. We prepared one design to comply with the B-II designation and then two other designs to show the potential impact if the airport were to be forced into a D-III RDC. These meetings were held during the months of October and November. During the third and final meeting on November 9, we invited airport staff and the engineering team from Mead & Hunt who are tasked with completing the ALP. Shane Carlson, NW Seaplanes, brought out a Beaver on a float truck so we could have a live demonstration of operations for the airport staff and engineers.

Unfortunately the winds were out of the south at 25 mph gusting to 30 mph, so we were not able to launch the Beaver. Nevertheless, the activity and discussion was worthwhile for everyone. On October 26th, we met inside the office at NW seaplanes and brainstormed different options for future designs of the seaplane base.

Shown here are the attendees on November 9, 2021, with the Northwest Seaplanes' Beaver on the float truck. Unfortunately, we weren't able to launch with the high



winds, but had some great discussion about how to handle a floatplane in all weather conditions.

A lot of people jumped in and joined the three meetings. At the risk of leaving someone out, here is the list of everyone who met in person or signed in during the conference call:

Tom Anderson
Alfred Banholzer
Chuck Barbo
William Bensinger
Stephen Brugger
Shane Carlson
Beth Chapple
Wayne Ciesielski
Bill Clapp
Marc Coltrera
Randy Corman
Chris Duffel
Christopher Duffel
Ben Ellison
Charlie Footh
Steve Hayhurst

Scott Hunziker
Tom Imrich
Jack Jacobson
George Johnson
Anthony Jurcan
Stan Kasprzyk
David Ketchum
Jim Knutson
Matthew Lum
Chad Lundy
Jamie Madonna
Ross Mahon
Martin Makela
Steve McCaughey
Bruce McCaw
Alistair McPherson

Everett Mellish
Mike Moore
Bruce Nourish
Chuck Perry
Jay PerryCook
Josh Pruzek
Stephen Ratzlaff
Jim Schoegg
William Sherman Jr.
Rob Spitzer
Karen Stemwell
Jerry Timboe
Micheleen Versteegen
Austin Watson
Jeff Wiper
James Young

You can all be proud of our fine organization for spearheading this effort and working to maintain our freedom to fly seaplanes



Renton Airport - Logs and Debris at the South end of Lake Washington

We were informed by airport staff that they are pursuing funding of a more permanent solution to prevent buildup of logs and debris to the northeast of the seaplane base. In addition, they will obtain the necessary permits to remove the current flotsam which has accumulated since last winter.

* * * * *

Thank you to our directors and members who work hard to preserve our access to the great water of the Northwest and support our freedom to fly. I salute our board of directors and council who include:

- Scott Cooper, Board Member, Newsletter
- Amy Fenwick, Board Member, WSPA PR
- Kevin Franklin, Board Member
- Don Goodman, Secretary
- Bruce Hinds, Vice President
- Jack Jacobson, Treasurer
- Jamie Madonna, Board Member
- Chuck Perry, Board Member, Industry Representative
- Stephen Ratzlaff, WSPA President
- Rob Spitzer, Chief Counsel
- Kevin Wyman, Board Member, Idaho

If you wish to contact our directors for any reason, here is a board member alias:
board@washingtonseaplanepilots.org

Thank you,

Stephen

WSPA 2022 Grounded Hogs Gala

When	25 Feb 2022 6:00 PM - 10:00 PM
Location	Museum of Flight, 9404 E Marginal Way S, Seattle, WA 98108
Spaces left	138

[Register](#)

We Are Back !!!!

For one evening each year the Washington Seaplane Pilots Association (WSPA) has the pleasure of welcoming you and your guests to an evening of fun at the Museum of Flight. Our Annual Grounded Hogs Gala serves as our primary fundraiser to help fulfill the organization's mission to protect and grow 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.

Cost

Members, non-members, pilots, and non-pilots are welcome! This year, the cost is 99.00 per person. Note that the price increase from previous years is due to a direct rise in cost in catering and the facility. WSPA's goal is always to break even on dinner.

Check your email inbox or visit the Events page on the WSPA website.



HISTORY CORNER: 75 YEARS OF KENMORE AIR

C. Marin Faure Reprinted from the Kenmore Air website

To most of us, flying is simply a fast and efficient way of getting from here to there. But it can be so much more. Accelerating across the water at the point of a sparkling vee of spray, lifting off to look down through big windows at the shining towers of a city beside a deep water bay, skimming close over a jigsaw puzzle of islands and inlets, soaring around the ice-draped peaks and looming volcanoes that make up some of the most impressive mountains on the planet... Now *that's* flying.

That this remarkable experience can be had by simply buying a ticket on Kenmore Air is due entirely to a single gust of wind which shortly before the outbreak of World War II flipped over a tiny, two-seat Aeronca floatplane on Seattle's Lake Union. Seattle seaplane pioneer Lana Kurtzer salvaged the plane, stacked the pieces behind his shop and forgot about it until 1944 when a pair of young Navy Reserve aviation mechanics asked if he'd be willing to sell it.



The rebuilt Aeronca Model K in Bob Munro's backyard, 1946.

Graduates of the Boeing School of Aeronautics, Reginald “Reg” Collins and Bob Munro were looking for an airplane rebuild project to hone their skills during their spare time. The fact the Aeronca was on floats was irrelevant since their post-war plan was to sell it and open a little aircraft repair shop. The agreed-on price was three hundred dollars and the restoration took a year.

In August, 1945 Collins and Munro began looking for a commercial garage to rent to house their repair shop. They found one on Green Lake Way just north of Lake Union, and then their longtime friend Jack Mines came home from flying anti-submarine planes in the Pacific and changed everything.

“Why don’t you start a business with it,” he suggested when he saw the assembled Aeronca in Munro’s backyard. “Offer flight instruction, charter flights, things like that.”

“Well, that’d be interesting,” said Collins. “ But neither one of us knows how to fly.”

“No, but I do,” said Mines, and he outlined his idea. He’d do the flying while Collins and Munro took care of the repair work. The two mechanics were skeptical but Mines’ enthusiasm finally won them over.

The first challenge was to find a place to fly the plane. Mines found it at the North end of Lake Washington, an abandoned shingle mill on a boggy mudflat in front of the town of Kenmore. The owner was willing to lease the property, so the Aeronca was disassembled, trucked to the site and reassembled. Its first flight was on March 21, 1946. Mines made several flights that day, including giving Munro his first flying lesson. As they were pulling the plane out of the water a

man drove down from the highway and asked if they'd be selling flight instruction. Kenmore Air had its first customer.



Kenmore Air in 1948. As you can see, the abandoned shingle mill became a thriving hub.

In addition to the mill the property featured a house with a separate garage and a small building that had apparently served as a chicken coop. Collins and his wife moved into the house, the garage became the repair shop and the chicken coop was slid over next to the garage to become the company's headquarters.

The instruction side of the business boomed almost overnight thanks to the demand from returning GIs. The forty-horsepower Aeronca was too underpowered to be an effective trainer so the company acquired a more powerful Taylorcraft. In a pattern that would be repeated time and time again they got a deal on it because the plane was heavily damaged, but Kenmore's skilled mechanics returned it to pristine condition in no time.

A lot happened in 1946. The company's fleet grew by several more planes as the instruction business took off. Additional instructors and mechanics were hired. But the year also saw the departure of two of the company's founders. Jack Mines was killed when an inadvertent stall caused him to hit the trees while airdropping supplies to a search party in the Cascade Mountains. A few months later Reg Collins announced he was moving to California. Less than a year after they'd started Bob Munro was left to run the company on his own.

Kenmore Air may have been propelled into existence by a gust of wind but it was accelerated down the road to success by a fish. For years Enos Bradner, an avid fly fisherman whose day job was being the outdoor reporter for the *Seattle Times*, had been hearing rumors about big

steelhead trout that spawned in the rivers on Vancouver Island before speeding back to salt water to grow even bigger. In 1950 he decided to find out if the rumors were true, so he called Kenmore to arrange a charter flight. Munro had continued taking flying lessons after Jack Mine's death and had become as accomplished a pilot as he was a mechanic. He agreed to fly Bradner and a photographer to Nahmint Lake deep in the mountains that run the length of Vancouver Island.



A successful fishing charter. Bob Munro (second from right) and the company Seabee.

He used the company's Republic Seabee, a rugged, four-place flying boat. Republic only made the amphibious Seabee for two years but they proved remarkably popular, particularly in the Pacific Northwest, and by the late 1940s there were as many as thirty-six of them parked on the property.

After a day of fishing Bradner had confirmed two things. The rumors were true, and the Nahmint steelhead weren't just big, they were monstrous. He described his experience in his next column and the phone in Kenmore's little office began ringing off the hook with requests for charter fishing flights.

In early February, 1953, it rang with a charter request from Ketchikan, Alaska, that would lead to some of the most unique flights ever undertaken by any seaplane operator on the planet. The customer was a Canadian prospector named Tom McQuillan, and what he wanted was to be flown onto the surface of the Leduc Glacier in the Coast Range some eighty miles northeast of Ketchikan. He was convinced the mountains beside the glacier held massive deposits of copper and he was desperate to stake a claim before anyone else could get there. The air services in Ketchikan turned him down but someone suggested he call Bob Munro at Kenmore Air.

“He’s a hell of a pilot,” the man said. “He’s also not the kind of guy who’ll panic if something unexpected happens.”



One of Kenmore Air's Norduyn Norsemen and the company's Republic Seabee on during the Leduc Glacier airlift.

Munro agreed to give it a shot. Two days after his arrival in the Seabee he and company pilot Paul Garner loaded up McQuillan, his assistant and their equipment and took off for the glacier. Kenmore operated their Seabee without its external retractable landing gear, so the hull touched down smoothly on the snow-covered surface and slid to a stop. After unloading, the four men wrestled the plane around to point downhill, stomped out a short runway in front of it and Munro and Garner climbed in and took off. The flight had been a dramatic proof-of-concept that was to serve Kenmore Air well for the next two and a half decades.

With his claim staked, McQuillan’s next challenge was to establish an exploratory mine to determine if the mountains did indeed hold a treasure-trove of copper. Doing this would require a permanent camp. Wall tents, support platforms, stoves, air compressors, pneumatic drills, stacks of fuel drums, even a washing machine had to be set up on the slope above the glacier. Packing all this in would take ages so it was back on the phone to Kenmore to see if they could fly it directly onto the surface of the glacier. Munro saw no reason why not although it would take a much larger plane than the Seabee to do it.

Fortunately, Kenmore Air had two of them. The big Norduyn Norseman, nicknamed the Thunderchicken, was Canada’s first, purpose-built bush plane. Kenmore had acquired theirs in poor condition, but the company’s mechanics soon had them in first-class shape.

At the beginning of March McQuillan put together a floating camp and moored it in Burroughs Bay, sixty-miles northeast of Ketchikan. From there it was a thirty-mile, continuously-climbing flight to the surface of the glacier. Using the Norsemen and the Seabee, Munro and pilots Paul Garner and Bill Fisk began flying in the tons of supplies and equipment McQuillan was having barged in from Canada. Every load was a challenge. Bundles of lumber were lashed to the float struts. A tractor had to be taken apart and the pieces flown in separately. The air tank for the compressors was too big to fit inside a Norseman, so it was torched in half with each half loaded to stick out the doors on either side.

When the weather cooperated and with the miners McQuillan had hired doing the unloading, each plane could make several flights a day. The record was thirteen, with Munro flying six and Garner five while Fisk flew two loads of food in the Seabee. The surface of the glacier took on the appearance of a ski slope from the tracks of the arriving and departing seaplanes.

The final flight was on April 29, and the planes headed south the next day. By midsummer McQuillan's exploratory mine was in full swing. Backed by a mine development company in Vancouver, it proved the mountains held copper in amounts surpassing McQuillan's wildest expectations. The success of the famous Granduc mine, which pulled copper out of the mountains until 1984, was the direct result of Bob Munro's willingness to take on a challenge no one else wanted to tackle.

Kenmore Air may have thought they were done with glaciers, but the glaciers weren't done with them. In the summer of 1968, the phone rang with another request to fly equipment and supplies to a glacier. This time it was closer, the little South Cascade Glacier in the mountains a mere seventy miles northeast of Kenmore Air's home dock.

The person on the phone was Wendell Tangborn, who'd recently been put in charge of a research station where scientists were studying the glacier's structural zones and their behavior and how its recession might affect the region. Tangborn needed a fast and reliable way to get supplies in and data and study samples out.

Initially, the idea was to make the flights to the lake at the foot of the glacier. Using maps provided by Tangborn and the performance data for the airplanes they'd be using, Munro determined that landing and taking off from the tiny, kidney-shaped lake was possible. He also determined that once he started a takeoff, he was committed to it. The lake was too small to cut the power and stop once the plane was into its takeoff run.

The two Thunderchickens had been sold off years earlier. Two years before Tangborn's phone call, Kenmore had purchased its first de Havilland Beaver. Like the Norseman, the Beaver had been designed specifically for the Canadian bush. But instead of the Norseman's heavy tube-and-fabric construction and truck-like handling, the Beaver utilizes lightweight, all-metal construction and it flies like a dream.

The Beaver quickly came to define Kenmore Air. The company began acquiring more of them, many as Army surplus hulks. But Kenmore's wizard mechanics turned the hulks into planes that were better than even de Havilland could have imagined. Under the guidance of service manager Jerry Rader, they increased the cabin capacity, created more comfortable seats and installed bigger windows to give passengers an even better view of the amazing geography they were flying over. The end result was what operators around the world began referring to as a Kenmore Beaver.

Munro's first flight to the tiny lake was a success and for the rest of the summer Kenmore made at least one flight a week in support of the station. Then in October the lake froze over. The surface of the South Cascade was too uneven to land on in the summer but once the snow

began to fall it was a different story. Drawing on everything he'd learned during the Leduc airlift, Munro took his favorite Beaver, N9766Z, and went up and tried it. It worked and Tangborn's research projects could now carry on through the winter.

As dramatic as the glacier flights were, they made up just a fraction of the company's income. The charter business had grown to include daily flights to the resorts scattered through the maze of islands that make up the lower British Columbia coast. Stops included April Point, Farewell Harbor, and Big Bay, where guides took guests out to fish the edges of the huge whirlpools that form in the narrow passes between the islands. The violent water churns up food which attracts schools of herring which in turn launched trophy-sized salmon into a feeding

frenzy.

Kenmore's growing fleet of immaculate Beavers might have been the public's image of the company but there was a lot more to it than that. The maintenance and repair side of the business had evolved right along with the company's airplanes. In the beginning, while Jack Mines was out giving lessons, Collins and Munro would be hard at it in the garage rebuilding engines or fixing components of customers' planes.



Kenmore Air's first Turbo Beaver. (photo by C. Marin Faure)

In 1961 the original house, garage and chicken-coop office were knocked down and a pile driver began hammering in the supports for a combination office and hangar building. Designed and largely built single-handedly by Kenmore's genius facilities manager, Bill Peters, the building still stands today as the company's headquarters.

Word spreads fast in the northwest aviation community and it wasn't long before Kenmore's Beaver-rebuild mechanics found themselves putting together planes for operators in Alaska, Canada and even overseas. Winters began seeing planes in the hangar with names like Alaska Island Air, Taquan Air Service and Pacific Wings on their sides, flown south for an off-season overhaul.

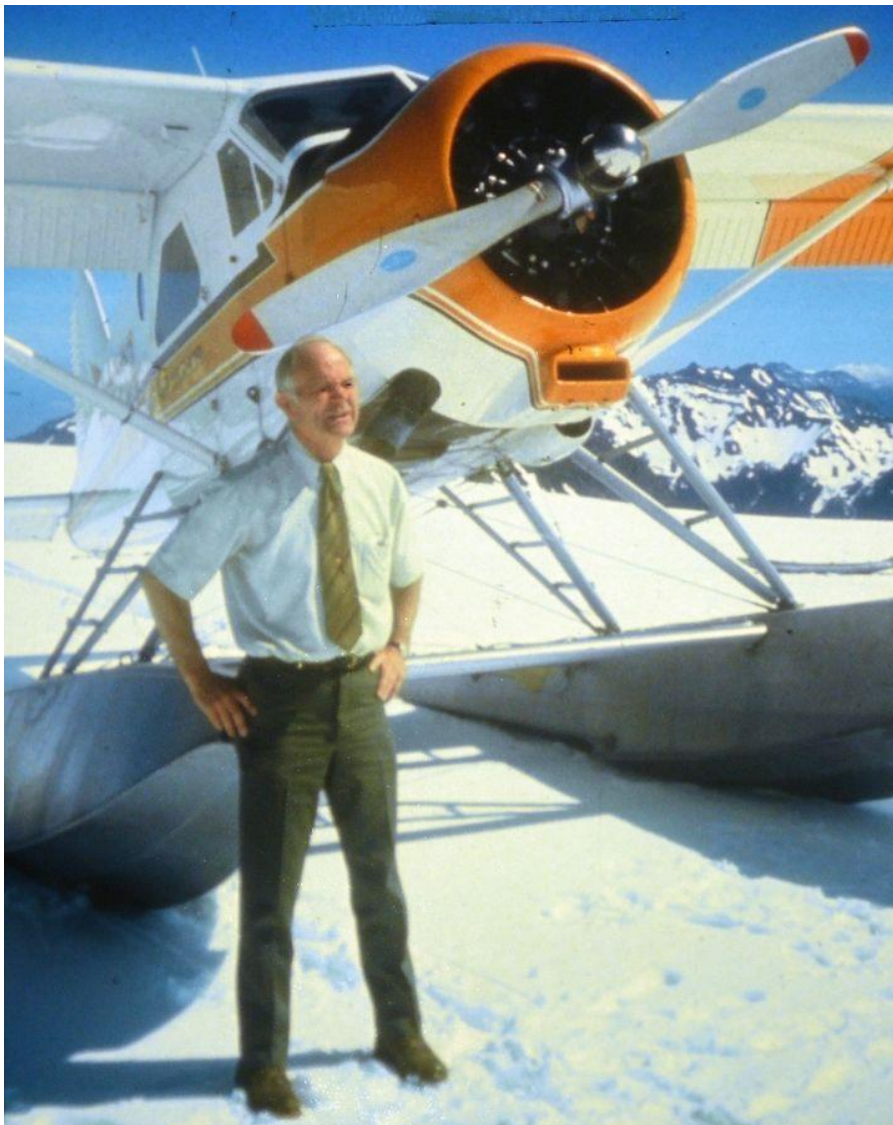
In the spring of 1970 one of Seattle's newspapers ran an article about Kenmore Air's South Cascade Glacier operations. That same afternoon Munro got a call inquiring if he'd be willing to

do the same thing for the University of Washington's research station on the Blue Glacier. Spilling off the summit of Mt. Olympus on the Olympic Peninsula far from Seattle's automotive and industrial haze, the Blue was an ideal place to study weather, air chemistry, and cloud physics as well as the glacier itself. The station was perched on a ridge beside the rounded upper level of the glacier. Nicknamed the Snow Dome, it was flat enough to land on.

Munro pored over the maps and photos the university had provided. The Snow Dome was definitely long enough to land on. But was it long enough to take off from? According to the map and the Beaver's performance figures it wasn't. Not even close.

But Munro's examination of the photos showed him something the maps didn't. A narrow extension of the Snow Dome continued past the research station and spilled off the mountain in a smooth curve of ice to dive steeply into the valley below.

The only way to find out if his idea would work was to go up and try it. Compared to the South Cascade, landing on the Blue was a snap. The two researchers who'd accompanied him helped



turn the Beaver around and then climbed back in and tightened their seat belts as Munro advanced the throttle to takeoff power. The plane began to accelerate but it was obvious it would never reach flying speed before it reached the end of the Snow Dome. But Munro held his nerve and kept going. Six-Six-Zulu was still way too slow when it reached the end and pitched over the edge. It was like a roller coaster, Munro said later. The plane picked up speed fast as it thundered down the slope until at an angle approaching forty-five degrees it reached flying speed. Munro eased back on the yoke and 66Z lifted off the snow and rocketed toward the floor of the valley. Resisting the urge to pull back too hard, Munro coaxed the plane out of its dive and headed for home.

Bob Munro with his beloved Six-Six-Zulu poses after a glacier landing.

Kenmore Air supported the Blue Glacier station for the next seven years, ferrying everything from drums of stove oil to sensitive research instruments to the Snow Dome and hauling away the station's empty containers and trash. And while the flights themselves became relatively routine, the dramatic pitch over the icefall on takeoff never ceased to be a thrill.

Lake Union Air Service had been around almost as long as Kenmore Air, and in the early 80s a new owner decided to make it a serious contender by starting scheduled service to the most popular destinations in the San Juan Islands. Kenmore met the challenge by starting its own scheduled service, which meant that passengers could now get to and from the islands by simply buying a ticket rather than chartering an entire plane. The service was an immediate success and it was soon expanded to include destinations farther north in British Columbia.

Both companies began to struggle as the competition heated up. Something had to give and it did in 1991 when the over-extended Lake Union company found itself descending toward bankruptcy. Munro could have waited until his competitor failed altogether, but instead he made the owner a fair offer and Kenmore took over the company's Lake Union facility as well as its lucrative route to Victoria on Vancouver Island.

Kenmore Air entered the jet age in 1986 with the acquisition of a de Havilland Turbo Beaver. With a longer fuselage and a turbine in place of the standard Beaver's piston engine, the Turbo Beaver carries more, goes faster and has significantly longer maintenance intervals. Kenmore got a good deal on theirs because someone had run it into the side of a truck and wiped out the front end. Which was fine because Jerry Rader's plan was to replace the original 1960s-era turbine with a brand new, more powerful version that was better suited for saltwater operations. Kenmore's Beaver shop totally rebuilt the plane and it joined the fleet in 1988. A major benefit became obvious on its very first flight. The turbine, with its large, slower-turning propeller, was noticeably quieter than the fleet's piston-powered planes. A year later, the company added a second re-powered Turbo Beaver.

The success of the Turbo Beavers convinced Munro to approve the conversion of Kenmore's largest plane, a ten-passenger de Havilland Otter, from piston to turbine power. Using an FAA-approved conversion kit that incorporated the same state-of-the-art turbine Rader had used in the Turbo Beavers, the end result was a plane that matched Kenmore's needs perfectly. Today, the fleet includes ten of them.

Fifty-four years after the flight that launched Kenmore Air, Bob Munro retired. His son, Gregg, became president of the company while grandson Todd Banks took over the day-to-day operations. When Seattle-based Horizon Air ended its scheduled service to Port Angeles on the Olympic Peninsula, Banks saw an opportunity with potential. Using nine-passenger Cessna Caravans on schedules tied into the most popular arrival and departure times at Seatac International Airport, Kenmore Express began offering scheduled and charter flights between Seattle's Boeing Field and airports on the Peninsula, in the San Juan Islands and in British Columbia.



Turbine Otter at Kenmore's home dock. (photo by C. Marin Faure)

The enthusiastic reaction of passengers as they try to take in every detail of the maze of inlets, bays and islands passing below them did not go unnoticed by Kenmore's pilots. Remembering his grandfather's fascination for the country he'd flown through for so many years, Banks wondered if people would be willing to pay for the experience of simply going for a ride in a floatplane. The only way to find out was to try it, so the company initiated a sightseeing flight over Seattle. It proved so popular that Kenmore added a volcano flight that gets passengers up close and personal with Mt. Rainier and Mt. Saint Helens, and an Olympic Peninsula flight that includes a pass over Mt. Olympus and the Blue Glacier. Depending on the day's fleet assignments, passengers may find themselves gazing down on the Snow Dome from Beaver Six-Six-Zulu, the exact same plane Munro flew on his South Cascade and Blue Glacier flights.

The magic of flying in a floatplane is you go low and slow. With big windows and a high wing, every seat offers a panoramic view. Which is exactly what you want as you look down into the steaming crater of Saint Helens or watch a pod of whales from the altitude of a soaring eagle.

Whether the objective is to experience a unique perspective above an amazing corner of the planet, add to a collection of dramatic photos and videos, or fly to a destination with its own promise of adventure, Kenmore Air has spent the last seventy-five years perfecting its ability to deliver. It's a history every passenger lives in person from the moment their plane begins to accelerate across the water.



Author C. Marin Faure was born in San Francisco, California and grew up in Honolulu, Hawaii. After graduating from the University of Hawaii he worked in commercial television production for eight years before moving to Seattle, Washington and joining The Boeing Company as a marketing film and video producer/director, a job that has taken him all over the world.



~~A.O.G.~~ H₂O – Hydraulic Failure on a Water Landing

Scott Cooper, WSPA Board of Directors, Newsletter Ed.

It was a fine Summer day in June and I had some family in town for a visit to spend time and to do some flightseeing. "No better way to see the Pacific Northwest than in a seaplane," said I. So off we went to Harvey Field, opened the hangar and rolled out our Republic RC-3 Seabee, nicknamed **Surf & Turf**. I did my preflight, safety briefing, and got everyone strapped in. Took off out of S-43 (Harvey Field) and headed out over the Sound and southbound to our property on Treasure Island in Case Inlet. A beautiful day, lots of boats out on the water, it was the PNW at its very best. We had a smooth water landing and came up to the beach, shut down and got everyone out.



Got the grill started and put my suit on for a quick swim (the water gets nice enough to swim in Case Inlet since its not much deeper than 40 ft. Grilled hamburgers, drank lemonade, then cleaned everything up and headed back to the seaplane. A smooth takeoff and we headed north to return home, this time over Lake Washington, another beautiful site, and even more people out on the lake than on the Sound. Well, I like to get at least one freshwater splash for every salty one, so headed over near Sand Point by the decommissioned Naval Air Station and found a spot on the water that looked ideal. I did a pass to look at the water surface and wind conditions, then turned around for the water landing. Came in just above the water, back off the power and we hit harder than normal, *ba-bam* (now we are airborne again), then another few skips through the rough waves and we eventually came to a stop. I remember thinking – geeze these lake waves are intense; I've had smoother landings on Puget Sound... Then announced, "Gee, sorry about that hard landing folks, bigger waves than I expected on this lake." I reached for the gear lever to put the gear down for a "wash" and heard a "clunk" in the bilge. The gear did not move, so I tried the hand-operated wobble pump and still nothing. When I opened the floor hatch, I had my answer as I saw a puddle of red hydraulic fluid - a hydraulic line had come loose upon landing. So now to get to shore and have a closer look. Mathews Beach was straight ahead, so headed there and found a secluded cove to drop anchor. With my head in the bilge, I could see the hydraulic line that gave way and broke loose. The high-pressure line/tube was not flaired very much and sooner or later would have come apart. So now what to do? I don't have hydraulic tools onboard, nor do I have enough hydraulic fluid. Can I

anchor overnight in Lake Washington? I know that is not allowed in nearby Lake Union. I made some calls to my wife for a ride home and to Bruce Hinds for advice. So, my short term plan was to get my passengers home and to come back in the morning with some better ideas. The next day I came back and decided to motor-boat up to Kenmore Air Harbor for some repairs. Water taxiing several miles with a tail wind proved tricky, yet I found the right combination of aileron position and an open passenger door to keep me on course to the north end of Lake Washington.



The folks at Kenmore were great, I called them on the radio and they met me at the dock. Within a few hours they had a temporary fix so I could get the gear down - so I power up, left the dock, lowered the gear, and brought the seabee up their ramp and into the parking lot. We got the repair scheduled for later in the week and it only took a few hours for their

maintenance crew to fix the hydraulic system and bleed the new fluid. I was back up and flying in no time and ready for more rough water landings. Many thanks to everyone at Kenmore Air, especially Eric Ellison and Chris Edwards!!!





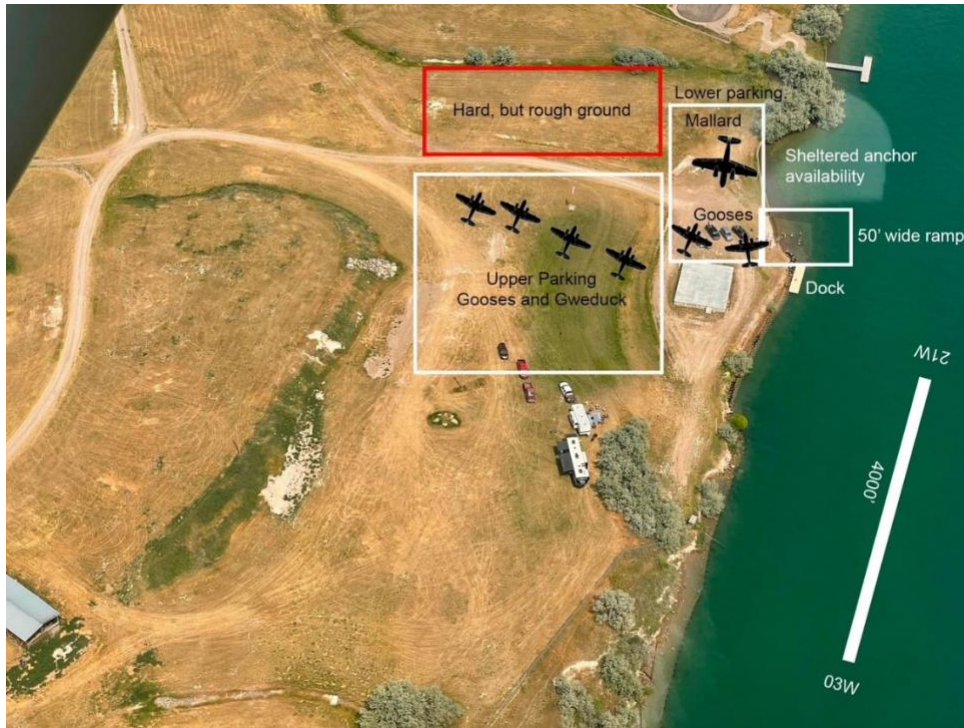
Turbine Gooses piloted by Doug DeVries and Larry Teufel.

Logbook Reveries: Montana Splash-Ins at Flathead Lake and Lake Mary Ronan

Addison Pemberton, WSPA Member

During the 2019 WSPA Priest Lake Splash-in hosted by the very gracious Fenwick family at the Tanglefoot Seaplane Base, a grand idea was launched: Dennis and Tammi Buehn of the Reno Air Races and Grumman big-boat fame suggested we consider an event at the Polson Montana Seaplane Base.

As a look-see at logistics, I flew my C-185 over to check out the Polson ramp and seaplane digs, as well as local lake safety. We met with Dennis and Tammi to check out the Polson ramp which is in wonderful condition and 50ft wide. The Polson Airport is located at the south end of big Flathead Lake. Its waterway (Flathead River) is more than adequate for even larger Grumman flying boats. A date of August 13/14, 2021 was nailed down, and an e-mail was sent out to various Grumman flying boat pilots. An enthusiastic 7-ship response came back from several Grumman owners.



Bird's-eye view of Polson waterway and seaplane ramp.

Two cancelations yielded 6 aircraft on the grass at Polson by Friday early eve with smoke challenged arrivals. Two Turbine and two piston Gooses, the Fenwick Mallard, and the Buehn support Super Cub on amphibious floats made Polson look like seaplane nirvana as we

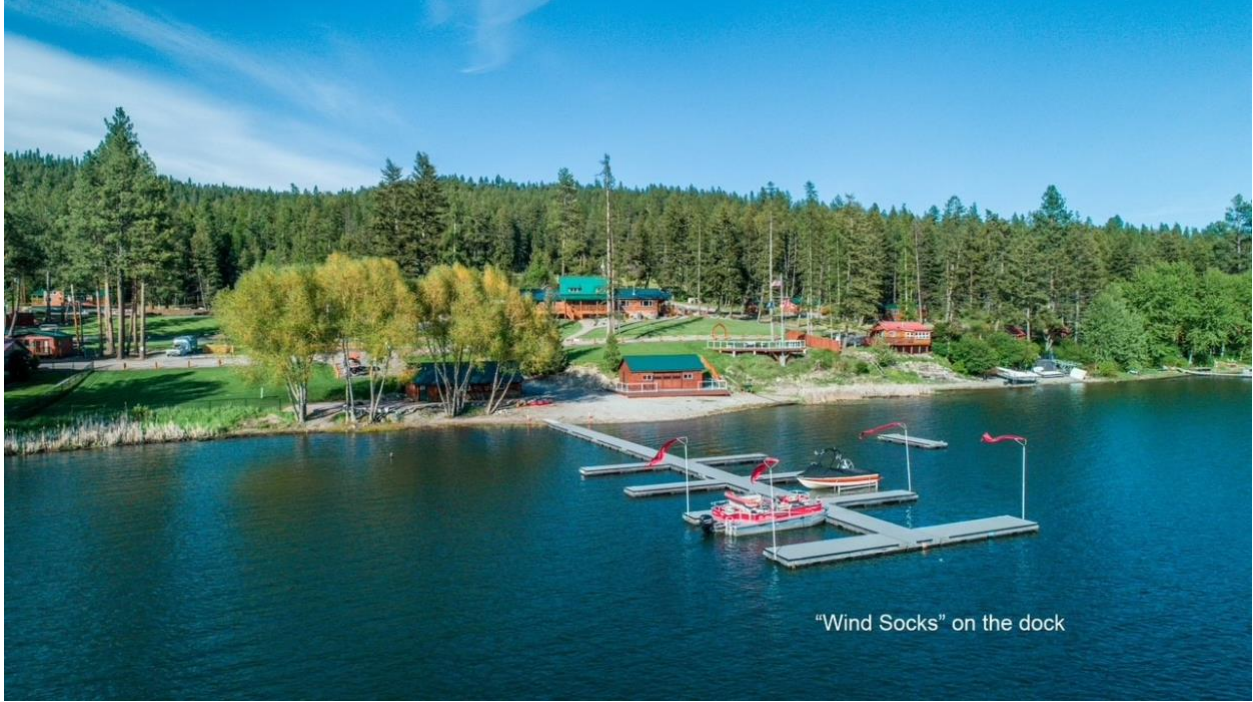
headed to The Shoe, a lakeview resort across the road for a catered dinner overlooking Flathead Lake.



Saturday morning after a bit of ramp banter, we launched the fast airplanes first for the short 20+ mile leg to the Lake Mary Ronan Resort, which sits at 3900ft with 2.1 miles of water. Aircraft circled overhead in trail as single-file landings were made with easy approaches and light winds to the north. A local 185, one 180 on straight floats, and two Super Petrel amphib joined the Buehn Amphib Super Cub on the dock and beach.



Piston Geoses piloted by Jay and Addison Pemberton of Spokane, Washington, and Mike Rinker of Tennessee.



"Wind Socks" on the dock

Drone view of Lake Mary Ronan Resort

The Lake Mary Ronan Resort is first class with a stunning venue and history. We anchored the five Grumman boats with enough spacing to prevent a bumper car show if the wind picked up. A rubber Zodiac boat shuttled the 28 of us to the dock. With live background music, we all enjoyed lunch on the resort's beautiful deck overlooking the lake. The Lodge provided a pontoon party boat for some stunning water-work snapshots by Moose Peterson behind the Nikon shutter.



Grumman Mallard (J57) piloted by Stuart and Loel Fenwick of Tanglefoot Seaplane Base in Coolin, Idaho.

Clockwise from left: Helga Sallmon, Loel and Axel Fenwick, Scott Slay, and Stuart and Amy Fenwick being transported from the Mallard to the dock.





Lake Mary Ronan Lodge

In short, the Polson venue proved to be capable of supporting multiple aircraft on the Polson seaplane ramp and grass as well as local lodge resorts. Moving forward, we hope to include all who might have an interest in a future visit. **Operation: Test the Water** proved to support a larger future event.



Loel Fenwick's Grumman Mallard on the runway at Polson.

Flying Funnies

Multiple Sources

Some humor to cheer you up.



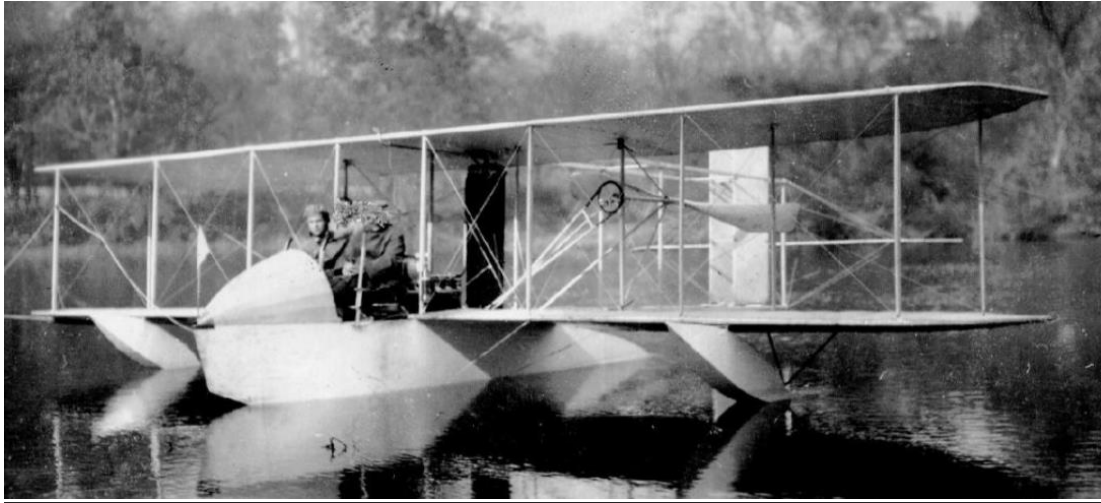
Take your kid to work day



images from <https://perfectdaytoplay.com/travel-meme-covid/>

New book finds flight locations based on historic photographs

Scott Cooper, WSPA Newsletter Editor



Wright Brothers: Then and Now In this book, photographer Daniel E. Cleary matches historic photographs to current day landscapes to pinpoint where many of the Wright Bros. flights took place. These images represent moving back in time while standing in the present. Three Pictures: Above: Wright Model G "Aeroboat" in the Miami River Moraine, Ohio, Below: Wright Flyer at Kitty Hawk, North Carolina. Bottom: Wilbur Wright, after circling the Statue of Liberty, flies over New York Harbor.





WSPA Scholarship Program: Grants to Grads

Jack Jacobson , WSPA Treasurer



Here is a picture of Rafael Urea and his Kenmore instructor Robbie Farwell. He completed his SES rating this Summer and is now a sophomore at Embry-Riddle Aeronautical University, Prescott Arizona.



Same airplane – different paint
Same aviator – different age

Here is a picture of Max Welliver, another one of our scholarship recipients. Max completed his SES this summer in the same plane that he went for a scenic ride in some 7 years ago! It was yellow and is now white. He is pictured with Fred Brink, FAA Flight Examiner at Kenmore who was his check ride pilot. Max is a freshman at Embry-Riddle Aeronautical University in Prescott, Arizona.



2022 Conference:

Northwest Aviation
Conference & Trade Show

February 26 & 27, 2022

WA State Fair Events Center,
Puyallup WA

MEMBER NEWS

Providing lift to WSPA's efforts

Updates through end of October 2021



Members directly support the WSPA through annual membership dues and participation in various events hosted throughout the year. In return, the WSPA works to fulfill our mission to protect and grow 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. To all our members and event attendees, THANK YOU for your support!

Memberships New / Renewed (May-Oct)

Aaron Beckord
Amy and Stuart Fenwick
Andre Goodrich
Anthony Jurcan
Bayan Towfiq
Brian Fleming
Cecilia Aragon
Cody Philleo
Craig McCaw
Dan Gase
David Woodcock
Devin Ossinger
Edward Johnston
Greg Anders

Jeff Akridge
Jenni Martin
Jim Immler
Jim Chamberlain
John Gotschall
John (Wally) Wallace
Joseph J. Miner
Kevin Ware
Kirby McDonald
Mark Long
Mark Hanneman
Matt Smith
Mel Malkoff
Michael Conley

Michael Hale
Mike Versteegen
Paul Larson
Robert Latapie
Seaplane Scenics
Shawn Elston
Stephen Saslow
Steve Koester
Steve Whisler
Timothy Fiedler
Tom Young
Tonya Rutan

Membership Stats (May-Oct)

22 WSPA Annual Memberships
17 WSPA/SPA Annual Dual Memberships
1 Lifetime Membership – Steve Taylor

Donations Open Waters Fund (May-Oct):

None

In Memoriam: JJ Frey - A Seaplane Legend



The Seaplane Pilots Association and the board of directors and staff are deeply saddened by the passing of JJ Frey, known to all as Mr. Seaplane. JJ died peacefully at his home in Middlebury, Connecticut, on Wednesday, October 6.

JJ was an essential part of the entire history of the Seaplane Pilots Association from its inception 49 years ago. He served on the board in various roles including as President and Chairman of the Board. JJ was a great friend to all. Whether he was sharing wild tales of his seaplane adventures or providing wisdom on the art of float flying--he wrote ***How to Fly Floats***, the definitive book on seaplane flying that has sold in excess of a quarter-million copies--our lives were enriched by his presence.

Julian Jordan Frey Jr. was born in Detroit, Michigan, on September 24, 1932, the son of the late Julian Sr., and Muriel Frey. He was a proud graduate of Hobart College, Class of 1955. He spent his entire career in the aviation industry with the EDO Corporation in Long Island, New York, retiring as President of the Seaplane Division. He spent his retirement between homes in Middlebury and Sarasota, Florida, and making appearances with Kenmore Air, which had purchased the rights to EDO floats.

JJ is survived by his wife of 66 years, Janet, and their three sons: Julian Jordan Frey III and his wife Paula, Tucker Frey and his wife Marilyn, Barclay and his wife Roya; as well as numerous grandchildren and great grandchildren.

All services are private and at the convenience of the family. Munson Lovetere Funeral Home assisted with the arrangements. To leave an online condolence please visit www.munsonloveterefuneralhome.com

For Sale

1948 SUPER STINSON 108-3

Questions?/Interest? Contact Kenny, Cell# 360.904.6093, klweihl@gmail.com

TT 2962
SMOH 634.5
SPOH 48.9

Avionics / Equipment

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Garmin GTX335
Transponder ADSB in/out
A210 ICOM
Super Clock DG
Gyro
EGT/CHT
4PL PM 1000-11 Intercom
Volt/Amp Meter
Carb/OAT Temp
DG Vacuum
Gyro Vacuum
ALT
Airspeed
Turn & Bank Electric

Airframe

2440 EDO Floats
Extended Baggage
Compartment
Two Fishing Pole Holder Tubes

Engines / Mods / Prop

0-470R Continental
Airwolf Oil filter/Oil separator
New mufflers
Sky Tech starter
New generator
87in McCauley Prop

Interior / Exterior

Polyfiber Fabric 2012
Gold/White Interior 2012
Shoulder Harnesses



WSPA BOARD OF DIRECTORS

The Washington Seaplane Pilots Association is managed by a board of volunteers, each with varying levels of aviation knowledge and experience. The actions of the board represent the interests of its members.

It is the intent of the board to carry out meaningful actions that advance the mission and goals set forth by the organization. [Click here to read more about each member](#), and don't hesitate to reach out with any questions.

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For general questions, send us an email to admin@washingtonseaplanepilots.org.

If you have questions, photos, or interesting stories you would like to share, we'd love to hear from you. Contact our Newsletter Editor, Scott Cooper, and you may find your story show up in a future issue.

As a reminder, in a recent newsletter, we appealed to those with knowledge of the history of the WSPA to reach out and share any insights on the events and actions of the board of the past. Our board is relatively young in our relationship to this organization, and we would like nothing more than to recognize the efforts of our founders and carry out the vision they imagined for our members.

Thank you to this edition's SkyWriters: Addison, Amy, C.M. Faure, Jack, Stephen, & Scott