



Priest Lake – Jul 14/15, 2018

Clearlake – Sept 7-9, 2018

Phantom Lake – Sept 8,9, 2018



WASHINGTON SEAPLANE PILOTS ASSOCIATION

Promoting
Safe Flying

Protecting
Washington

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

www.wa-spa.org



WSPA News – June 2018

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PICTURE OF THE MONTH



Figure 4-7. On the step. The attitude is nearly level, and the weight of the seaplane is supported mostly by hydrodynamic lift. Behind the step, the floats are essentially clear of the water.

Do you get on the step when you take off?

EVENTS

CALENDAR

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

- June 16,17 Seeley Lake Splash
 - July 14, 15 Priest Lake Splash In, Tanglefoot, ID
 - Sept 7-9 Clearlake Splash in, Clearlake, CA
 - Sept 8, 9 WSPA/BCFA Fall Splash-Out, BC, Canada
 - ?/? Kenmore Open House (*Watch this space*)
- Board Meetings Noon, Third Wed, ACE Aviation, Renton, WA

2018																				
January				February				March												
Su	M	Tu	W	Th	F	Sa	Su	M	Tu	W	Th	F	Sa	Su	M	Tu	W	Th	F	Sa
1	2	3	4	5	6					1	2	3					1	2	3	
7	8	9	10	11	12	13	4	5	6	7	8	9	10	4	5	6	7	8	9	10
14	15	16	17	18	19	20	11	12	13	14	15	16	17	11	12	13	14	15	16	17
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April				May				June												
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July				August				September												
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October				November				December												
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29	30	31					25	26	27	28	29	30	20	21	22	23	24	25	26	

POULSBO SPLASH

Hello Goodmans!

I just wanted give you two another huge thanks for being so kind as to take me up for a flight in your plane last Saturday. That was quite an experience and I had an absolutely wonderful time chatting with you folks and snapping photos from such an excellent vantage point. Thank you very much for the opportunity to come and fly with you.

As promised here is the article I wrote (already published online at Kitsap Daily News) which will be featured in our next edition of the North Kitsap Herald. Included in the story is a link to the video I pieced together from the flight. Please feel free to distribute the links to the story and video to whomever you wish.

Link:

<https://www.kitsapdailynews.com/news/getting-the-pontoons-wet-on-liberty-bay/>

Thanks again!

Nick Twietmeyer

Reporter

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WSPA ANNUAL PRIEST LAKE SPLASH IN

**Washington Seaplane Pilots Association (WSPA)
Priest Lake Fly-in
D28-Tanglefoot Seaplane Base
July 13-15, 2018**

Greetings and welcome to the 2018 Washington Seaplane Pilots Association (WSPA) fly-in to Priest Lake scheduled for Friday July 13th thru Sunday July 15th. Please refer to the WSPA website (www.washingtonseaplanepilots.org) for event registration which is still open. We have had a great response so far to the event and we very much look forward to seeing all of you. This year we are charging \$50 per attendee (including your passengers).

Situated in lovely Cavanaugh Bay, our gathering will be held at D28 (Tanglefoot seaplane base), home to Loel and Olson Fenwick. The base features a dock, beach and ramp space for both straight and amphibious floats. On wheels, the Cavanaugh Bay airstrip (66s) is located next door.

Accommodations will include camping with restroom facilities at both the airstrip and seaplane base. The Washington Seaplane Pilots Association (WSPA) will be providing meals (**Everett Mellish and his famous wood fired pizza oven**) over the weekend on the grounds of the seaplane base including a dinner with our guest speaker, **Addison Pemberton** on Saturday night July 14th. Addison will be discussing the restoration of his Grumman Goose recently featured in AOPA magazine. Addison says "I'll have you laughing and crying" about his restoration. We have attached an agenda to this announcement. If for any reason you encounter difficulty in getting to the fly-in or have a change of plans, kindly notify Jack Jacobson at 206-769-7436. Upon arrival by land or foot, you will be required to execute two agreements pertaining to the fly-in "**Agreement to Assume Risk of Injury and Release of Claims**" and the **WSPA "Waiver of Liability"**.

We are once again hosting a Boy Scout troop (Sandpoint Idaho) to assist them with their Aviation Merit badge. We need volunteer speakers and pilots to coordinate their participation in our fly-out Saturday afternoon. Your help will be greatly appreciated.

Since most of you will be camping, I would encourage you to bring some warm clothes for the evening hours and a headlamp will be helpful in travelling between the various venues on site.

Last of all, I would like to thank Olson and Loel Fenwick for the gracious opportunity to utilize their private residence and grounds for this fly-in. This is truly a unique spot on earth and to show our appreciation I would encourage you to practice "**Leave No Trace**" camping and respect for their personal property.

No doubt some of you will be drafted or may just be inclined to want to pitch in and help with meals and cleanup, which we will sincerely appreciate.

CTAF for 66S and D28 is 122.9. We are using this frequency in the air and on the water for ramping, docking, beaching and mooring instructions.

This should be a fun event and we look forward to seeing all of you. Safe travels.

Agenda

Friday July 13th

- Noon to sunset arrival (sunset approximately 20:48)
- 1800, social hour (BYOB) and fresh made pizza dinner to follow

Saturday July 14th

- 0800 Boy Scouts arrive and breakfast at the hangar (Provided)
- 0900 Mandatory Pilot Safety Briefing (FAA may be in attendance)
- 0930 Boy Scout Merit Badge assistance, **need volunteer pilots**
- 1100 Make your own sandwich and snacks, (we supply the fixings)
- 1130 Fly-out to NE Priest Lake with Boy Scouts
- 1130-1500 Lunch at fly-out location
- 1600 Boy Scouts Depart
- 1630 Hosted social hour-Fenwick residence
- 1800 Dinner-at the hangar (Provided)
- 1900 **Speaker: Addison Pemberton and his Grumman Goose**

Sunday July 15th

- 0800 Departure Continental Breakfast at the hangar (Provided)
Sandwich fixings provided for your trip home

**NOTE: Arrival and departure Cavanaugh Bay traffic Unicom 122.9
Once on the water, 122.9 for mooring and ramping instructions.**

We plan to invite an FAA representative this year, please practice safe piloting.

Please land outside the water buoys around Blue Diamond Marina, which is just north of D28. Upon departure please reduce RPM's for noise abatement. This marina has complained to the FAA and is not friendly, so please avoid patronage.

Please remember that although D28 is an FAA designated Seaplane base, you are visiting the private residence and grounds of Loel and Olson Fenwick. Your respect of the owner's private property would be greatly appreciated.

Food will be provided at the Seaplane Base and to help defray costs, any WSPA Board Member will gladly accept contributions. We look forward to seeing all of you. Fly safe.

Please practice "Leave No Trace" camping

CLEAR LAKE SPLASH IN

Sept 7 – 9, 2018

Greetings WSPA Members

I have been asked to get the word out about the ClearLake Splash-In, Lakeport, CA (north of San Francisco). This is the 39th year of the Splash In, with Walter Windus being one of the original organizers. It is being held September 7-9, 2018.

The seaplane ramp opens at noon on Thursday September 6, with an Early Bird dinner that evening. The ramp leads to a grass field in the middle of town, where the event will be held.

Gas and dock space is available for straight float aircraft. There is also usually a shuttle from Lampson Field, 2 miles away.

All of the hotels and restaurants are walking distance from the grass field.

Friday is a day for seeing the town, wineries and flying around the lake. Friday night there is a wine tasting and happy hour put on by the Chamber of Commerce. Afterwards everyone usually spreads out in groups to one of the local restaurants. Saturday morning the event officially starts, with a local organization putting on a pancake breakfast and hotdog/hamburger lunch. Saturday is a day for flying, and just about the entire town turns out (with kids and dogs) to watch. Saturday night is the seaplane pilot's dinner outside at the Skylark Hotel, with announcements, a raffle and seaplane movie to follow. Sunday morning everyone gets together for breakfast before departing.

It is a wonderful event that is supported by the whole community. More information will be posted at www.clearlakesplashin.com.

We are trying to boost attendance to historic levels. Usually there are 20 -30 seaplanes that attend, and they are looking for more.

If you could please get the word out to your local seaplane and landplane pilot groups, it would be greatly appreciated.

Tod V. Dickey

AZ Field Director and Spalshin Attendee for the 14th year, VMI Holdings Inc.
5050 N 40th Street, Suite 280, Phoenix Az 85018
602-954-8578 x1313, 602-954-8648 Fax

WSPA and B.C. Floatplane Association Joint Splash-Out – 8-9 September 2018

WSPA and BCFA have a goal to increase interaction amongst members. Notwithstanding the border between us we share all of the same challenges and opportunities.

We will be kicking this effort off with a splash out in September to Phantom Lake, BC. Phantom is approx. 15nm NW of Squamish. Phantom Lake (3100' msl and 10,000 feet long) is a popular destination for floatplanes. There is a convenient sandy beach with nearby primitive camping. BCFA seasonally positions a canoe at the camp site. Nearby float accessible lakes include East Falk Lake and Kato Lake. These latter lakes, being higher and shorter, are a bit more challenging and suitable for higher performance aircraft.

The general plan for the weekend is as follows;

Saturday, September 8

- Late morning/early afternoon arrival at Phantom Lake
- Camp Set Up
- 1800 dinner (BYOF&B)
- Evening presentation/discussion by BCFA's Mike Thompson on alpine lake flying

Sunday, September 9

- After breakfast optional exploration of nearby lakes for those interested
- Afternoon break camp and depart

WSPA Contact – Don Goodman, donaldjg56@gmail.com, 360-303-7076

BCFA Contact – Mike Thompson,
mike@thompsonfoundry.com, 604-813-1863

The photos of Phantom Lake, Kato Lake, East Falk Lake are courtesy of Mike Thompson. WOW!! More details to follow and updates will be posted on the WSPA web site. Phantom Lake, Kato Lake, East Falk Lake



EVAC SIMULATION EXERCISE

Saturday April 28th was another significant Mass Casualty Incident practice exercise that occurred at Kenmore Air and below is the write up from it. It was a great day and a lot was learned. Below is a link to the article on it with some great pictures by Anna Pimento.

This did have another first for us as we had 3 mock patients and a medical attendant that were flown out as part of the drill. Not actually delivered anywhere, but none the less they did get a plane ride.

Enjoy;

<http://seaplanemagazine.com/2018/04/30/ga-being-further-developed-as-response-resource/>

Thank you again for all who have invested in this effort for so many years so 1,000 would have the help they need when the time comes.

Sky Terry
NW Regional Emergency Services Director



Image: Anna Pimento

FOREFLIGHT FOIBLES – FLOATPLANE FLYING IN CANADA

Most folks who fly with Foreflight will agree it is a heck of a good product and a great aid in the air and on the ground. However, there are a couple of things you will want to be aware of using Foreflight in Canada.

Canadian NOTAMs are not available in Foreflight and therefore TFR's are not depicted. It was a big challenge flying in BC last summer with all of the fire TFR's which are very difficult to plot from the lat/long description alone (I guess I am spoiled with TFR depiction in the Lower 48).

In the US the "Chart Supplement" (old AFD) includes both land and water airports. Transport Canada has divided their "AFD" into two documents; 1) Canada Flight Supplement (CFS) and, 2) the Canada Water Aerodrome Supplement (CWAS). In Foreflight, under the Airports tab, instead of the "AFD" tab there is a "CFS" tab. However, inexplicably, **the CFS tab applies to both land and water airports in Canada.** As such, if you have selected a Canada water aerodrome in the Airports tab the CFS advises "XXXX has no known CFS page", which is true but Foreflight will not direct you to the CWAS page for that water aerodrome.

In my view this is more than miss-leading, it is a flat out error. I brought this error to Foreflight's attention a year ago with no joy. Perhaps if more folks bitch about both the lack of TFR depiction and CWAS info under the Airports tab Foreflight would dedicate the resources to make these happen. I suspect the TFR depiction is likely a challenge while the CWAS info much less so.

Happy Flying in Canada!
Don Goodman

TO REALLY FLY LIKE A BIRD

My wife and I were enjoying dinner on our deck at Lake Samish one evening this spring. It had been a beautiful day with much bird activity. Within a 15 minute time span we witnessed a varied display of aerial wizardry including:

- 1) Sparrows chasing the bugs.....an amazing display of aerobatics with directional changes that make your head spin (and likely tear the wings off any man-made flying machine),
- 2) Mallards making perfect water landings (have you ever seen water fowl bounce a landing?!?!),
- 3) Vultures soaring in multiple pairs getting amazing effortless lift and dropping out of the lift only to repeat the performance again and again,
- 4) a Hawk being chased and harassed by a bird 1/10th its size in an admirable defensive display of bravery and shear guts.

After being awed by what we had just witnessed I turned to look at our 182 Skylane parked near our deck facing the aerial show. I knew she was thinking the same thing as I; **“don’t you wish we could fly like that!”**

Don Goodman

NEW FLOATPLANE DOCK AND RAMP AT KAMLOOPS, BC (CAH7)

Big news out of Kamloops.....a brand spanking new floatplane dock and ramping facility is nearing completion!!! While useable now, a few final touches are in work including improvements to the bumper system. In an era of declining float plane facilities, both in BC and the Lower 48, this new facility is a breath of fresh air for straight float pilots. Kamloops has a strong population of float planes and CAH7 is the only seaplane base with Canada customs clearance available in BC east of the coastal mountains.

The facility has been completely re-done with a combination of Canada federal and City of Kamloops funds. While boats may use the facility floatplanes have the priority and a loudspeaker system is being installed to warn boaters and folks on the dock of an incoming airplane. While clearly not an ideal situation the joint use facility was a compromise to move the project forward.



Congratulations to the Kamloops floatplane community and a special shout out to Ken Martin and Clive McKnight, Kamloops residents and President/Vice President, respectively, of the BC Floatplane Association. Thanks also to new management at the Kamloops Airport who are demonstrating a keen interest in expanding general aviation opportunities in the area.

CAPTAIN WHIDBEY INN WELCOMES FLOATPLANES

The Captain Whidbey Inn is located at the head of Penn Cove on the east side of Whidbey Island, Washington (3nm SW of Oak Harbor Airport). Kevin Franklin, WSPA Board member, recently clued me in on this floatplane accessible gem. A seasonal floatplane dock is added to an existing year-round boat dock.

Dock with floatplane extension from the air looking east (photo Kevin Franklin)

Natala and I dropped in a couple weeks ago with the intent of having a cup of coffee and checking the place out. We were so taken with the enthusiastic welcome of the management and staff that we had dinner and spent the night! The 111 year old inn is under new ownership and management. Jeff and Erin Towery are the GM's and are super keen on having floatplanes stop by for a meal, enjoy the historical structures and grounds and spend the night, if able. Jeff is looking into adding a few mooring buoys to accommodate flying boats and expand the capacity of the dock (capacity on the dock now at least 4 aircraft).



Looks (and tastes) to me like a WSPA splash-out is in order!!!

Don Goodman



CUSTOMS AND BORDER PROTECTION LAUNCHES PILOT PROGRAM FOR REMOTE SEAPLANE ARRIVALS

MAY 19, 2018 BY [GENERAL AVIATION NEWS STAFF](#)

[U.S. Customs and Border Protection](#) (CBP) has launched a pilot program allowing seaplane pilots to clear U.S. Customs remotely at two locations in Minnesota, using an app downloaded to a cell phone or tablet. According to a [story by Dan Namowitz](#) of the Aircraft Pilots and Owners Association, pilots can use the [Reporting Offsite Arrival-Mobile](#) (ROAM) app to clear U.S. Customs by video conference at Scott's Seaplane Base on Crane Lake, and at the Shagawa Lake Seaplane base in Ely.

Pilots must file a flight plan using the [electronic Advance Passenger Information System](#)(eAPIS), but the ROAM app can be used to close the flight plan, Area Port Director Jason Schmelz told Namowitz. The app, downloadable from the Apple and Android stores under CBP ROAM, is newly available to seaplane pilots as CBP expands a program already in use for small boat operators in the region, which is a popular tourism destination.

SEAPLANE BOATER REGULATION CARDS

Carry this in your plane in case you need to explain the rules to local law enforcement. WSPA will be happy to supply you with cards.

Seaplane Pilots
are **NOT** required to have
Boating education Card or Boating Safety Equipment



WASHINGTON SEAPLANE
PILOTS ASSOCIATION

Safety Card

Although the mandatory boater education law is specific to operation of vessels under state laws, Seaplanes are specifically exempted from the definition of a vessel per RCW 79A.60.010 Definitions: (29) "Vessel" includes every description of watercraft on the water, other than a seaplane
-- Hoyle E Hodges, WA. State Parks, Marine Law Enforcement Coordinator

Safety Equipment

A Seaplane is considered a vessel when on the water(USCG), however Seaplanes are exempted from the safety equipment that the USCG requires of boaters by 33 CFR 175.1(e).

"Seaplane pilots are expected to know and adhere to both the U.S. Coast Guard's (USCG) Navigation Rules, International-Inland, and 14 CFR Section 91.115, Right-of-Way Rules; Water Operations."

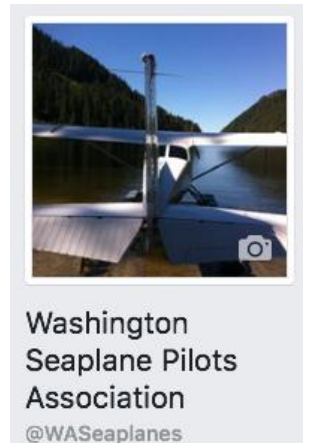
NEWSLETTER / WEB / EVENT HELP NEEDED

WSPA is seeking help with newsletter, website and event management. Please consider giving back to the seaplane community by volunteering. Contact admin@washingtonseaplanepilots.org

FOLLOW WASHINGTON SEAPLANES ON FACEBOOK

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

If you are having trouble seeing your posts on Facebook, try clicking on the Community Page. Look for WSPA by searching for @WASeaplanes on Facebook.



BOARD MEMBERS

President	Stephen Ratzlaff	(206) 250-1625
VP	Open	
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
At Large (Central)	Kevin Franklin	(206) 383-2553

For general questions contact: admin@washingtonseaplanepilots.org

ADVERTISING

1999 MAULE M-7-235B ON WHEELS (8.50 X 6)

Aqua 2400 floats with high-lift struts for increased gross weight.

Low time. No salt. Well maintained and hangared.

Complete Garmin avionics including new transponder with ADS-B in/out.

Long list of options, including LR tanks, patroller doors, VGs, gap seals, much more ...

Contact Mark Masciarotte

360-901-1352 or mtm@dsgassociates.com

SEAPLANE LIFT PURCHASED AND ASSEMBLED IN 2015

- RGC 7,000 LB Aluminum Boat lift converted to support a platform

- Two Wireless Remotes

- Custom platform with wood

- Deepwater legs [adjustable for a wide range of depths]

- Upgrades include edge guard and 4x pop-up cleats

- Located on SW side of Mercer Island

- New owner will need to take care of moving it to it's new home via Truck, Floats, or Barge

- Contact nevek89@gmail.com



CESSNA 172XP FOR SALE

1979 CESSNA R172 HAWK XP, N758LM

<https://www.controller.com/listings/aircraft/for-sale/26326915/>

CFI FOR FLORIDA SES OPERATION - TOURS & INTRO FLIGHTS (NO 135 CHARTERS)

FT - \$40k-\$55k

PT - \$15k-\$25k

Minimum Flight Experience

- 500 hours total
- 45 hours single/multi engine sea
- FAA second class medical certificate
- CFI

Please send resumes and flight time to this email address.

Peter Closi

soarthe-city@gmail.com

561-385-3183