

Holiday Party and Splash In - Dec 10

Grounded Hogs - Feb 24



WASHINGTON SEAPLANE PILOTS ASSOCIATION

Promoting
Safe Flying

Protecting
Washington
Waters

www.wa-spa.org



WSPA NEWS Fall 2016

CONTENTS

| | |
|---|-----------|
| CONTENTS | 2 |
| PICTURE OF THE MONTH | 3 |
| 2017 UPCOMING EVENTS | 4 |
| 2016 EVENTS RESTROSPECTIVE | 4 |
| KENMORE SPLASH IN | 4 |
| LONG LAKE / AOPA SPLASH IN | 4 |
| PRIEST LAKE / TANGLEFOOT SPLASH IN | 5 |
| BOY SCOUTS AVIATION MERIT BADGE | 6 |
| FLY OUT TO SQUAW BAY – SATURDAY, SEPTEMBER 10 | 7 |
| DINNER SPEAKERS BY TOM BASS AND BURT RUTAN | 7 |
| ADVENTURES GETTING HOME ON SUNDAY, SEPTEMBER 11 | 8 |
| NEWS | 9 |
| PNW SEAPLANE WEBCAM PROJECT | 9 |
| SUPPORT GA AT BFI | 10 |
| THE LOST SEAPLANE BASE PROJECT | 10 |
| LEGALIZE SEAPLANES IN COLORADO | 12 |
| HELP DEVELOP LAKEPORT | 12 |
| LAKE ISABEL NEEDS A CLEANUP | 13 |
| TACOMA DOCK OUT FOR SEASON | 13 |
| LAKE WHATCOM / SAMISH LAKE | 14 |
| WHATCOM/SAMISH REPORTING INSTRUCTIONS | 14 |
| ABOUT ATC PRIVITIZATION | 14 |
| UPCOMING EVENTS | 15 |
| HOLIDAY PARTY SPLASH IN - DEC 10, 2016 | 15 |
| GROUNDHOGS - FEB 24, 2017 | 16 |
| PUYALLUYP AVIATION TRADE SHOW - FEB 25, 26, 2017 | 16 |
| POP-UP SPLASH INS | 16 |
| LEARNING | 16 |
| ANSWERS TO COMMON MAINTENANCE QUESTIONS – CORROSION PREVENTION | 16 |
| WSPA | 18 |
| MEMBERSHIP REPORT | 18 |
| WSPA ON SOCIAL MEDIA | 18 |
| BOARD MEMBERS | 18 |
| EDITORS NOTE | 19 |
| ADVERTISING | 20 |

PICTURE OF THE MONTH



A Learning Moment. Had one lately?

2017 UPCOMING EVENTS

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

- December 10, 2016 Winter Holiday Party & Splash, Arntzens, Lake Sammamish
 - February 24, 2017 Grounded Hogs Dinner, Museum of Flight
 - February 25,26, 2017 PNW Aviation Show, Puyallup Fairgrounds
 - Board Meetings Noon, Third Wednesday Monthly, at ACE Aviation, Renton, WA
-

2016 EVENTS RESTROSPECTIVE

KENMORE SPLASH IN

The Kenmore 70th anniversary splash-in open house was a great success. Lots of people got their first seaplane ride and the smiles were evident. Food was good. WSPA membership was in good attendance. It looked like we could have had quite a few more GA seaplanes on the dock. City of Kenmore was very supportive. Let's hope we can do it again.

LONG LAKE / AOPA SPLASH IN

Concurrent with the AOPA Bremerton Washington 2016 regional fly-in, The Washington Seaplane Pilots Association (WSPA) hosted the Long Lake Splash-In over the weekend of August 19-21. The event was held at Greg Corrado's home (and private seaplane base) on Long Lake, Washington, about seven miles from Bremerton Airport.

Exceptional weather for the whole weekend combined with a strong aviation tradition and industry brought out record crowds to the Bremerton

event and a steady stream of seaplanes to the Long Lake Event. AOPA hosted a dinner at the airport Friday night and Saturday night WSPA catered dinner for the seaplane pilots at Long Lake. AOPA was thrilled about the record-breaking attendance. Look for an article from them online or in your upcoming magazine if you are a member. Our event is mentioned.

About a dozen people camped at Long Lake. Some of us qualified to stay in the big house. That was the deal I made as a volunteer. I pretty much had my own apartment; Very Nice with good Internet and TV too. That's off topic but it made for a nice respite after a long hot day of WSPA / SPA booth duty at Bremerton on Saturday.



We had a steady flow at the seaplane booth on Saturday representing both WSPA and SPA interests and sold a lot of hats and several memberships. People seemed to be in a buying mood and I just wished we had a stack of extra SPA Tee Shirts from Oshkosh to sell. Bruce Hinds SeaBee marked our booth space and was a great eye catcher and draw throughout the event. Most of the WSPA board worked the event throughout the day.



We had Beavers, Cessna's, Cub's, a Husky and one SeaReg all in attendance. A lot of fans-of-seaplanes without seaplanes attended the evening events. It was fun watching all the pilots come and go and of course listening to the shore-side commentary. I was one of two CFI's in attendance and kept my mouth shut unless asked. I spoke with the other several days later. The other CFI asked if I noticed that everyone (except two)

took off tail low and dragging floats heels in the water. I said, yeah, it's like this every time we come here pilots think it's a take off distance contest departing Greg's and just try and rip their planes off the water. Of course that doesn't help. By the way, The Kenmore Cub won the contest.

The other good entertainment at Long Lake was watching people dock, ramp, anchor, or tie up to our buoy. In general they had a lot of help proffering expertise. Welcome to Washington land of engineers and people who like to talk about the best way to accomplish something forever. This was another exercise I avoided unless asked. Good reality TV and all ending in great technical solutions and no broken airplanes.

Greg and Mary Jo Corrado deserve our enthusiastic appreciation for hosting the event, organizing the food, camping, transportation and facilities. This has become an annual event and this year in combination with the nearby AOPA event it was exceptional. Let's do it again! And again!

If you want to see what the whole lake looks like on a beautiful fall day, watch this youtube video: <https://youtu.be/nMkxHza06aE>

PRIEST LAKE / TANGLEFOOT SPLASH IN

Our second annual fly-in to Idaho's Crown Jewel, Priest Lake was held on September 9,10th and 11th 2016. Tanglefoot Seaplane Base (D28) is home to our most gracious hosts, Lowell and Olson Fenwick. Our event started a couple days prior with the able bodied help of our Board members preparing for everyone's arrival. Special thanks to Greg and Mary Jo Corrado for all the food purchase and preparation and to Mary Watson for delivering it in her truck all the way from Seattle. I know the Boy Scouts and their Leaders enjoyed a special breakfast on Saturday morning. Our pilots starting arriving on Friday, which is a busy time for your Air Boss. Parking 30 airplanes is an exercise in putting the parts of a jig saw puzzle together with all shapes and sizes of aircraft. Alas, when they were all squeezed into place, there was not a nick to be found. A great job by all of the impromptu handlers as can be seen in our cover photo. Speaking of safety, John Cuny conducted a safety briefing on Saturday morning. prior to our fly-out to Squaw Bay. Safety was something the Board emphasized for the



weekend, particularly since we had a lot of folks in attendance (Boy and Cub Scouts) that had never been around aircraft movement. Two FAA officials from the FSDO in Spokane also attended our event. We greatly appreciate their interest and interaction with the attendees.

Giving back to the community was also something we wanted to emphasize this year. Helping Scouts achieve their Aviation Merit Badge was an exercise we all enjoyed and there is no greater joy in life than seeing a young person smile after experiencing the wonders of flight. Thanks go to all of you pilots who participated in the training and in particular our very own CFI/Eagle Scout, Austin Watson who did a superb job in putting together the curriculum. Our day ended with a fabulous pre-dinner reception at the Fenwick's. During and after dinner we had the delight of hearing noteworthy presentations from both Tom Bass and Burt Rutan (see comments below). As the weather on the west side of Washington State was not the best, Sunday morning was an early departure for those of us flying west (see comment's below). All in all, we had another fantastic time this year. It is always nice to see those of you who return year after year and we certainly appreciate your friendship and contribution to making this a memorable event. For those of you receiving this newsletter but have not had the opportunity to become a member of WSPA, please feel free to sign up at www.washingtonseaplanepilots.org.

Last of all, this great event would not happen without Loel and Olsen Fenwick. We cannot thank them enough for their generous hospitality. Experiencing Priest Lake and this venue is truly a gift to all of us. The best news of all is that we have been invited back. Stay tuned for Priest Lake/ Tanglefoot splash-in 2017.

Boy Scouts Aviation Merit Badge

About a dozen Boy Scouts from the local priest Lake Troop camped nearby and joined us on Saturday to work on Aviation merit Badge requirements. Austin Watson developed the curriculum and had given them a study guide, merit badge checklist and resource material beforehand so they could Be Prepared when they arrived. Several of us who are employed in the aviation industry spoke about careers, what we loved, and how we prepared for our Jobs. Bruce Hinds spoke about flying in the military and



commercially. Everett Mellish talked about being a cargo and military transport pilot flying into unusual locations. George Parker spoke about building and operating a local Agricultural Spray Flying Service, and Austin spoke about working as an engineer at The Boeing Company. We presented a 90 minute lecture and Q&A on principles of flying (wings make lift by magic), then sent the boys off to participate in a preflight inspection with an assigned pilot. They flew to the fly out and after returning we discussed post-flight procedures and answered any questions they had. There were a lot of Big Smiles on young Faces

that day. Perhaps we made a difference for somebody. As a follow up assignment we asked for them to each tell us one thing they learned that day. Here are a few:

Ethan S: "I learned how to use the longitude and latitude gauges on the instrument panel to fix my position and how to use them plot a flight plan."

Eli S: "I learned how to use the instrument panel to keep the plane level during flight."

Troy D: "I learned how the shape of the wings creates lift. I learned while controlling the plane in flight that it takes more pressure on the rudder controls than I thought it would."

Ethan G: "It isn't as scary to fly as I thought it would be. I might like to be a pilot some day."

Fly out to Squaw Bay – Saturday, September 10

This year's Tanglefoot fly out on Saturday was again to the north end of Priest Lake at Squaw Bay. The south shore of Squaw Bay is an idyllic white sand beach. Over 20 aircraft beached on the 1000-plus feet of available sand. The big difference this year was the inclusion of Boy Scouts from Priest Lake who were flown out to meet a requirement as part of their Aviation Merit Badge curriculum.



Natala and I had the pleasure of flying WSPA member Mel Malkoff and Boy Scout Ethan as co-pilot. This was Ethan's first time in a small aircraft and I detected a degree of apprehension (understandable!). I occupied him with helping me with the pre-takeoff checklist. We cleared the area and started our slide to the north. Ethan was taking it all in and not saying much until, 10' off the water, he exclaimed "ARE WE FLYING?!?!". After I affirmed that we were indeed flying any fear he may have had evaporated and he completely opened up. It was a beautiful day and we happened to be leading the pack. Ethan had so many questions and comments that I had to advise him of the "sterile cockpit" rule during the landing!

It took a while for all the aircraft to arrive. We had lunch, some folks swam, and the Boy Scouts enjoyed learning about the various types and configurations of seaplanes. After a couple hours aircraft began departing back to Tanglefoot. The last party to return was Everett Mellish who had taken a long nap on the beach. He showed up in his Sportsman just prior to dispatch of a search party (by which time we were having a hard time locating a still "legal" crew!).

It was another great fly out made even better by the presence of an enthusiastic crew of future aviators!! - Don Goodman.

Dinner Speakers by Tom Bass and Burt Rutan

Due to technical difficulties in the kitchen that delayed our Saturday night dinner we had our first after dinner speaker become our pre-meal entertainment. This is the second time Tom Bass has entertained at a WSPA Event. He was the Keynote speaker a few years ago at our Grounded Hogs Banquet.

Tom has been flying his straight float 180 to Alaska for years and taking advantage of one of the rare treasures flying floatplanes gives us access to. There are over 100 cabins maintained by the Forest Service around SE and Central Alaska and these jewels can be rented for about \$40 per night. They come with wood and a wood stove or an oil burner and you bring the fuel. Tom has been to if not all almost all of the Cabins and has built a web page to share his experiences not only of the individual cabins themselves but the amenities, things to do and words of caution. He also has a lot of good information and tips on backcountry flying and preparations including weather (and the lack of weather info in the backcountry), terrain, needed gear and a myriad of other things a person should be aware of when traveling up north.

Tom gave a great presentation with some awesome photos and videos and some funny stories while making his message clear, *"If we don't use these, we will lose them as the Forest Service needs to see more activity or reduce the funding."*

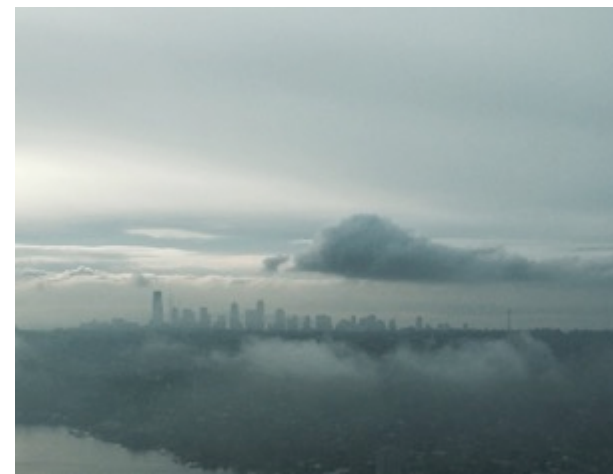
See Toms website at: <http://www.publiclakecabinsak.com>

For the second year in a row, we were treated to a world-class lecture from famed aerospace engineer, [Burt Rutan](#). A joy to listen to, Burt is captivating in his wit and humor interspersed with amazing facts about all of the 46 planes he has designed including his current project, the [SkiGull](#). Burt is noted for his originality in designing light, strong, unusual-looking, energy-efficient aircraft, all of which he shared with us during his almost 2 hour discussion. Burt has received six honorary doctoral degrees and has won over 100 awards for aerospace design and development including the co-recipient of the Collier trophy on two separate occasions. With 5 aircraft on display at the National Air and Space Museum in Washington DC, we feel very fortunate and really appreciate Burt's time spent with us. Of course we always enjoy seeing the better half of Burt, his lovely wife Tonya. Thank you Burt, you add a very unique attraction to our event.



Adventures Getting Home on Sunday, September 11

A big part of any Splash in is the adventure of getting there and getting back. For many of us that involves crossing the Cascade Mountains where ceilings can be an issue on any day as most Pacific Air piles up on the west side and turns to persistent grey wet clouds and mist. Knowing the passes and the typical weather patterns is key to crossing safely. Often weather lifts in the afternoon and on both trips this is fortunately what happened. Of course, flying in the afternoon means that on the east side above the hot high plateau you will get bumpy rising air, but that's our life here if you want to go east. Below are some pilot's remarks on their trips home to the west side.



We had a good trip back this morning, Thanks for the weather update last night, It was encouraging. It was pretty smooth at 6500' and we were able to get through Stampede Pass. We were actually home by the start of game time. - Bruce

Decided to come home after all. Departed about 2:15 pm and arrived safely back at AWO about 4:30. - Alan

We aimed for Stampede pass, the lowest crossing available and expecting ceilings to lift temporarily around 1PM as the often do, with alternatives being to climb and go On-Top, stay put and wait on an eastside lake or cross south via the Dalles. Ceilings lifted just enough for us to follow power lines across Stampede Pass and after five minutes under the crud we could see Puget Sound. All in all, it was a nice flight home. Curiously, we had a tail wind from the east most of the way. – Austin & Jack

I followed Jack and Austin through Stampede pass. It was perfect bush flying. The whole flight was perfect and the weekend was a great success in every way. - Stephen

Flew direct over Grand Coulee Dam, Lake Chelan, Stephens pass and into I wash at about 11.5. Able to let down through scattered to broken clouds VFR. Smooth flight only occasional bumps – Bill

0928 takeoff Cavanaugh Bay direct Davenport direct Sunnyside (fuel stop) @ 6500'. 1.6 flight. Deviated five miles west of course for ten minutes @ Odessa for dust cloud. Sunnyside local Navion pilot "Bob" helped with stubborn fuel CC reader and some local weather/route info. Sunnyside to Scappoose via Columbia R @ Hood River. 1.4 flight. Descent below broken layer to 4.5 then 3.0 abeam Mt Hood. Shutdown 1253. Radar advisories all the way. Some turb @ Rattlesnake Hills on descent and just west of Hood River. – Ron

Great "flight" home - Mike

In spite of a negative weather forecast, we had a beautiful flight all the way home with tailwinds and a fuel stop in Coleville. We intercepted Hwy 20 and flew the beautiful pass at about 6000 ft with a drop in to the north end of Baker Lake with a number of T&Gs and a pulled up on shore to talk to kayakers. Finally landing at Skagit into 7 kt headwind. Perfect day perfect flight. Larry has pictures. - Dale

Trip home: Drove out of Tanglefoot at 5:50 AM. Breakfast at McDonalds in Sandpoint. Home on Flathead Lake about 2:00. Wind started about 3:00 with gusts to 30 knots out of the north. Still blowing this morning. - Chuck

Just to wrap up from the weekend and let you know that it appears everyone has made it home ok. For the most part we all had good flights until we got to the Cascades. Then things got a little more interesting. Ceilings dropped and winds picked up. But we all made it and had a great time. Thank you for all your hospitality and generosity!!! I think this will be a memorable weekend for all.

Thank you,
Stephen & Kristie

NEWS

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

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.

SUPPORT GA AT BFI

This is our chance to make a difference and keep a GA friendly FBO at Boeing Field.

Jason Richert and Kenmore Aero Services at Boeing field need our help. Kenmore took over from Aeroflight as the FBO at the south end of Boeing Field a year ago. They are trying to renew their lease. If they can obtain a long-term lease they will replace and vastly improve their building, continue to sell the cheapest 100LL in the area, and provide portal services to GA aircraft into and out of Seattle. They have proven to be a great friend to GA. Great line guys, cheap gas, low or no ramp fees, friendly people, and warm cookies.

If they fail to renew the lease the large plane FBOs will expand south and we'll be back to \$7 a gallon and expensive ramp fees. Kenmore is in a process wherein they need to demonstrate the need for a service like theirs and the support of the GA community. If you've used them you know of their value. If you haven't yet but ever might want to fly into Seattle, you'll want them there.

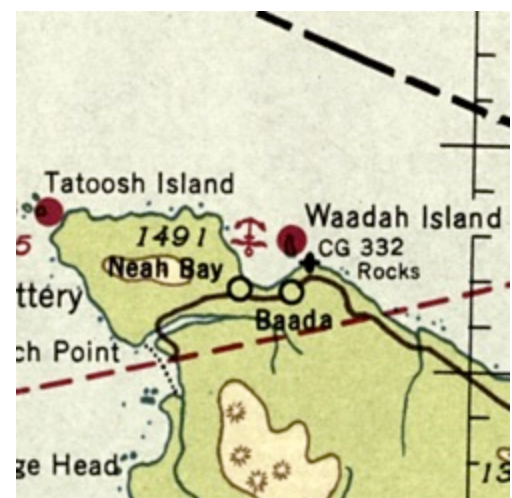
THE LOST SEAPLANE BASE PROJECT

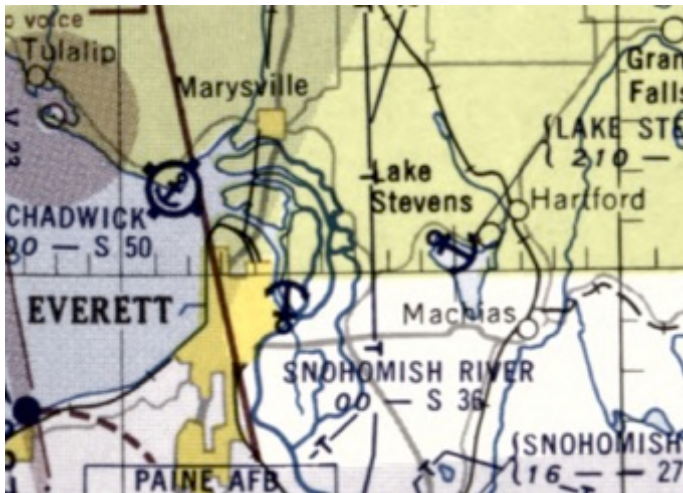


The exciting anchor-hunting research continues on the **Lost Seaplane Base Project**.

The LSBP collects and shares historic information on Seaplane bases in Washington and evaluates Seaplane Bases with the potential or precedent for reactivation or re-assignment. The LSBP is dedicated to restoring and preserving the history of Seaplanes in Washington, and upholding the mission of the WSPA.

We are working on publishing the lost base information collected so far online later this month along with images of the bases on vintage charts, and interactive map of the Lost Bases.





Research so far has primarily been conducted by careful analysis of vintage aeronautical charts and directories. The project has collected Bellingham Sectionals from 1936-1971. We are currently working with independent researchers in the Washington DC area from the Library of Congress to obtain high resolution scans of a similar set of vintage Seattle Sectionals.

As some of the lost seaplane bases were only in operation for a few years, we are in the process of sourcing as many aeronautical charts as possible to ensure bases are not missed when reviewing historic charts.

Here is the preliminary list of Lost Seaplane Bases in Washington:

- Everett
- Bellingham
- Lakeside
- Sky Harbor
- Chadwick
- Deer Harbor
- Lake Stevens
- Snohomish River
- Dungeness Bay
- NAS Whidbey
- Neah Bay
- CGAS Port Angeles
- NAS Seattle
- Port Townsend
- Coupeville [NAVY]
- Bremerton [NAVY]
- Kurtzer
- Pan American
- Olympia
- Tulalip
- Ozette



We expect many more to be added to this list once we have sourced the vintage Seattle sectionals.

Upcoming research field trips later this month will include site visits, the Museum of Flight archives, trip to the Jefferson County Historical Society at Port Townsend.

If you have information or photos on lost bases you would like to include in the project, please feel free to contribute and reach out – the excitement and support around the project so far has been wonderful.



-Kevin Franklin
Fall 2016, Vol 5.3

LEGALIZE SEAPLANES IN COLORADO

Colorado is the only state that does not allow seaplanes to operate in at least one waterway within its borders. We want to change that.

This campaign is being run to mobilize a grassroots effort of pilots from all over the United States to reverse this ban so that landing a seaplane on the crystal clear waters of a backcountry Rocky Mountain lake can become a reality. Both for commercial and recreational purposes, seaplanes open many new opportunities. Specific applications include fire fighting and fire spotting, law enforcement, wildlife and resource management, medical evacuation, cargo hauling, and transportation of scientists, sportsmen, and public officials.

Thanks in advance for joining us in this effort.
Help spread the word!

If you wish to join this list of active aviation supporters, please contribute to:
Colorado Seaplane Initiative
14050 E. Linvale Pl. #112
Aurora, CO 80014

or follow this link: <https://www.gofundme.com/legalize-seaplanes-in-colorado-2w84wr8>

For more information on the Colorado Seaplane Initiative see, <https://www.facebook.com/Legalize-Seaplanes-in-Colorado-1776420499263800/>

Ray Hawkins
Seaplane Pilots Association, Field Director, Colorado
<http://www.seaplanes.org>
<http://www.coseaplanes.org>
Seaplane Liaison to Colorado Pilots Association
<http://coloradopilots.org>
303-342-1537 (w) 303-710-2497 (c)

HELP DEVELOP LAKEPORT

The City of Lakeport is currently undergoing a process to develop a Lakeport Lakefront Plan which addresses the shoreline and properties from Willow Point Resort on the south end to Clearlake Avenue on the north (immediately adjacent to the Skylark Shores Resort.)

Please send your letters of support for construction of a permanent open space park with permanent seaplane ramp for what we currently call Natural High where many of you who participate in our annual Splash In have parked. This may be sent via email to me by return mail or to the address below.

I have heard from Walt Windus and many others that lakes across the US are being made off limits
Fall 2016, Vol 5.3

to seaplanes. We don't anticipate that happening with Clear Lake! What many of us in Lake County would like to see is a permanent access ramp with tie downs for Seaplanes. Natural High is the place it needs to be and your voices can help us send that message. Not every community can host such unique visitors and we need to take advantage of our resources. It is a win-win, good for all pilots and good for our communities.

Thank you for your immediate attention to our request!
Building Business & Community,

Melissa Fulton, CEO, CTA
Lake County California Chamber of Commerce

LAKE ISABEL NEEDS A CLEANUP

Aug 8, 2016 - As a former WSPA member (soon to renew) I would like to share this photo of trash that I removed from Gold Beach at Lake Isabel last week. As a frequent visitor to the lake in my 1974 Bellanca Scout I am disturbed by the amount of trash I find. I left this most recent haul for almost two weeks to see if any other visitors would remove it. No one did, so I finally removed it myself a few days ago. Please post this photo to your members and remind them that we (WSPA) are stewards of this precious privilege that we have to land our floatplanes on this Beautiful Lake.



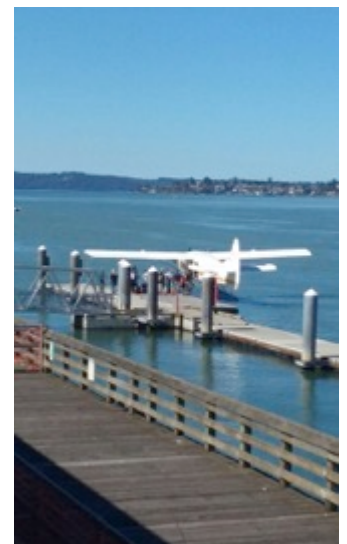
Thank you for your consideration.

David Zucchero

TACOMA DOCK OUT FOR SEASON

The Tacoma Seaplane Dock saw some good use this summer. It was recently pulled out of the water for the winter. Bummer for us winter flyers. It's in a great location on west end of Theo Foss waterway with walk-able museums and restaurants nearby. It will be back in service next spring. Put Tacoma on your salt water destination list.

If you haven't seen it before, it's very clever. Tacoma advocated built a platform and licensed it as a boat. The platform moors at the existing dock and makes it just wide enough for an Otter to avoid hitting a wing on the far side pylons. We should build more of these and get them placed at ports around the Puget Sound so they can attract seaplane flyers. Anybody want to take on that project? Perhaps a crowd-funding opportunity. Visit Tacoma in 2017



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

ABOUT ATC PRIVITIZATION

Just say no...

1. On April 19, the Senate approved an 18-month reauthorization for the FAA. The Senate legislation does not include ATC privatization provisions. The legislation now moves to the House, which approved its own bill with ATC privatization in March. The current FAA authorization expires on July 15, 2016, so the House and Senate do not have a lot of time to resolve issues in dispute, including ATC privatization. https://www.washingtonpost.com/local/trafficandcommuting/senate-backs-passenger-friendly-bill-that-sets-policy-funding-for-the-faa/2016/04/19/a01814b6-0599-11e6-b283-e79d81c63c1b_story.html

2. The Senate Appropriations Committee also weighed in on the ATC issue. Citing “growing congressional opposition” to ATC privatization, the Committee included a provision in the Transportation Appropriations bill that would prohibit the expenditure of any funds to transfer ATC operations from the FAA unless authorized by Congress. Essentially, this is intended to prevent the next Administration from doing the transfer through executive action. <http://www.politico.com/tipsheets/morning-transportation>

Since House Transportation and Infrastructure Committee chair Bill Shuster has made ATC privatization a priority, the battle over this issue is far from over. Senators Cantwell and Murray need to continue to hear that Washingtonians oppose privatizing the ATC system.

UPCOMING EVENTS

HOLIDAY PARTY SPLASH IN - DEC 10, 2016

At Mike Arntzen's venue on beautiful Lake Sammamish
636 Lake Sammamish Ln NE, Bellevue, 98008

Activity Times:

1pm: Splash-In arrivals (122.9) down at the hangar on the water area (see map below).

5pm: Drinks, Celebrations and Food

7pm: Talk: Reflections on the year with WSPA and friends. Ornament swap.

Driving: Enter "South Rosemont" laneway from West Lake Sammamish Parkway, we will park you nearby or on laneway. We will shuttle guests to/from the local streets nearby where we can legally park using our Model X. We have parking for some cars close to the house. (laneway, next door plus our driveway)

Flying: Ramp for seaplanes at hangar, then we will tie down at a local dock or for one or two. If needed, we have some room down at Tony Jurcan's place.

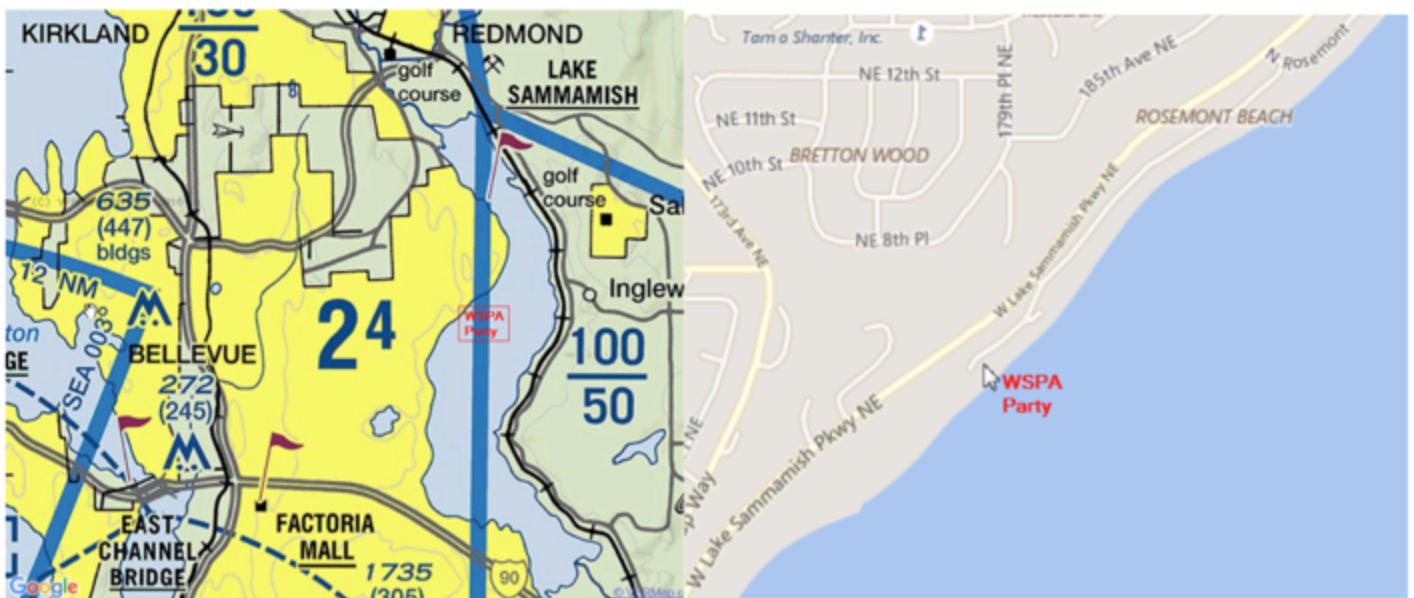
Bring: Wine, Beer, Alcoholic drinks, Non Alcoholic Drinks, Whatever you would like to share.

We will provide: Water, some soda's and some other drinks. Catered Fab Finger food, Pasta, Pizza, deserts

From Out of Town? We have 2 full bedrooms plus a sofa bed with queen/king beds available

<https://www.airbnb.com/rooms/13467906>

For logistics and details you can call Mike Arntzen's cell, 425 445 5405.



GROUNDING HOGS - FEB 24, 2017

Grounded Hogs is coming February 24th, 2017. Reserve the date.

PUYALLUYP AVIATION TRADE SHOW - FEB 25, 26, 2017

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>

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?

LEARNING

ANSWERS TO COMMON MAINTENANCE QUESTIONS – CORROSION PREVENTION

By: Eric Ellison, Kenmore Air

As winter approaches and the weather turns foul, our planes see less use and more time sitting, often outdoors in the elements. Most airplanes in today's GA fleet are 30 or 40 years old and require vigilant care to prevent degradation. Here are some thoughts on corrosion prevention and preparing for the winter.



The key to preventing corrosion on metal aircraft is to shield the metal from electrolytes. There are several ways in which this can be accomplished. The FAA advisory circular [FAA AC 43.13-1B - ACCEPTABLE METHODS, TECHNIQUES, AND PRACTICES — AIRCRAFT INSPECTION AND REPAIR](#) recommends aircraft be treated with Zinc chromate primer, par-al-ketone, non-water soluble grease, or comparable materials when used as seaplanes.

Commonly used polyurethane aircraft paint provides a good barrier against airframe surface corrosion and should be maintained against oxidation. With care, a paint job can last 10-15 years - perhaps longer. Any repairs made to the airframe should be primed with zinc chromate or epoxy

primer before top coating.

Corrosion prevention compounds (CPCs) come in two varieties: thin-film dielectrics and waxy films. CorrosionX and ACF-50 are the most common of the thin film treatments, whereas SP-400, LPS-3, T-9, and Black Bear are the most common waxy films.



The thin-film dielectrics are often sprayed in a light mist over the interior surfaces of the airframe where they penetrate seams and joints and provide protection by displacing water and other electrolytes. Care should be taken to not apply too heavily, as they can and will weep from joints and around fasteners causing unsightly streaking. It's a good idea to ask your mechanic to apply thin film dielectrics when the floor, wings, and tail are open for inspection. A mechanic familiar with seaplanes will be able to identify the most common problem areas and be able to treat those while performing other maintenance.

The waxy film type CPCs act as a sealant to block moisture and other electrolytes from reaching the underlying metal -- much like paint, but much easier to apply (and much less permanent). These products are a very good choice for treating exposed steel hardware on floats and float attach gear. They are available either as a spray (LPS-3, SP-400), or in a thicker form that can be brushed on (Black Bear). A water-resistant grease such as ACG-2 red grease should be used when hardware is replaced.



In addition to preventative treatments on the airframe, the engine should be preserved if the aircraft is to be unused for a period of time. Both Continental and Lycoming recommend one hour of operation with oil at temperature per 30 days. This isn't intended to be a hard deadline, more a rule-of-thumb. The reasoning behind this recommendation is twofold. First, the splash oil and oil vapor that coats the internal engine components provides a corrosion barrier, and running the engine periodically refreshes this film. Secondly, bringing the engine up to temperature by flying it causes water and volatile compounds in the oil to evaporate out. If this is not feasible, the engine should be preserved per the manufacturer's service bulletin. Additionally, the prop should not be pulled through by hand unless the engine is going to be run, as this will cause the oil film to be wiped off the cylinder walls, tappets, cam, etc.

Most GA aircraft have some propensity to leak when sitting in the rain. Old door seals, window seals, and antenna mounts can be places for water to enter the interior. Often these leaks are minimal and don't show up until the heavy rains hit during the winter months. If leaks are discovered, try to make note of the location for your mechanic. The source of a leak can be very difficult to find when the aircraft is dry.

It's good practice to remove anything from the interior that can hold moisture. Maps, flight manual, clothing, and anything else that can mold should be removed. If the aircraft has a carpet, consider removing that as well. If electricity is available where your aircraft is parked, adding a small warm air circulator can help keep the interior dry. One such device is the Caframo Stor-Dry which is available online and at marine supply shops.

Further Reading:

The TCM bulletin for engine preservation SIL 99-1.
Fall 2016, Vol 5.3

For Lycoming engines the publication is SL 180B.
FAA AC43.13-1B Chapter 6
FAA AC43-4A



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

WSPA

MEMBERSHIP REPORT

We have 218 Active Members as of November 2016. We have 439 on our email list. Sure would be nice to get some of that difference to join up. We are starting to see some members without grey hair start to volunteer and do great things. Perhaps you noticed in this newsletter who some of them are. Getting the next generation involved is important to keep our passion alive and it has been a focus of the Board. Thank you for supporting our mission.

WSPA ON SOCIAL MEDIA

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

Like us on Facebook. We have 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

EDITORS NOTE

It's been a while since the last newsletter. Sorry for the long dry spell but I think you'll agree this one is chock full of good stuff. Life goes on and writers block is real. Stuff happens in life and until the block goes away nothing moves. And so it was this time. I'll be re-retired for the big airplane company again in 2017 and able to refocus more time on writing and editing for WSPA and SPA, so perhaps the frequency will get back up to quarterly. A lot depends on you the members for supplying good ready to go content, text, and pictures. Don't worry too much about being the next Hemmingway. It's not going to happen. Just write about something you did or something you know like you are talking to an interested person on the dock and don't worry the punctuation, spelling or grammar. Thanks.

Keep your tips up in 2017. – *Austin W*

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

