

*Washington Seaplane
Pilots Association*



Fall 2019

Winter is coming!

© Timothy Kalweit

Timothy Kalweit

Veterans Day - Nov 11

To all Veterans:

Thank You For Your Service!!

Reflecting on some WW2 Seaplanes

At right, the *Eyes of the Fleet*, a **Vought OS2U Kingfisher** is hoisted back on board. The Kingfisher served with the US Navy, USMC, and USCG aboard Battleships and Heavy Cruisers.

Note: Did you or anyone you have knowledge or experience flying Military Seaplanes or Flying Boats? We are looking for speakers for future WSPA Events!

At right, a pair of **Curtiss SOC Seagulls** ready to launch off a Brooklyn class Light Cruiser somewhere in the Pacific, 1943.



WSPA Safety Stand Down - Oct 30 2019

Thank you to Dan Anderson for sharing his real world experience. And to Chuck and John for presenting. Thank you to Kenmore air for hosting.

WSPA collected data on Seaplane Incidents in 2019:

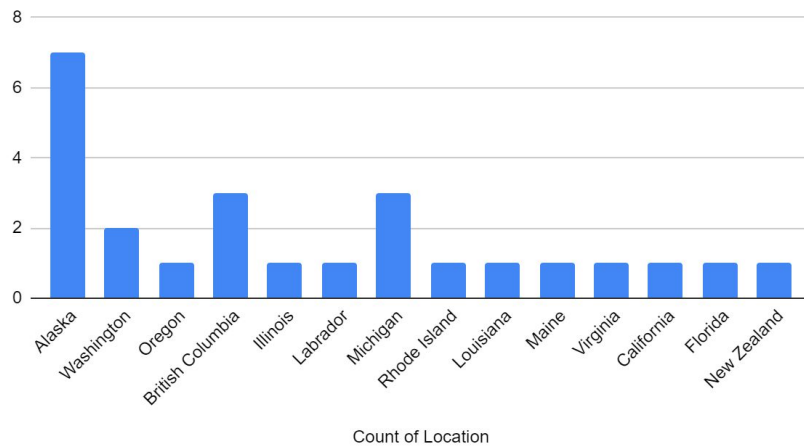
- A surprising amount of incidents were related to stalls on takeoff - many due to wind shear or improper takeoff directions
- Many gear down landings occurred, almost all of them were due to forgetting to raise gear on takeoff
- Commercial operators made up 33.3% of Seaplane Incidents, but 91.7% of fatalities. 22 Commercial Lost/Missing vs 2 Private Lost/Missing



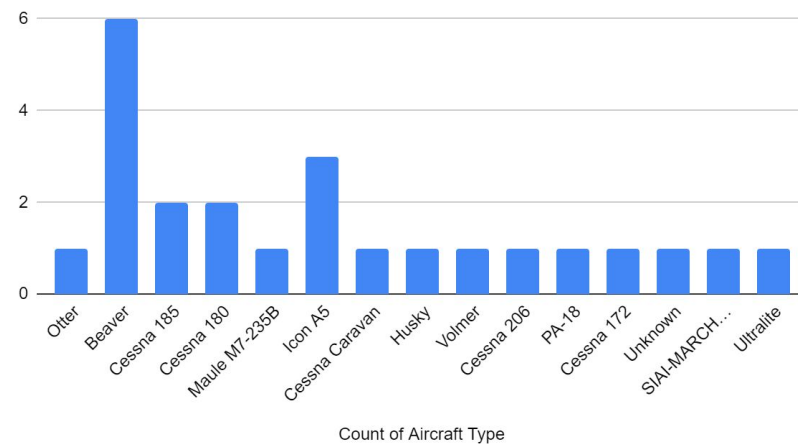
The WSPA Seaplane Safety Stand Down at Kenmore Air was a great success. Thank you all who attended.

Thank you to Mike Hale from Hale's Ales of Fremont/Ballard for supplying the Beer.

Count of Location

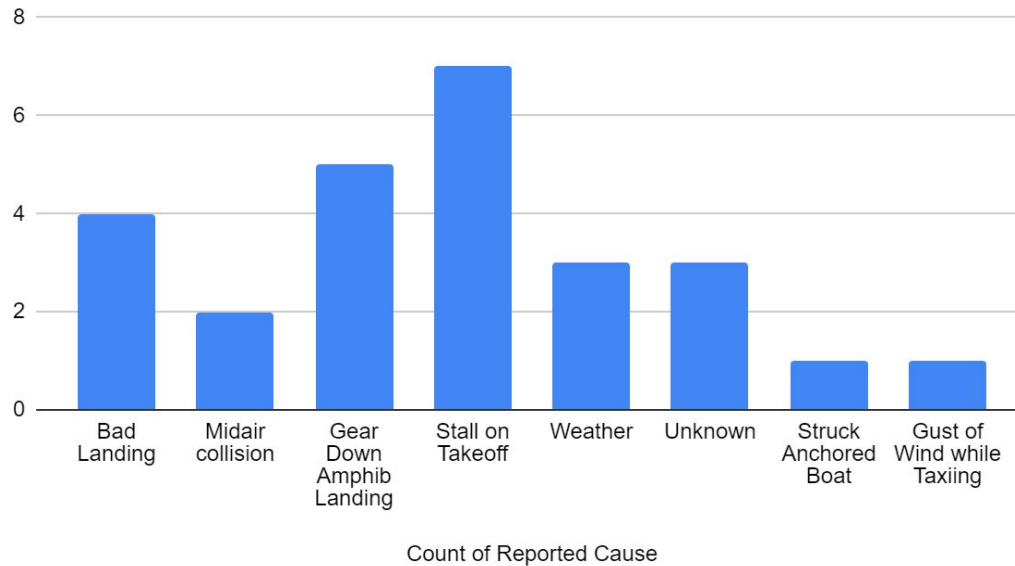


Count of Aircraft Type

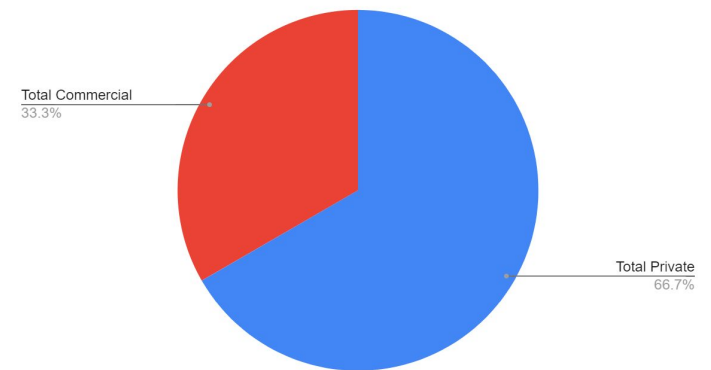


SAFETY STAND DOWN CONTINUED

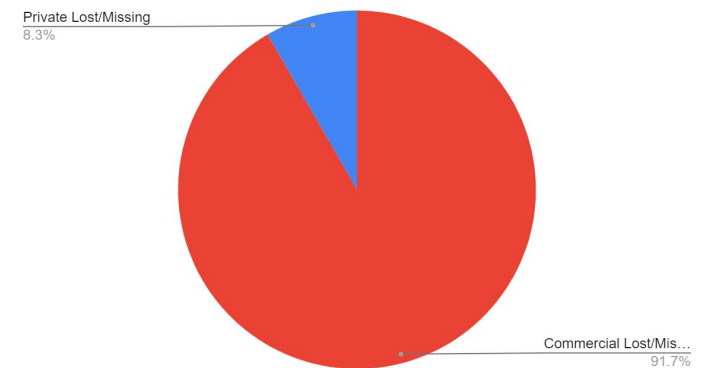
Count of Reported Cause



Incidents - Commercial vs Private



Lost/Missing - Commercial vs Private



Key Reminders for Float Flying:

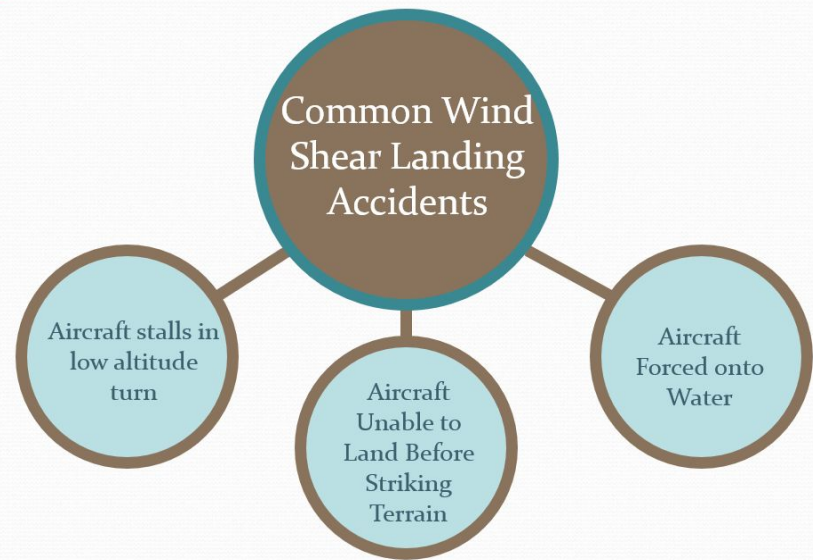
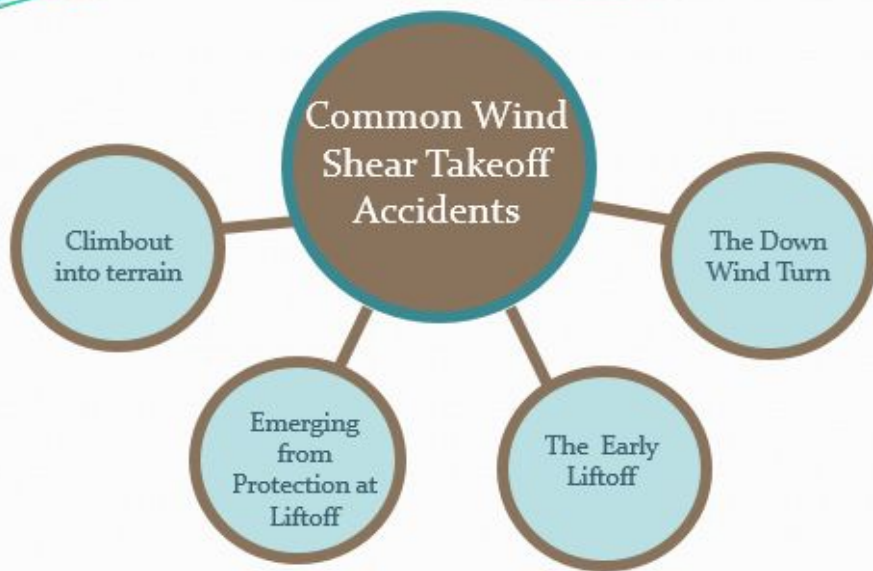
- Practice reading the wind
- Remember checklists
- Ensure radio communication/location calls even when you feel you may be the only person out there

Note - Data gathered from online news reports, FAA reports, and Kathryn's report.
Data is for reference purposes only, only reports from Seaplanes and flying boats recorded.

From John Gowey's presentation at the Safety Stand Down

Terrain-induced wind shear is likely the leading cause of floatplane accidents in the Pacific Northwest/ Western Canada





Strategies for Avoiding Wind Shear Accidents:

Strategy #1:

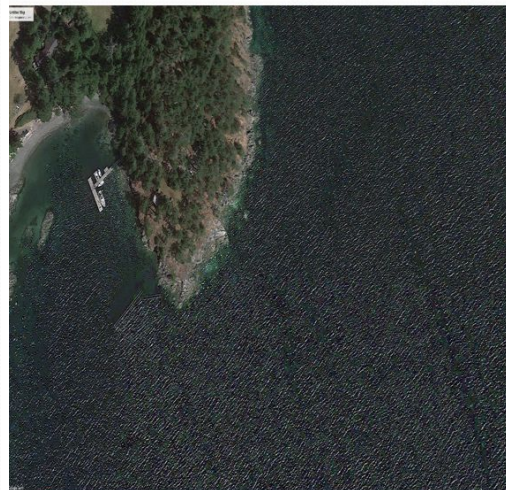
Visualize the “big picture”



Strategies for Avoiding Wind Shear Accidents:

Strategy #2:

Overfly to determine wind pattern



Strategies for Avoiding Wind Shear Accidents:

Strategy #3:

Don't trade poor water for worse air.



Strategies for Avoiding Wind Shear Accidents:

Strategy #4:

Avoid low altitude turns.



Strategies for Avoiding Wind Shear Accidents:

Strategy #5:

Use landform protection cautiously.



Strategies for Avoiding Wind Shear Accidents:

Strategy #6:

Always preserve a go-around option.



Strategies for Avoiding Wind Shear Accidents:

Strategy #7:
**Know when
to quit.** (Wind
SOPs can help,
but don't cover all
situations.)



Amphib Accidents

- Data from 2000 to 2011
 - Total Accidents: 29
 - Fatal Accidents: 7 or 24%
 - Average Fatalities: 1.29 per accident
- What percent would be solved with Gear Up On Departure:
 - 3% NO
 - 14% Unknown
 - 83% YES
- Data from 2019 (Through 9/30/19) showed 5 gear-down landing accidents. 100% would have been avoided with Gear Up On Departure.

Rules for Amphibs

1. Raise the gear immediately upon take-off. It should be standard procedure and muscle memory to raise gear as the first action after take-off. The typical jet procedure is to raise gear upon positive rate of climb. Even if the flight plan is to stay in the pattern, raise the gear upon take-off.
2. Have a formal post-takeoff checklist. LUFF: lights, undercarriage, fuel & flaps
3. The gear indicators should be included when scanning the panel during cruise flight.
4. When approaching for landing, perform three complete GUMP-C checks. (Gas, Undercarriage, Mixture, Prop, Carb Heat). Visually check gear at least once as a part of GUMP.

Seaplane Destination Reminder

Reminder: WSPA Maintains Austin's fantastic map: <https://washingonseaplanepilots.org/destinations>

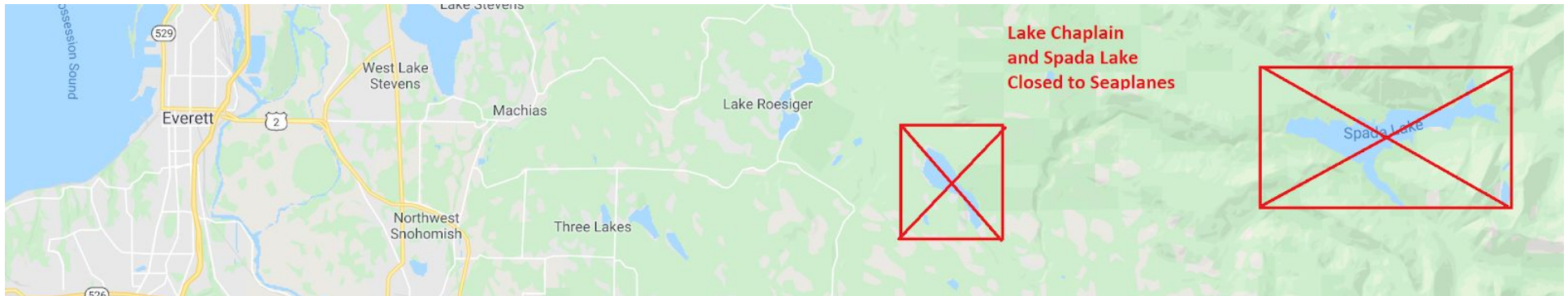
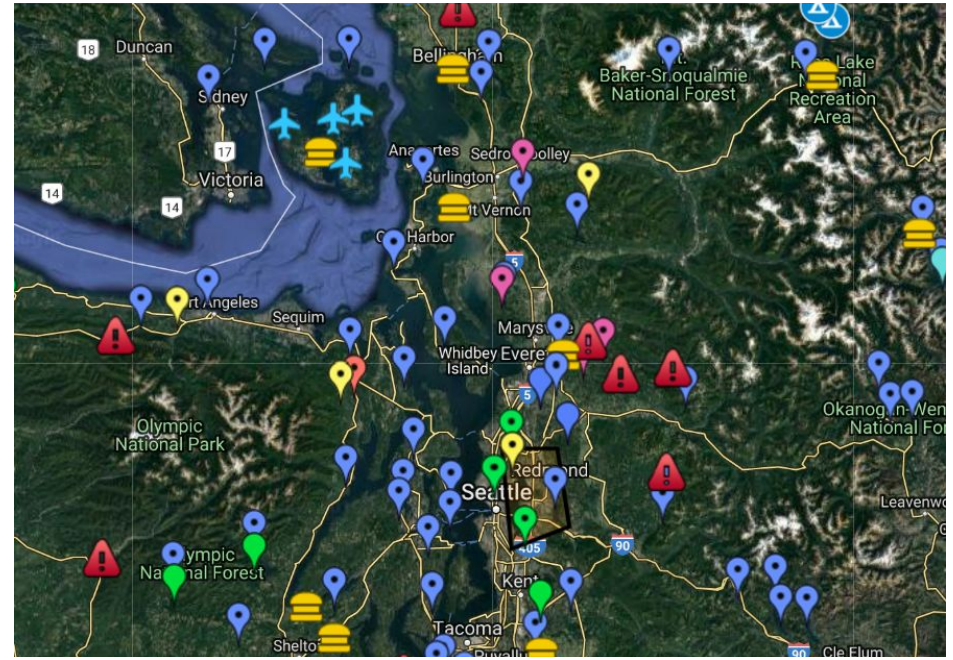
The map is accessible on the WSPA Website and contains information on destinations.

Note that the information is for reference purposes only, please ensure you do additional research before making flights.

Lake Chaplain Reminder

Lake Chaplain is the City of Everett's drinking water reservoir.

Please note that Lake Chaplain, is **CLOSED TO SEAPLANES**.



Do Not Land on Closed Waters!!!

WSPA received the following in an email from the Aviation Division, Washington Department of Transportation;

“The City of Everett has concern over seaplanes landing on Lake Chaplain. The City of Everett’s drinking water reservoir, Lake Chaplain, has had numerous seaplane landings over the past few years. Their facility is closed to the public. All of these landings were reported, by the City of Everett, to the FAA Flight Standards Office and an inspector was assigned to investigate.”

Lake Chaplain is 5nm north of the town of Sultan and 5nm west of Spada Lake (also closed) in the Snohomish Valley.

Earlier this year WSPA was approached by WSDOT concerning Josephine Lake on Anderson Island (South Puget Sound). The Riviera Country Club, which surrounds the lake, had expressed a concern to WSDOT regarding floatplane operations on Josephine Lake. Josephine, and its sister lake to the north, Florence, are both designated as non-motorized water bodies.

As a floatplane community “we” can be our own worst enemy. Perception and relations with municipalities, water managers and the general public remain a top priority for WSPA. It is incumbent upon all pilots in the float flying community to be knowledgeable concerning open/closed water bodies and to help fellow pilots who may not be knowledgeable or who are operating with disregard.

The WSPA website “Destinations” page (<https://washingtonseaplanepilots.org/destinations>) has both a map and list of open/closed waters in Washington State. While not comprehensive the list contains the lakes of Washington that floatplanes are likely to consider for landing.

In general the following categories of water bodies are off limits;

- Municipal water reservoirs (as opposed to irrigation reservoirs or power generation)
- Lakes where motorized operations are not allowed
- National Park lakes
- Wilderness Area lakes

Thank you for your compliance and consideration. What we do reflects upon the entire seaplane community.

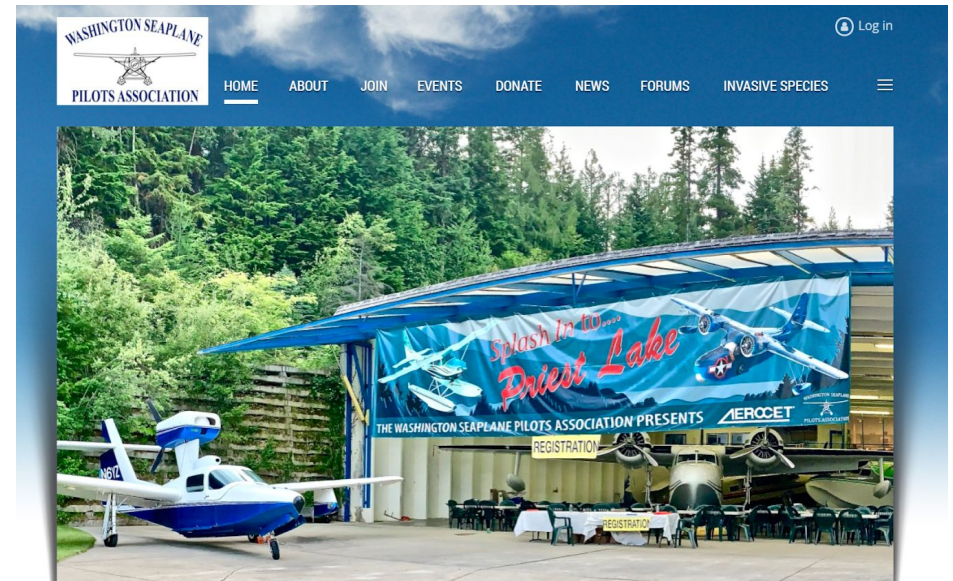
WSPA Board

WSPA Website Reminder

Please remember to visit the WSPA Website
<https://washingonseaplanepilots.org/>

There's great information on:

- Invasive Species
- Future Events/Fly-outs
- Destinations
- Training
- Weather
- Stewardship
- News
- And Much Much More!



PAST EVENTS

- 30 Oct 2019 [WSPA Seaplane Safety Stand-Down](#)
- 04 Oct 2019 [Chelan-"Mahogany & Merlot" Invitational - Cancelled](#)
- 21 Sep 2019 [Joint Splash Out with BCFPA - CANCELLED](#)
- 14 Sep 2019 [Fall DART Exercise](#)
- 07 Sep 2019 [Lake Cushman - CANCELLED](#)
- 12 Jul 2019 [Priest Lake Splash-In](#)
- 27 Apr 2019 [Washington State Disaster Airlift Response Team \(DART\) Exercise - Kenmore A](#)
- 22 Feb 2019 [WSPA 2019 Grounded Hogs Dinner](#)
- 07 Dec 2018 [WSPA 2018 Holiday Party on Lake Sammamish](#)
- 01 Oct 2018 [WSPA/SPA October 1-6 Events](#)
- 29 Sep 2018 [Kenmore Open House](#)
- 08 Sep 2018 [WSPA and B.C. Floatplane Association Joint Splash Weekend](#)
- 13 Jul 2018 [2018 Priest Lake Splash In](#)

Events!



WA WEATHER

Weather Briefing

- Seattle Local Aviation Flight Conditions
- Seattle NWS Forecast Office
- Seattle Area Forecast Discussion
- Surface Prog Charts
- METARS & TAFS
- Winds Aloft NWS
- Winds Aloft Air Sports Net
- Convective Forecast
- PIREPS
- TFRS & NOTAMS
- PNW Ferry Weather
- Mt Rainier Forecast
- Hwy 520 Bridge Weather
- Ferry Weather Surface Wind for Puget Sound
- WA Tides NOAA
- UW Weather
- Cliff Mass WX Blog
- 1800WXBRIEF (Excellent Briefing Site)

CHARTS AND CAMERAS

Aeronautical Charts

- SkyVector
- AIRNAV Airport Info
- FLTPLAN Airport Info

Nautical Charts

- NOAA Chart Viewer
- Puget Sound Charts

Web Cams

- Seaplane Cam Map
- UW Atmos Sci PNW Weather Cams
- KOMO News Weather Cams
- Space Needle Pano Cam
- Skunk Bay Weather Cam
- Dyes Inlet, Silverdale Cam
- Edmonds Marina Cam
- Port Townsend Cam
- San Juan Island Cams

Weather! Helpful Webcams!

Additional WSPA Websites and Resources

In addition to WashingtonSeaplanePilots.org, WSPA also manages additional websites:

"CLEAN, DRAIN & DRY"
ARE THE WORDS WATER MANAGERS WANT TO HEAR!



STOP AQUATIC HITCHHIKERS!
Be A Good Steward.
Clean. Drain. Dry.



QUALIFICATION REQUIREMENTS:

- 1: Watch the training video
- 2: Take the test (only accessible after the video)
- 3: Print your certificate – carry it with you or keep it on display in your aircraft.
- 4: Keep a log of waters visited within the last 30 days and include a record of cleaning and/or decontamination.
- 5: Check State Requirements Page to see if permits, stickers or registration may be required.

TAKE ACTION
Ready to take the next step? Watch the video and take the test!



Seaplane AIS Training

Take the course, learn about & prevent Aquatic Invasive Species
<https://www.seaplaneaistraining.com/>

Lost Seaplane Bases

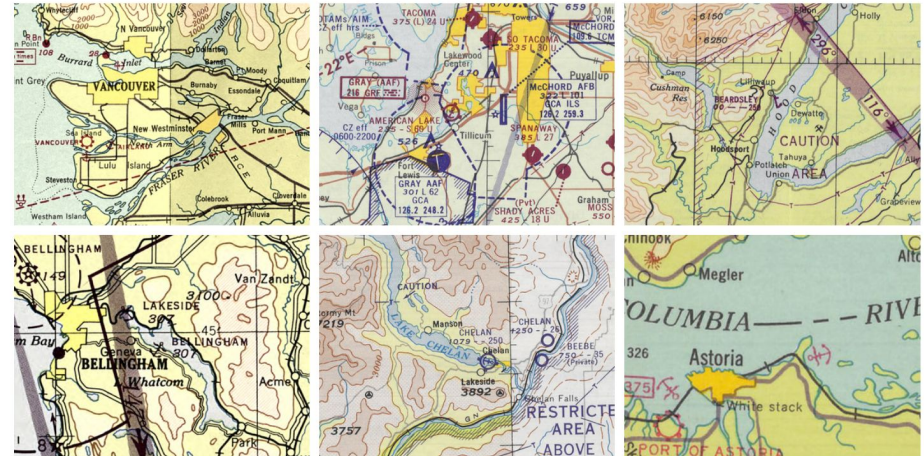
Click here to visit the Lost Seaplane Base Project

[Project Map](#)

Washington Seaplane Pilots Association

<http://washingtonseaplanepilots.org/>

Washington Seaplane Pilots Association



Lost Seaplane Base Project

Documents the history of Washington's Lost Seaplane Bases
<http://www.nickelboat.com/lspb.html>

Please remember that the WSPA is primarily a member-funded organization. If your membership has lapsed, please renew!

<https://washingtonseaplanepilots.org/Join>

Just a reminder that WSPA and SPA are independent organizations, but, you can sign up for a joint membership!

GROUNDING HOGS 2020

<https://www.groundedhogs.com/>

Yes, Another Website.

Please Support our Grounded Hogs Sponsors!

February 21 2020

Join us again at the Museum of Flight

Dinner, Friends, Seaplanes....

A fantastic substitution for Valentines Day.



Last Year we had a wonderful talk about the World Cruiser



There will again be food!



In 2020, Chuck will tell us the story of Kenmore Air

2020 WSPA Seaplane Event - EAGLE NOOK FISHING!



July 5-9 2020

If you have any questions you may contact Stephen Ratzlaff at stephen@orderport.net or by phone 206-250-1625

When you are ready to sign up, please call Eagle Nook Resort at 800-760-2777 and provide them a deposit.

Link for More Details

<https://docs.google.com/presentation/d/e/2PACX-1vRRxGu-tm3n9qFNZFEAwPy49uPoAqDvr5cVdwbc3JLHU4Nzg8Czr1PAIZ2BbSSH7NeMdro18COnYYZZ/pub?start=false&loop=false&delayms=3000>

Congratulations to Bruce Hinds on his new Position at Alaska Airlines

Bruce Hinds is part of the New Hire Class of September 30th!

Congratulations on your new position training pilots at **Alaska Airlines**.

Bruce is in the back row - second from the left, **thinking about his Seabee**.



While the 737 Max is grounded, here are two planes that we wish Alaska Airlines would bring back:



Grumman G-21 Goose



Seahawk 1 - 727-200, Because 3 engines are better than two

New Event: Seaplane Diving Trip in Lake Washington!

- Are you a rated Diver?
- Do you like Seaplanes and Adventure?
- Do you like historic wreck diving trips?
- Are you not afraid to dive 70-80' deep in Lake Washington?
- **Have you made this dive before and can help plan this trip?**



Kevin Franklin has enlisted the help of a local eastside dive shop to organize a diving trip to **BuNo 59172**

BuNo 59172 Is a Martin PBM Mariner located in Lake Washington



Martin PBM Mariner



Click this: [Navy History Link here with more details on the wreck and previous salvage attempts](#)

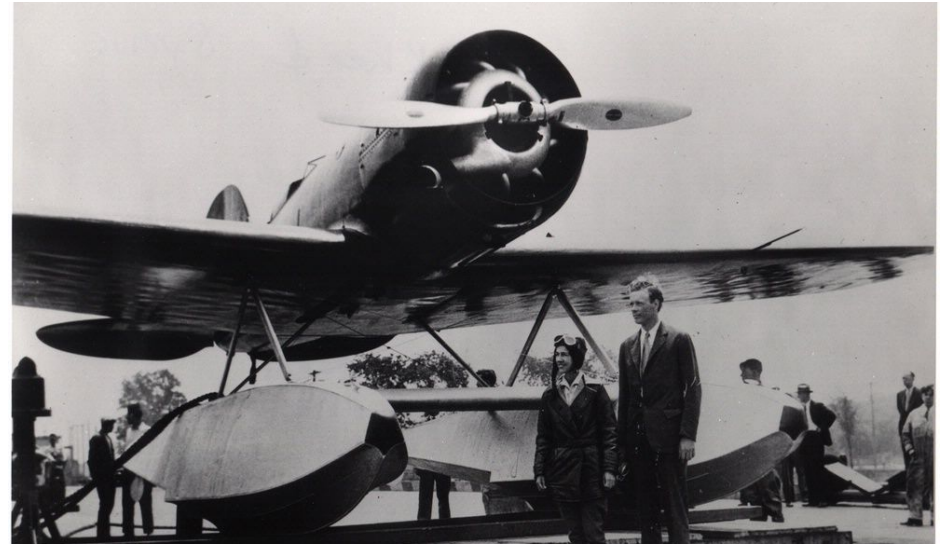
Contact Kevin@FinalStrikeGames.com if interested in joining this trip, or if you have photos/details from previous trips.

Seaplane History - What is a Tingmissartoq?

It is difficult to think of **Charles Lindbergh** without thinking of *The Spirit of St Louis*, or the famous kidnapping event.



Model 8 Sirius at the National Air and Space Museum in DC



Charles and Anne Morrow Lindbergh and Edo Floats

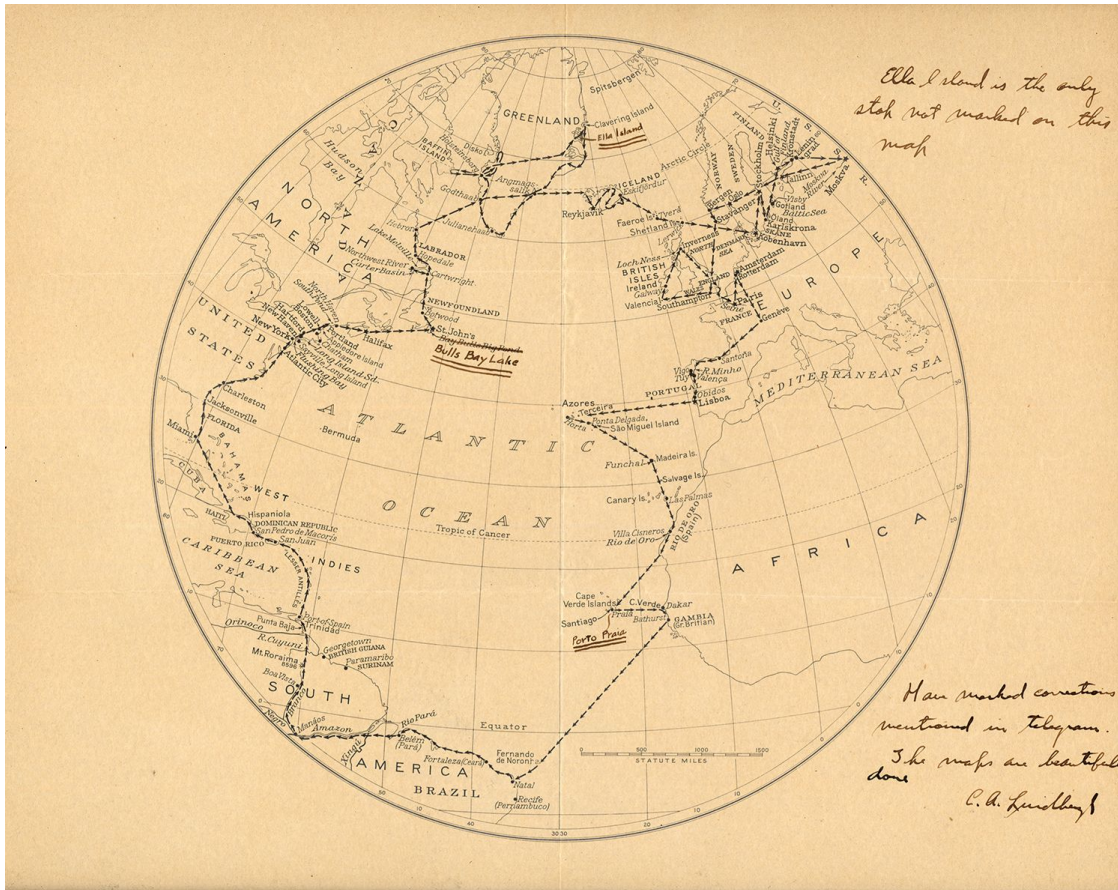


Damaged after being lowered by British Carrier HMS Hermes in the Yangtze River, China

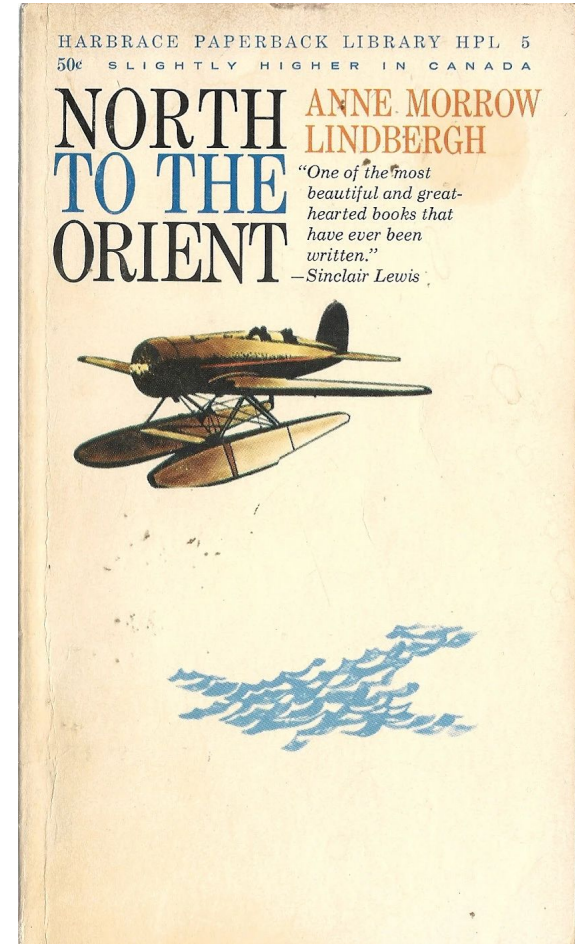


At Angmagssalik, Greenland, an Eskimo boy sitting on the wing is painting the name *Tingmissartoq* on the Lindberghs' Sirius

However, he and his wife also flew incredible trips in a **1929 Lockheed Model 8 Sirius Floatplane**, named Tingmissartok. According to Wikipedia, Tingmissartok means “one who flies like a big bird”.



Route Map of the 1933 Survey Flight



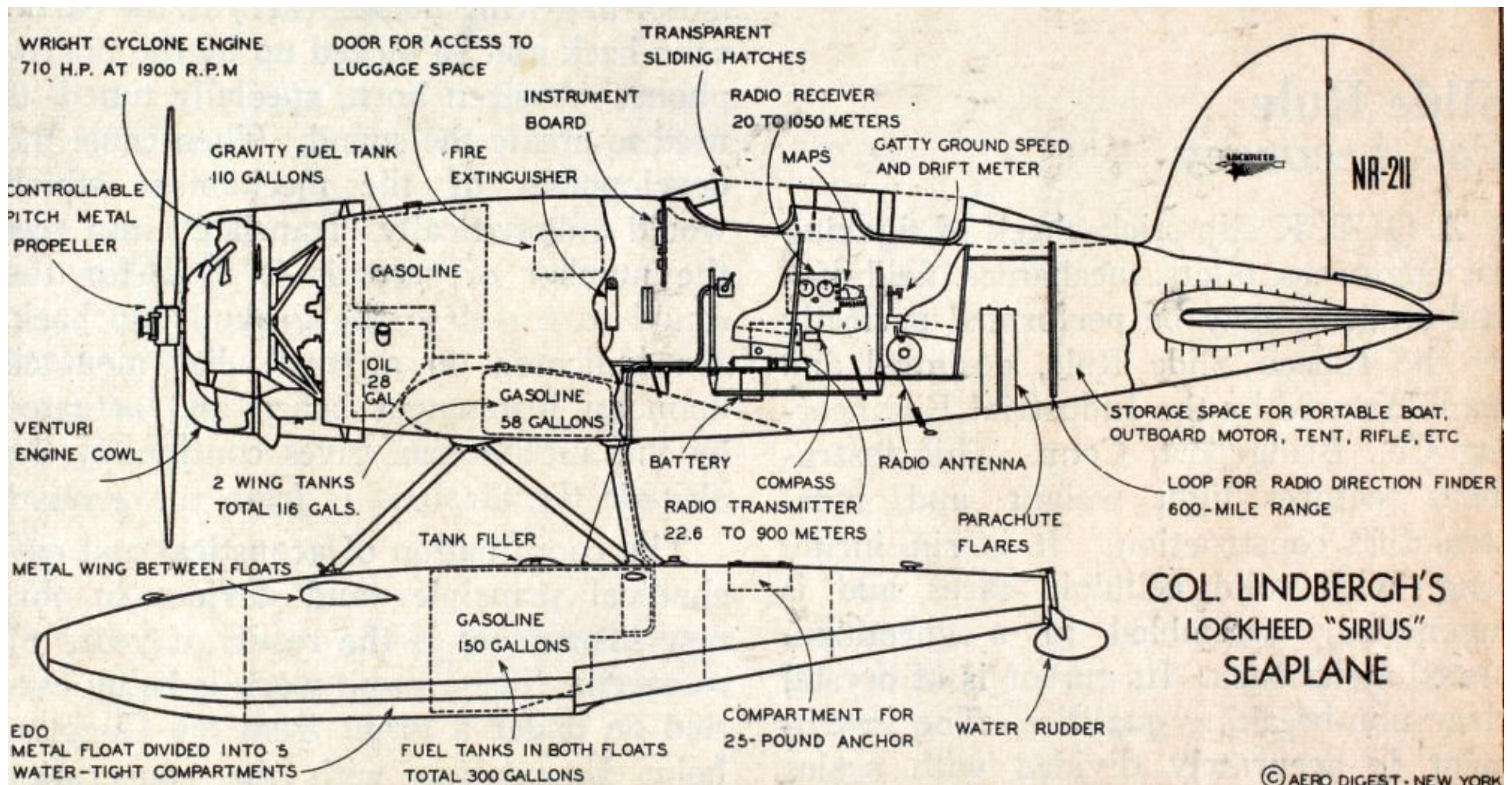
Anne Lindbergh’s book on the first adventure.

Please note as printed on the cover this book may cost **“Slightly Higher in Canada”**

On their Vacation,

Tingmissartok was flown to Maine, Ottawa, Moose Factory, Aklavik, Point Barrow, Nome, Petropavlosk, Kuril Islands, Nanking

Not bad for Straight Floats!!



This Diagram shows:

- 526 Gallons of Fuel in Wings, Floats, and Fuselage
- Anchor Compartment
- Storage for a Portable Boat with Motor, Tent, and Rifle
- Parachute Flares
- Ground Speed and Drift Meter
- Water Rudders Down

Note if you are wondering why there are random aircraft and opinions this month, the WSPA, for some reason, allowed Kevin to write the newsletter.

BOARD MEMBERS

President Stephen Ratzlaff	(206) 250-1625	stephenr@orderport.net
VP Bruce Hinds	(360) 710-5793	brucehinds@earthlink.net
Treasurer Jack Jacobson	(206) 769-7436	JACKJACOBSON100@gmail.com
Secretary Don Goodman	(360) 303-7076	donaldjg56@gmail.com
At Large (East) Kevin Wyman	(206) 419-0349	kevin.wyman@gmail.com
At Large (Central) Kevin Franklin	(206) 383-2553	kevin@nickelboat.com
At Large Chuck Perry	(425) 879-0774	chuckp@kenmoreair.com
At Large Jamie Madonna		JMadonna@AHTINS.com

For general questions contact: admin@washingtonseaplanepilots.org

Keep your Stick on the Ice, and see you in the Winter!

WSPA Newsletter





Another Alaskan Plane! - Sent in by Bruce Hinds