

Poulsbo – May 4/5/6, 2018

Seeley Lake – Jun 16,17, 2018

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 – March 2018

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PICTURE OF THE MONTH



Greg Corrado's Plane Flies Away. Thanks Greg for all your hard work. .

EVENTS

CALENDAR

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



-
- April 28 ESRP Exercise, Kenmore SPB
- May 4-6 Poulsbo Splash Weekend
- 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

GROUNDING HOGS 2018 RECAP

Another great event in The Museum of Flight Side Gallery. Nearly 200 attended. Sponsors included: Aerocet, Wiparie, Kenmore Air, and the Museum of Flight . Donors included:

Ace Aviation
 Aerocet
 Aircraft Spruce
 Alderbrook Resort
 Amaxra
 AOPA
 Authentic WWII "Whiz Wheel"
 British Columbia Floatplane Assoc.
 Clay Lacy
 Cloudbase Sun Glasses
 David Clark Company
 David Woodcock Photo Book
 Dr Bill Bensinger
 Eaglenook Resort & Lucky's
 Garmin

Gatco
 George Johnson, BFR
 Peter Gross – Glacier Flight
 John Goodman's Beaver Ride
 John Nordstrom
 Kenmore Air Harbor
 Kenmore Air Harbor
 Lake City Pub - American Lake
 W37
 Lakes of Washington - 2
 Volumes
 Lisa Saar Atty - Estate Planning
 Long Nguyen
 Midtown Chiropractic
 Mike Kincaid
 Museum of Flight

NW Seaplanes
 RAF shirts
 Sage Rods/Redington
 Seattle Seaplanes
 SPA
 Spencer Lake Tavern - Larry
 Sporty's
 Tailwind Cellars - DeVries
 Wine
 The Ram
 Vertex Aviation -Oil Change
 Waters and Woods
 Construction
 Wipaire (Lake & Air)

EMERGENCY EVACUATION TRAINING EVENT

WSPA Pilot Support Requested

Saturday, 28 April 2018 – Kenmore Air, Lake Washington

Disaster Airlift Response Plan Exercise Information

Kenmore Air is hosting an EVAC training program at their main base on Lake Washington. EVAC has requested WSPA support for this exercise via seaplane pilot participation and to bring in 2-4 aircraft to the Kenmore Air dock. If you are not able to bring an aircraft it would be helpful for some of the WSPA pilots to attend the training.

The details concerning the goals and schedule for the day is as follows.

Goal:

Primary; to further refine Washington Base patient movement flow, aircraft management flow, provide live hands on practice for the DART's and awareness training for attending EMS professionals.

Involved aspects:

Primary; Identifying roles, communication flow, aircraft parking between long hauls and short haul aircraft in relation to patient movement, patient tracking/aircraft tracking methods and determine effectiveness of procedures developed to date.

Identified critical roles/forms to be tested:

Primary: Air Transport Lead, Triage officers (2 needed), Treatment Management Team roles, patient tracking spread sheet, hybrid run report, pilot master patient load sheet, aircraft tracker sheet, attendance roster, how hand off to pilot done and any other additional forms/procedures we determine are needed.

Ground guides, plane handlers, flaggers and communication positions.

Summary:

Primary: On April 28th Kenmore Air (Washington Base) has opened its facility to allow a hands on practice for further development of the DART protocols as it relates to seaplane operations, general patient flow aspects land/water and awareness for additional attending EMS persons/agencies. This will involve multiple aspects of medical, flight and ground support functions.

Scenario: we have had a magnitude 8.5 earthquake that lasted for about 5 minutes. All pass highways are down. We have lost major airports. All hospitals west of the Cascades are either damage, collapsed or due to patient volume incapacitated. We have also had a tsunami of 80 feet in height along the coast from upper part of California to lower part of Vancouver Island. Both Base Lakes are up and weather is clear to have over flights direct from Base Lakes and also American Lake and Renton Field Transfer Point are still up. Ft. Lewis/McChord lost McChord field, but the field on Ft. Lewis is still up.

Time Line:

9:00 am Ground safety brief for ground support personnel and additional exercise participants, ground prep occurs, ground support ops

gets into position.

11:30 am	Planes arrive and are parked.
12:20 pm	2nd safety brief that includes pilots, go over objectives for exercise, Lunch also done.
1:30 pm to 3:00 pm	Exercise started. Load short hauls, then step by step walk for attending EMS individuals. Then general hands on practice loading as desired by attendees.
3:00 pm to 4:00 pm	Wrap up, lunch, go over what went right and what needs Improvement.
4:00 pm till planes leave	An additional questions/training until planes leave

Address for training location Washington Base;

Kenmore Air main facility on Lake Washington

6321 NE 175th Street, Kenmore, WA, 98028

Sky Terry
NW Regional Emergency Services Director
EVAC Emergency Volunteer Air Corps
www.evac.org
LPN, CPR Instructor.
satnolimits@comcast.net

POULSBO SPLASH

May 4, 5, 6

The Port of Poulsbo will reconfigure docks to welcome seaplane pilots over the weekend of May 4th to 6th. Join us again this year and explore the town of Poulsbo and catch up with your friends in the seaplane community.



AOPA MISSOULA SEELEY LAKE FLY-OUT, MONTANA

June 16 & 17, Seeley Lake Airport, Seeley Lake, Montana

For Seaplane Pilots:

Splash-In to AOPA Regional Fly-In Missoula, MT – June 15-16, 2018

The Montana Seaplane Pilots Association (MSPA) is organizing a splash-in at Seeley Lake (Lindeys West Seaplane Base - M35). MSPA is coordinating with the Recreational Aviation Foundation (RAF) which will be hosting a similar event for back country aircraft at the Seeley Lake grass strip (23S) which is 2nm NE of the seaplane base.

While all of the details remain under development the general plan is to crash the RAF party (just kidding, the float folks are welcome to attend). RAF will have a dinner on Saturday evening (the 15th) and breakfast on the 16th. Accommodations will be available on Seeley Lake (cabins and camping) and camping is available at the grass strip. Transportation to/from the RAF function and the AOPA fly-in at Missoula (30nm SW) will be available. 100LL on the water is available at Polson (8S1 – 40nm NW).

Montana has some terrific float flying and this is a great opportunity to meet up with three aviation groups nearly simultaneously (MSPA, RAF and AOPA)!

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

MSPA Contact – Peter Gross, airportenterprises@gmail.com, 406-270-0910

RAF Contact – Scott Newpower, snewpower@theraf.org, 406-670-3169

Join the Recreational Aviation Foundation for a fly-out to Seeley Lake (23S) for a potato bake, and if you're feeling exceptionally adventurous, camp out and stick around for the Seeley Lake Aviation Foundation pancake breakfast the next morning. For \$20 per person, you'll get the traditional RAF potato bake, with all the fixin's, half a sandwich from Lindsey's Prime Steak House, and water. Beer available for cash purchase.

If you plan to stick around until Sunday morning, \$10 will get you pancakes, eggs, sausage, coffee, and water, to help support the Seeley Lake Aviation Foundation.

There are 4 campsites on-field, but camping is permitted anywhere on the airstrip (except for the runway, of course). Outhouse and portable toilets will be set up with a hand washing station. Tables and chairs will be available for mealtimes, but you may want to bring your own just in case. Best of all, it's FREE!

CLEAR LAKE SPLASH IN

Sept 7 – 9

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.

Best Regards,

Tod V. Dickey

AZ Field Director and Spalshin Attendee for the 14th year.

VMI Holdings Inc.

5050 N 40th Street *** NOTE – New Address and Phone extension ***

Suite 280

Phoenix Az 85018

602-954-8578 x1313

602-954-8648 Fax

WSPA/BCFA PHANTOM LAKE (CANADA) SPLASH

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



WA SEAPLANE AIS PERMITS REQUIRED APRIL 1ST (No Fooling)

State of Washington AIS Prevention Permit – New Annual Requirement for Seaplanes

In July 2017 Senate Bill 5303 became law. Amongst other things this bill established a requirement for seaplanes registered in the State of Washington to purchase an annual “AIS Prevention Permit”. Income from this permit will go towards funding the State’s AIS program. Recreational water craft registered in the State have been paying a nominal amount to support the AIS Program as part of their annual licensing requirement.

As the **1 April 2018 implementation date** approaches WSPA is coordinating with the Washington State Fish and Wildlife licensing department to fully understand this new requirement and to beta test the on-line purchasing system. More information will be provided over the next several months.

PORT OF TACOMA DOCK OPEN FOR 2018 SEASON

Hello All,

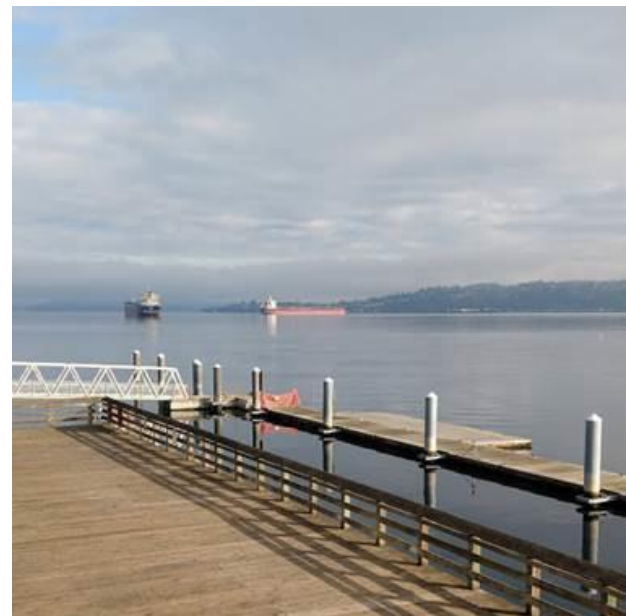
The seaplane float in Tacoma has been put back in service, although it has been slightly re-positioned.

Unfortunately, our docks incurred some pretty severe damage during the Presidents Day weekend storm and we have had to take the northern-most float, t-float and gangway out of service. Accordingly, all passengers and pilots will have to access the float from the middle gangway that is located by Rock the Dock Pub & Grill at the south end of the Dock Building. We are expecting the repairs to be completed as soon as possible, but no later than June 30th. We will notify you immediately when the float has been re-positioned to its normal location.

We regret any inconvenience this may cause, but the safety of our citizens, as well as your passengers and pilots, is our paramount concern.

Louise Dreyer
Executive Assistant/Office Manager
Foss Waterway Development Authority
535 Dock Street, #204

Tacoma, WA 98402
253-597-8122
www.theafoss.com



TRAINING

CHARTING SEAPLANE BASES

Austin Watson, CFI

Recently a question came to WSPA concerning how seaplane base anchors are oriented on aviation charts. Here is the answer. It's not what I was taught.

Reference: Interagency Air Committee Specifications for Sectional Aeronautical and VFR Terminal Area Charts.

3.9.2 Airports

References:

[Appendix 5](#) - Aeronautical Information - Airports

3.9.2.1 Charting Criteria

Airports published in the FAA National Flight Data Digest (NFDD) shall be charted. Unverified airports provided by the AVN Flight Edit Program shall be charted. Airports of lesser importance may be omitted in congested areas or when other airports with better facilities are nearby. Subject to the above restriction, airports within the following criteria shall be charted:

- Public-use airports
- Military airports without charting restrictions
- Non-public-use airports having emergency or landmark value
- Abandoned airports with at least a 3,000 foot paved runway and/or landmark value
- Public-use heliports not associated with an existing airport, non-public-use heliports that have controlled airspace predicated on them, and selected U.S. Forest Service Heliports
- Ultralight flight parks when of landmark value
- Unverified airports

3.9.2.2 Plotting of Airports (Landplane and Seaplane)

Airports (landplane and seaplane) shall be plotted to true geographic position unless they conflict with a NAVAID at the same location. In such cases, the airport shall be displaced from or superimposed upon the NAVAID. In displacing, the positional relationship between the airport and the NAVAID shall be retained. When depicting a seaplane base, the eye of the anchor symbol should be as close to the docking area as possible, with the remainder of the symbol in the water (orientation is not an issue).

Thank you to Robert Ticknor, FAA Safety Team Program Manager, Spokane Flight Standards District Office, for researching this question and getting the answer for us.

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SEAPLANE BOATER REGULATION CARDS

Carry this in your plane in case you never need to explain the rules to local law enforcement. WSPA will be happy to supply you with cards.



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."

WSPA

MEMBERSHIP REPORT

as of 3/21/18

Category	Active / Paid	Lapsed	Total
MEMBER	126	152	278
DUAL WSPA/SPA MEMBER	71	18	89
LIFETIME	1		1
TOTAL	198	170	368

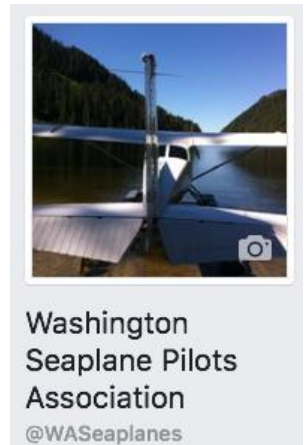
NEWSLETTER / WEB / EVENT HELP NEEDED

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



**PLEASE HELP
STOP AQUATIC
HITCHHIKERS!**

BEFORE leaving / takeoff:

- ✓ **Inspect** the floats for aquatic invasive species
- ✓ **Remove** aquatic plants and aquatic animals from floats and rigging
- ✓ **Pump** the floats

Inspect the locations shown

water rudders
transom
step area
wheel wells
chase

WASHINGTON SEAPLANE
PILOTS ASSOCIATION

Thank You for Supporting Washington Waters
<https://www.washingtonseaplanepilots.org/invasives>

LEFT: BOON

ADVERTISING

For Sale: 1979 Cessna R172K-XP-II, PeeKay B2300 Straight Floats

<http://www.austingwatson.com/n758lm-for-sale.html>

