

Winter 2017, V6.1

*Kirkland Hearing - Jan 30*

*Grounded Hogs - Feb 24*

*NWAC - Feb 25,26*



# WASHINGTON SEAPLANE PILOTS ASSOCIATION

Promoting  
Safe Flying

Protecting  
Washington  
Waters

[www.wa-spa.org](http://www.wa-spa.org)



# WSPA NEWS Winter 2017

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## PICTURE OF THE MONTH



*WINTER FLYING ANYONE?*

## EVENT CALENDAR

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

- February 24, 2017 Grounded Hogs Dinner, Museum of Flight
- February 25,26, 2017 PNW Aviation Conference, Puyallup Fairgrounds
- Board Meetings Noon, Third Wednesday Monthly, at ACE Aviation, Renton, WA

### GROUNDING HOGS - FEB 24, 2017

#### Friday, February 24th, 2017, 6:00 PM, Museum of Flight, Seattle

This year, we will be in The Museum of Flight Side Gallery. Come and enjoy the Grand Gallery of Aviation. *Wow, What a Venue!*

**REGISTER SOON** as registration will open to NW Aviation Conference Attendees very soon and we expect a large turnout of seaplane pilots and guests.

Participate in our annual raffle fund raiser. We have lots of great prizes ever year. Look for a list of sponsors and prizes in an upcoming announcement.

#### Guest Speaker, Jules James, will speak on The Rise of Water Flying from Lake Union

Enjoy the first days of glory for Lake Union water flying, the bustle of Bill Boeing, Eddie Hubbard, Percy Barnes and others as they pioneered commercial aviation from the foot of Roanoke Street.

Pilots in the early 1900's found water softer, smoother and cheaper than dirt. Accordingly, Seattle was well situated for becoming the nation's trunk airmail route across the Pacific. Bill Boeing launched his race to Alaska, the Orient and beyond from a 3-bay seaplane station on Lake Union. Hear the real stories behind:

- Boeing's Roanoke Seaplane Station: 1915- 1918
- Airmail Race to Alaska: 1918 -1935
- Birth of Commercial Flying: 1920 -1925

#### Museum Access Included

Early arrivals can attend Museum of Flight as entrance is included all day for event attendees. Check in at the admission desk and state that you are attending the WSPA event that evening. You will be given a private event wristband that will allow you to tour that day. Admission is only good for you and your guests that are attending the event that day.



## Schedule & Menu

### 5:00 MOF Closes to Public for Event Set Up

### 6:00-7:00 Reception

Cash Bar

Imported & Domestic Meats and Cheeses

Assorted crackers

### 7:00-9:00 Seated Dinner Buffet & Talk

Artisan Lettuce Blend Salad with spiced pecans, dried cherries, mandarin oranges, Oregon bleu and raspberry vinaigrette Broccoli Cashew Salad with bell peppers, red onion and toasted sesame dressing Seasonal Sliced Fruit Platter Artisan Breads with sweet cream butter Herb & Garlic Marinated Breast of Chicken with sundried tomato basil cream sauce Roasted Snapper with lemon chive panko and cioppino sauce Roasted Garlic Yukon Gold Mashed Potatoes Sautéed Green Beans Almandine Truffles for Desert

### 11:00 Conclude

Visit WSPA and SPA at the Puyallup Aviation trade Show the weekend of Feb 25 and 26, 2017 See you there. <http://www.washington-aviation.org/NAC&TS.html>

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## NORTHWEST AVIATION CONFERENCE FEB 25, 26

Visit WSPA and SPA at our booths at the NWAC in Puyallup.

The Northwest Aviation Conference & Trade Show, February 25-26, 2017 is an opportunity to support the aviation industry while gaining exposure with aircraft owners and pilots.

Large exhibit area (122,000 sf)

400+ display booths and static aircraft displays

National speakers – pilot, owner & maintenance tracks with 75+ hours of aviation seminars

Centrally located near Tacoma, Seattle and SEATAC more

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## SEAPLANE SEMINARS

### *Seaplanes 101*

*Saturday 9:15 AM*

Room E | North Foyer

Steve McCaughey, Seaplane Pilots Association

Who needs a runway when you are surrounded by water landing sites in the Northwest. This seminar will help refresh seasoned float pilots and connect new or interested float pilots with the tools and tips needed to become a safe and skilled float rated pilot.

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### *Seaplane Preflight Post Flight and Base Operations*

*Saturday 10:30 AM*

Room E | North Foyer



Austin Watson, CFI, Washington Seaplane Pilots Association

Seaplanes have no brakes and once you cast off you are on a journey to somewhere. You better have a plan. What you do before and after you actually fly makes all the difference between a good day and a bad day for a seaplane pilot. Come and learn about how to prepare for a seaplane flight, launch your aircraft into the water and handle it on a dock or ramp and in the vicinity of other seaplanes. Find out what the worst thing that can happen to a seaplane pilot is.

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***Don't Leave Home Without It***

***Sunday 2:30PM***

Room B | Pioneer

Steven McCaughey, Executive Director of the Seaplane Pilots Association.

This hands on safety gear workshop will show you how to build the ultimate flying emergency kit. Learn how to build the kit that has been assembled from the lessons learned from this former US Air Force Special Operations member that has flown back country flights from Alaska to Australia and many places in between.

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## **CENTRAL OREGON SPLASH-OUT – TOTAL SOLAR ECLIPSE 20-22 AUGUST 2017**

I have started planning for a splash-out to view an upcoming total solar eclipse which has a big swath of totality across northern Oregon. Unity Reservoir, 25nm SW of Baker City, Oregon lies right smack in the middle of the totality swath and will have a totality duration of just over 2 minutes (starting at 1023PDT on the 21<sup>st</sup>).

Unity Reservoir, 3820', is open to power boats and has a 10,000+ foot N/S arm and a 7,000+ foot E/W arm. However, camping is very limited at the reservoir and I am targeting establishing a camp at either the Lewiston Snake River SPB (78U) or Crescent Lake (just south of Crescent Lake State Airport (5S2)). Both locations have boat gas available on the water.

I have had the pleasure of viewing a couple of total solar eclipse. Very impressive from the ground.....perhaps even more impressive while in the air? More details to follow in future WSPA Newsletters.

Don Goodman  
donaldjg56@gmail.com

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## **POP-UP SPLASH INS**

WSPA wants to encourage Pop-Up Splash Ins starting in 2017. Not much planning is required. Pick a location and time you plan to fly somewhere and we'll post it to our Facebook page and email the membership and let's see what happens. Many of us fly every week. Why not tell others where you are going and make it a mission for social interchange?

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## NEWS

### **CARRILON POINT HEARING JANUARY 30 6:30PM – HELP NEEDED**

Carrilon Properties and Seaplane Scenics are operating Scenic Seaplane flights from Carrilon point. There is a hearing on a conditional use permit on January 30<sup>th</sup> at 123 5th Avenue, Kirkland, WA 98033.

If you can come and support Seaplane Access at Kirkland please do so. If you are able to speak at the hearing please use the three bullet points below and coordinate your statement with James Young prior to the meeting.

Please let the following be a guide for the up coming January 30th hearing:

- 1) Personal testimony of noise from the seaplane from their residence and experience from any other locations.
- 2) Economic grown and fulfillment of the Kirkland city mission and support of the Kirkland city bureau of tourism
- 3) Enhancement of water front access and enjoyment

The goal is to show that the residents of Kirkland are not opposed to the Seaplane operations.

**James Young**  
**206-679-3047**

**NOTICE OF SEPA APPEAL HEARING AND NOTICE OF SHORELINE CONDITIONAL USE PERMIT**  
HEARING CASE NUMBER: SHR16-00803 and SEP16-00804  
SITE: 4100 Carillon Point

**APPLICANT: Sue Gemmill with Carillon Properties, on behalf of James Young with SeaPlane Scenics**

PUBLIC HEARING FOR BOTH THE SHORELINE CONDITIONAL USE PERMIT AND THE SEPA APPEAL will be held before the KIRKLAND HEARING EXAMINER on **January 30, 2017 at 6:00 p.m.**, (or as soon thereafter as possible) in the Council Chamber at 123 5th Avenue. The Hearing Examiner will issue a written decision within 8 days of the final hearing on both the Shoreline Conditional Use Permit (SHR16-00803) and the SEPA Appeal (SEP16-00804).

**SHORELINE CONDITIONAL USE PERMIT REQUEST:** Process IIA to operate a scenic flight business from the existing commercial marina at Carillon Point under the float plane landing and mooring facility provisions of the City of Kirkland Shoreline Master Program (KZC 83).

**SHORELINE CONDITIONAL USE PERMIT PUBLIC COMMENT:** The hearing on the permit request is open to the public. During the hearing, anyone may speak or submit written comments or testimony. Before the hearing, written comments or testimony may be submitted to the Hearing Examiner in care of Christian Geitz of the Planning Department. Please refer to Permit No. SHR16-00803 and include your name and address. Any person choosing to appeal the Shoreline Conditional Use Permit decision may do

so pursuant to RCW 90.58.180 and WAC 173-27-220. The petition for review must follow requirements of WAC 461-08.

**SEPA APPELLANTS:** No Seaplanes Group, including the following members:

Karen Story, Fred and LouAnn Freeburg, Maureen Kelly, Mark and Betty

Taylor, Scott Myhre, Virginia Rhode, Kellie Murry, Judith Weismann, John Barnett, Shawn Etchevers

**PURPOSE AND SCOPE OF APPEAL:** The appellants have appealed the Determination of Non-Significance and mitigating measures for this project. The appellants contend that the noise study prepared by the applicant is inherently flawed and should have included additional noise measurement positions along the shoreline of Lake Washington and up the nearby slope.

Participation in the SEPA appeal is limited to the applicant or proponent, City staff and the appellants. The matters to be considered and decided upon in the appeal are limited to the matters raised in the Notice of Appeal. During the appeal hearing, oral or written testimony will be accepted. The Hearing Examiner will issue a written decision on the SEPA appeal.

**FOR MORE INFORMATION:** Information on the Shoreline Conditional Use permit request and the SEPA appeal is contained in the official file (Permit No.SHR16-00803 and SEP16-00804), available at the Planning Department or by contacting project planner, Christian Geitz, at 425.587.3246. More information is available at [www.mybuildingpermit.com](http://www.mybuildingpermit.com). Any person requiring a disability accommodation should contact the City in advance at 425.587.3000 or for TTY service call 425.587.3111. Publishing Date: January 12, 2017

## **LOCATION**

CITY OF KIRKLAND PLANNING & COMMUNITY DEVELOPMENT 123 5th Avenue, Kirkland, WA 98033  
425.587.3600 - [www.kirklandwa.gov](http://www.kirklandwa.gov)

**HOW TO PARTICIPATE IN A PUBLIC HEARING** Follow these two (2) simple steps:

1. In the Public Notice (either posted on the large white sign erected on the subject property, the bulletin board at City Hall, or the publishing notice in the Seattle Times) make a note of the deadline date, the hearing date, and the hearing body.

- The deadline date is the last day you may submit written comments if you will not attend the public hearing or if there will be a hearing on the proposal/project.
- The hearing date is the day you may submit written and/or oral comments if you will attend the public hearing.
- The hearing body is the group or individual who will consider the written and oral testimony.

2. You may participate in the public hearing process in either or both of the following ways:

- Submit written comments to the appropriate hearing body either by:

a. Delivering these comments to the Planning & Building Department, 123 5th Avenue, Kirkland 98033, by the deadline date; or

b. Give your written comments directly to the hearing body at the public hearing.

For the Planning Commission and Houghton Community Council, the Planning & Building Department encourages you to submit any written comments at least 8 days before the hearing date so they will be able to receive and read the comments prior to the meeting.

- Appear in person, or through a representative, at the hearing and giving oral comments directly to the hearing body.

## **To find out more:**

1. Contact the City staff planner whose name and telephone number appears on the public notice and/or;



2. Come to the Planning & Building Department between 8:00 a.m. and 5:00 p.m. and request to see the project file (the project file number is noted in the public notice). The file will contain proposed site plans and building elevations (if applicable) and other information. Should you have additional questions, please contact the Planning & Building Department: 425.587.3600.

## **PNW SEAPLANE WEBCAM PROJECT**

Most of use webcams nowadays as an integral part of a preflight weather briefing. Thw WSPA website lists the most popular and widely used webcams in the Pacific Northwest. We are in process of developing an interactive click-and-view map. You can find it here:

[https://www.google.com/maps/d/viewer?mid=17ku6pcQ5PkbVVu\\_CKd5\\_Ghah3F4](https://www.google.com/maps/d/viewer?mid=17ku6pcQ5PkbVVu_CKd5_Ghah3F4)

if you know of other useful webcams, please let us know and if you know a better way to present the technology interactively, speak up, we can use your help.

## **LAKE WHATCOM / SAMISH LAKE**

Fly nice at Whatcom / Samish. Keep your floats clean. Turn in your annual operations report.

### **WHATCOM/SAMISH REPORTING INSTRUCTIONS**

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

Date of the landing

Origin of the flight

Other lakes visited on trip

Send to: Teagan Ward [teward@cob.org](mailto:teward@cob.org)

## LEARNING

### A SAFE WAY TO RUN OUT OF GAS IN YOUR SEAPLANE

Whoa! When can running out of gas in an aircraft be safe? I discovered, quite by accident (pardon the pun), a way to find out how my engine reacts to being starved of fuel at a moderate power level. My C182 has a Right-Left-Both-Off fuel selector, as do many aircraft. While I normally operate on “Both”, on this day following adding a couple jerry cans while docked, I had a fuel imbalance so was running on my Right tank only. Neither tank were full but I had plenty of fuel for my mission that day which was landing, takeoff and step taxi practice at a nearby sparsely populated lake.

It was during step taxi that I discovered what it feels like to starve my engine. I was practicing a series of 180 degree turns, first clockwise and then counter clockwise. During the counter clockwise maneuver centrifugal force moved the fuel in the right tank far enough outboard that the fuel feed out of the wing was high and dry. It happened quite quickly, a few coughs and sputters and the prop stopped turning. Thankfully, being on the water, we settled off the step into a slowing drift enjoying the silence of the day. Of course I could have achieved the same by turning the fuel selector to Off but this “out-of-the-blue” fuel starvation had an “interesting” feel.

So, if your configuration allows, and your curiosity gets the best of you, here is a safe way to find out how quickly your engine reacts to fuel starvation. You could also use this maneuver as a way to ensure your Left, Right and Both fuel selector is functioning properly.

Don Goodman

### ANSWERS TO COMMON MAINTENANCE QUESTIONS

By: Eric Ellison, Kenmore Air

#### LEANING - RICH OR LEAN OF PEAK EGT?

I frequently get asked for my opinion regarding leaning in cruise. Is it better to run Rich of Peak EGT (ROP), or Lean of Peak EGT (LOP)? The topic is controversial and there is a wealth of very good articles worth reading. What I will try to do here is summarize the important points.

If done correctly, LOP operation can result in much better fuel economy and a cleaner engine with only a small penalty in power output. If done improperly, leaning can cause some of the cylinders to be at very high exhaust valve temperatures - which is bad. The highest exhaust valve temperatures have been found to occur in a zone between peak and 50° rich of peak. So why is ROP the standard recommendation? It has to do with the spread. All of the cylinders must be out of this zone to prevent premature valve wear, and it is easiest to do this by running very rich. For example: If your aircraft is equipped with an older style single needle EGT display, and you lean to a point somewhere between 50° ROP



and 25° LOP, how can you be sure that all the cylinders are outside of this range? In this case running 100° ROP is recommended to be on the safe side.

If your aircraft is equipped with an engine analyzer, you have much better data to work with. Knowing the EGT of each cylinder individually allows you to avoid the danger zone. It allows you to lean using the cylinder with the highest EGT. This means, in practice, that you would lean or enrichen from peak until the last cylinder reaches the desired drop.

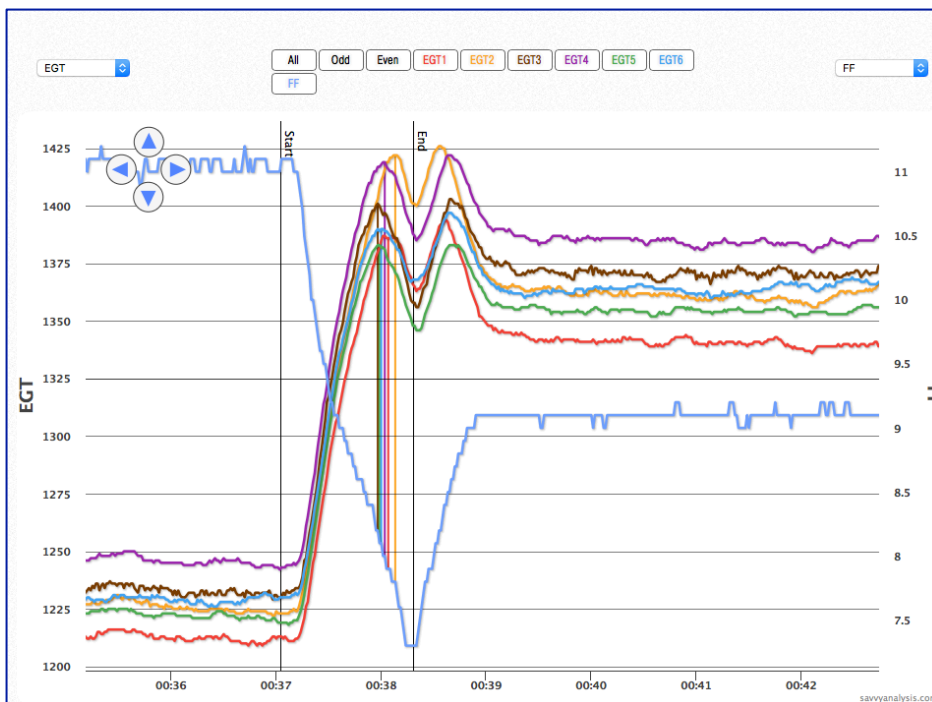
There is an additional factor that affects success in leaning and that is fuel distribution. It is very unlikely that a carbureted engine will run smoothly LOP. Uneven fuel / air distribution causes the cylinders to produce uneven power, resulting in roughness. Even a fuel-injected engine with stock injectors can have this problem. So, the best case for LOP operation is a fuel injected engine with GAMI injectors and an engine analyzer, and the worst-case scenario is a carbureted engine with a single needle EGT. Your mileage may vary, but if you understand what to avoid and have the proper instrumentation, you shouldn't be afraid to try running lean.



Further Reading:

- <http://www.avweb.com/news/pelican/182084-1.html>
- [http://www.gami.com/paulferraris\\_leanofpeaksaga.pdf](http://www.gami.com/paulferraris_leanofpeaksaga.pdf)
- <https://www.aopa.org/news-and-media/all-news/2011/may/01/dogfight-running-lean-of-peak>

**Eric Ellison is an A&P IA, Private Pilot, and the Chief Inspector at Kenmore Air Harbor.**



Time: 00:37:03-00:38:19  
 EGT3 peaked at 8.2  
 EGT5 peaked at 8.1  
 EGT6 peaked at 8.1  
 EGT4 peaked at 8  
 EGT1 peaked at 7.9  
 EGT2 peaked at 7.8  
 GAMI spread is 0.4

Lean Event in R172K-XP TCM IO-360KB – Observe EGT's peak as Fuel flow is adjusted to Lean of Peak then backed off to Rich Of Peak. Insight G3 Engine Monitor, Savvy Analysis.

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## WSPA

### MEMBERSHIP REPORT

It's dues Season. Thank you to those who are paid up. To those who are behind, pay up...

### WSPA ON SOCIAL MEDIA

Visit us at [washingtonseaplanepilots.org](http://washingtonseaplanepilots.org), and stay in touch. You can communicate directly with WSPA board members via email links on the website. We look forward to hearing from you.. If there is missing information, or things you'd like to see added, changed, or removed, please let us know by sending email to [admin@washingtonseaplanepilots.org](mailto:admin@washingtonseaplanepilots.org)

Like us on Facebook. We have over 270 likes so far. Search for WashingtonSeaplanePilots. Post your questions, thoughts and pictures there.

### BOARD MEMBERS

Thank you to our board for keeping WSPA going and keeping our waters open and safe in 2016.

President	Stephen Ratzlaff	(206) 250-1625
VP	Greg Corrado	(206) 383-7560
Treasurer	Jack Jacobson	(206) 769-7436
Secretary	Don Goodman	((360) 303-7076
Communication	Austin Watson	(206) 979-4654
At Large (West)	Bruce Hinds	(360) 710-5793
At Large (East)	Kevin Wyman	(206) 419-0349

For general questions contact us at: [admin@washingtonseaplanepilots.org](mailto:admin@washingtonseaplanepilots.org)

### EDITORS NOTE

See you at Grounded Hogs. Come see us at NWAC too.

## ADVERTISING

### ACE Aviation

Now a Stocking Dealer for  
Aerocet Aircraft Floats

Currently offering free installation on your  
Cessna 180/185 with the purchase of an  
in-stock set of Aerocet 3500L Straight  
Floats

Contact Kurt Boswell  
425-204-0845



### Wipaire Wipline 4000 Amphibious Floats

*Excepting any reasonable offer for  
Wipaire Wipline 4000 Amphibious Floats.*

Brand: WIPAIRE  
Model 4000  
Wipline Model 4000 Amphibious Floats  
Serial # 40025A & 40026  
Installation Available! Globally noted Cessna  
206 Experts  
Location: Olympia, WA USA

**Included Equipment:**

Ventral Fin, Water Rudder Retract Lever &  
Cables, Water Rudder Steering Arms, Paddles  
(2), Electro-Hydraulic Pump & System,  
Emergency Gear Pump, Panel Control and  
Annunciator, Cessna 206 Rigging

Exterior:

Paint Rated 7 (We could paint to match your aircraft!)

Tires in good condition

**History:**

Some damage history with FAA documented repairs accomplished at Soloy Aviation Solutions! (FAA Repair Station #HP6R595N) Contact us for scanned copies of the logbook and FAA Form 8130-3.

Fresh repack on wheel bearings, new brake rotors, wheel bearing seals, cargo door seals.

Wipaire scheduled inspections accomplished. Does not include C206 airframe steering bungee or C206 floatplane rudder, but parts and installation are available at Soloy Aviation Solutions. - Your





Cessna 206 Expert – Best Offer

As for your questions about our 2001 Cessna T206H Turbine Powered Mark II, please see our website at: <http://soloy.com/forsale/2001-cessna-t206h-turbine-powered-mark-ii/> . **Please call John Wallace for price and options available. Our telephone number at Soloy is: (360) 754-7000**