



## WINTER NEWSLETTER 2021

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You know those teeth are chattering...

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### IN THIS ISSUE

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**President's Corner:** Piloting politics, Stephen Ratzlaff

**Grounded Hogs 2021:** A virtual event this year with several topics from our Board of Directors preceded by an online happy hour! Grab a beverage and your laptop.

**The Seaplane Bill:** Mooring at many buoys and docks is illegal in Washington State – House Bill 1240 can fix that. Scott Cooper explains.

**Logbook Reveries:** Don Goodman takes us around the state:  
*Destination: Splash into Every County in Washington State – in One Day*

**History Corner:** *Evergreen Air & Space Museum, McMinnville, Oregon.* Don Goodman tours a local aviation holy land.

**Seaplane News, Funnies & Next Newsletter Teasers.**

**Membership & Renewals:** Thanks to these folks for their continued support.

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## President's Corner

*Stephen Ratzlaff, President*



For as long as I can remember, the first couple months of the year are focused on getting prepared for our annual WSPA dinner, Grounded Hogs, as well as the NW Aviation Conference. It is an enjoyable time seeing everyone and hanging out at our booth at the show. This year is sure different! We won't be able to get together for GH, but we do plan to hold a virtual event as many of you already know. We hope you will enjoy a nice dinner at your home, then sit down with a glass of wine and toast your fellow members. We will plan to have some casual conversation and then we'll provide you with some updates on what has been happening.

As a prelude to getting together, I would like to highlight some of the key happenings and contributions of our people. This is not exhaustive, but you can read the rest of our newsletter to get more info and of course watch GH for even more details.

### Boeing Field

We have been spending a lot of time getting involved with the

Master Plan for Boeing Field. Thanks to an email I received from the Museum of Flight, I learned that the airport staff were finishing up their master plan and in its current state it would reduce GA parking by 50%. It turns out that the airport staff were not happy with this either and readily welcomed our help to try to address the issues. We quickly formed a team to focus on the problems and also formed two organizations to represent the groups involved. These include the Friends of Boeing Field and the Boeing Field Tenants Association. Some might say, "How does this relate to seaplane flying?" Well,

a lot of us are on amphibians for one thing. But more importantly, when GA capacity is reduced in one location, it affects GA at other Puget Sound airports. And I should also mention that there is talk of a long-term plan to build a Boeing Field Seaplane Base on the Duwamish River. But that is way down the road. At this point, we are working with the airport to ensure the needs of GA are met and beyond that, to foster a good working relationship with the airport staff.

#### Renton Airport

As you probably know, we have been working with the City of Renton and the Renton Airport to address issues we have with their master plan. If implemented, it would reduce the capacity of the Wiley Post Seaplane Base by 75% and cut back tie-downs and hangar space. The city has been very responsive and has been working to address our concerns. They just hired a new Airport Director, David Decoteau. We plan to invite him to our upcoming board meeting in March. Welcome back to the Northwest, David!

#### Seaplane Moorage at Residential Buoys & Docks

Scott Cooper, our most recent board member, has taken the lead to address the issue that it is not legal to moor seaplanes at buoys and docks adjacent to residential property. One of our members was told he needed to pay a \$900 fee (for five years) to use the mooring buoy. He reached out to us for help and we learned that the DNR (WA Department of Natural Resources) was beginning to implement this new policy. As it turns out, the RCW (Revised Code of Washington), which defines the laws of our state, provides for free access to docks and mooring buoys for boats, but left out seaplanes. Scott took the ball and is working with Representative Scott MacEwan of the 35<sup>th</sup> District which includes the area around Hood Canal and Case Inlet. It may take some time, but we anticipate success with this legislation.

#### Seaplane Safety

It is seeming to many of us in the seaplane community that we are seeing an uptick in accidents in the last few years. This may be a result of pilots getting less flight time during COVID, but it really appeared to begin before COVID. To combat this, the Seaplane Pilots Association has undertaken an effort to address safety. The initial focus for this year will be on amphibians. At WSPA we had initiated a similar effort and realized that it didn't make sense to cover the same ground. So, we joined with national SPA on their Manufacturers' Initiative. We are now working with SPA to develop a safety program specifically targeted to amphibians. You can expect to see the results of this work this coming spring and summer.

We want to thank everyone who renewed their membership this past year! It is your support that keeps us going on these important initiatives. We look forward to seeing you all at our virtual Grounded Hogs!

*Stephen*



## Grounded Hogs Virtual Meeting

**Amy Fenwick & Don Goodman, WSPA Board of Directors**

When: 5 Mar 2021 6:30 – 8:00PM, PST

Where: Online via Zoom

### EVENT DETAILS:

Each year, the Washington Seaplane Pilots Association (WSPA) has the pleasure of welcoming guests to an evening of fun at the Museum of Flight in Seattle. The event serves as the primary fundraiser to help fulfill our mission to protect and grow seaplane access to Washington waters, promote safe and responsible seaplane operations, foster communications among owners, operators, service providers, and the community, and to facilitate events sharing the joy of seaplane flying in Washington and the Pacific Northwest.

In 2020 we were fortunate to be able to host the event in person. For many of us, it was the last large social gathering of the year. This year, we have decided to move the event to a virtual platform, with the hope that future events can proceed in person.

Our evening will begin with a virtual happy hour starting at 6:30 pm. At 7:00 pm, the WSPA Board will review various initiatives and accomplishments from 2020. As we



look forward to increased flying activities, we will share exciting developments for 2021 and feature several splash-in destinations.

You should have received an email event announcement and can expect later this week a reminder with additional details and instructions for joining the meeting. So that we can gauge attendance, if you have not done so already, please use the link provided in your email to register, or [visit the events page and click "Register."](#) Everyone is welcome, and the event is free to join.

We look forward to seeing everyone on March 5, and hope your new year is off to a great start!

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### Legal moorage on residential waterfront in Washington State?



Nope



Uh-uh

## Washington State House Bill 1240, The Seaplane Bill

*Scott Cooper, WSPA Board of Directors*

**Did you know that it is against the law to moor your seaplane on your privately-owned waterfront buoy or dock?**

For waterfront property adjacent to state aquatic lands, an owner may install a no-fee buoy or small dock. There are thousands of these in Washington waters, almost all are adjacent to residences or undeveloped private property. This type of moorage, specified in our state law in section 79.105.430, **is only for privately owned boats** - no provision has been specified for anything other than a boat - no seaplanes, no commercial boats, etc. can use these under the no-fee license law.

To legally moor your seaplane on your waterfront, a \$900 license can be obtained, and must be renewed every five years. The Department of Natural Resources (DNR) has started to require these where they have seen seaplanes moored.

**We don't think the \$900 fee is fair to the seaplane owners in Washington and we think no-fee access should apply to seaplanes the same way it applies to boats.**

### Washington State Legislature House Bill 1240

Recently drafted HB 1240, known by legislators as the "Seaplane Bill" is a change to the existing state law in RCW 79.105.430. We have worked with John Dobson, president of the Washington Aviation Alliance on our political strategy. We went to Representative Drew MacEwan in the 35th District, to sponsor the bill. The 35<sup>th</sup> is one of the "wettest" areas in the state with many miles of waterfront along Hood Canal, Case Inlet and several lakes. Several WSPA members own waterfront in this area and seaplane operations are a regular part of this region. Rep MacEwan agreed to help us, and he introduced the bill to the Environment and Energy Committee on February 2. All legislative testimony is virtual this year. On February 4, four members of WSPA gave testimony in support of the bill and one member of the DNR spoke in opposition. Rep MacEwan's office continues to work on this issue and has planned several meetings for those who support and oppose the bill.

**We want to be clear, that this bill is meant for private recreational docks and buoys, and not commercial docks and buoys.** Different dock types are treated differently under the law. It is dependent on how the dock is used, more so than the physical construction of the dock. There is a difference in the statutory authority DNR uses to authorize docks for commercial uses, like at Kenmore Air and many marinas and boat yards in Washington waters.

### Buoy and Dock Laws in Washington State

Commercial uses of state-owned aquatic lands are authorized through a lease or easement under the general leasing authority found in **RCW 79.105.210 Aquatic lands—Preservation and enhancement of water-dependent uses—Leasing authority**.

Recreational docks for residential waterfront property owners are granted without charge via the statute itself in **RCW 79.105.430 Private recreational docks—Mooring buoys**.

When the DNR grants a mooring buoy license for a buoy that does not meet the requirements of **RCW 79.105.430**, it can be granted under the authority found in **RCW 79.36.355**, which states: "The department may grant the right to use public land to any person and such easements and rights in public lands, not otherwise provided in law, as the applicant applying therefor may acquire in privately owned lands. No grant shall be made under this section until such time as the full market value of the estate or interest granted together with damages to all remaining property of the state of Washington has been ascertained and safely secured to the state." To determine what the full market value of a recreational mooring buoy was, the DNR looks at the workflow utilized to accept the application, works with applicants, develops the agreement and gets it executed. The amount the DNR came up with was \$500 for the first year, and \$100 per year for four more years. The \$500 first year captures the upfront costs of staff working to get the agreement in place. After that, the \$100/year covers the staff costs of maintain the agreement.

It is the \$900 fee that we oppose. Why estimate the cost to administer this license when you can just eliminate the fee entirely and let seaplanes and boats have the same type of access as the no-fee license? We continue to work on this issue, and it is our goal to change Washington state law because moorage for seaplanes ought to be fair and clear.

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## Logbook Reveries: SEND US YOUR STORIES!!!!

**Tell us your tale** about your seaplane adventure anywhere in the Pacific Northwest. Even a partial story is good, send it to Scott Cooper, Newsletter Editor, and he will glorify your escapade. If you have pictures - great, if not – we'll find some and I can make any graphics to help explain your saga.

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## Logbook Reveries: Washington State Grand Tour: Water Landing in all 39 Counties in a Day

**Don Goodman, WSPA Secretary**

### A study in preparation, route analysis, fuel planning, and flight crew resource management

**0434 – 18 June 2020**

Dave - ***“I lost my hat!”***

Thus, began our journey to land on water in every county in the Washington state in one day. Not a very auspicious start to a **very full** day of float flying!

### **The Team**

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- Don Goodman – Pilot
  - Dave Adams – Co-Pilot
  - Natala Goodman – Navigator/Timekeeper/Chief Cook and Bottle Washer
  - Aircraft - 1976 C182P N1394S on Aerocet 3500L Straight Floats
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### **Beginnings**

Not long after acquiring our aircraft I became intrigued with the idea of flying to and landing on floats at all 39 counties in Washington state (the “Grand Tour”). Serious research and scouting began in September of 2016 during a five-day trip to Eastern Washington. The first two days of this trip were spent researching potential landing locations. Our research tools consisted of the wonderful two volume “Lakes of Washington” (long out of print), the SPA Water Landing Directory, a county boundary map, *Foreflight* route planning and many hours on *Goggle Earth*. With a list of potential landing locations in hand the balance of that trip consisted of flyovers and in some cases landing at numerous locations in Eastern Washington.

A winter passed with more dreaming and flight planning. In July of 2017 another multi-day scouting effort focused on Western Washington. At the conclusion of this second trip landing locations had been identified and field checked in all 39 Counties.

### **Traveling Salesman Problem (TSP)**

The TSP is a mathematical analysis to determine how to most efficiently go from Point A, to Point B, C, D, E, F, G.....etc. Everyday thousands of TSP solutions are calculated by the UPS and FedEx's operators of our world. I solicited my longtime friend, retired Boeing Senior Technical Fellow, John Lixvar, to solve my TSP for Washington State. John utilized the Concorde (CPLEX) solver executed on the NEOS server at Arizona State University. With John's analysis in hand, I came to the realization that it may be possible to accomplish the Grand Tour in a single day.

### **First by Land then by Sea**

Our Cessna 182 is on Aerocet 3500L straight floats during the summer months and 8.50x8 backcountry tires the rest of the year. While it appeared possible to accomplish the Grand Tour in a day a major additional challenge on floats was going to be fuel management. Despite a relatively large float plane population in Washington State, 100LL avgas on the water is a rare commodity. For this reason, we decided to first attempt the Grand Tour on wheels reducing the fueling complications greatly due to the relative availability of avgas on land vs water.

In May of 2019 we accomplished the Grand Tour wheels with elapsed time of 14 hrs. 18 min (10.9 tach hours). Despite the long hours and high work load we rationalized acceptable risk mitigated by extensive planning complimented by aircraft and flight crew capability.

In addition to the elapsed time, we obtained valuable data on total fuel burn (175 gallons) and average ground speed (123 knots). However, the bulk of our wheel landings were touch and go with many straight in approaches. In addition to three fuel stops we took a few short breaks and had a brief weather delay. So, we did it on wheels, but could we repeat on floats? We would be slower, fuel management would be more challenging, each landing would take more time with a mandatory overflight of each water body, the mission limited to daylight hours only, etc.

### **Aquatic Invasive Species (AIS) Considerations**

Fortunately, there are no known detections of zebra and quagga mussels in the State of Washington. However, there are invasive plants, and some water bodies have foreign clams and snails. Our AIS procedures included 1) staying away from shorelines/shallow water, 2) visual inspection of floats prior to take-off, 3) cycling water rudders after each take-off and, 4) not pumping the floats into any water body.





Fueling our gas trailer and cans at Skagit Regional Airport

### **A Lesson in Patience and Positioning Flight**

Light was critical to our mission. As such we focused on a one-week window centered on the summer solstice. June is often an unsettled month in the Pacific NW and June

2020 was no exception. Trough after trough from the southwest brought waves of precipitation and, more importantly, wind. Nine of the county water landings were in the Snake or Columbia River gorges the latter being especially prone to high winds and big water (it is a world class kite board mecca for a reason!).

With the week of the solstice in-sight long range forecasts were hinting at a three-day weather window centered on 18 June. We crossed our fingers and made our final preparations. Water levels were confirmed at the three agricultural reservoirs on our route. We had one fuel source East of the Cascades at Moses Lake (Grant County Airport, Columbia Pacific Aviation) and on the west side Kenmore Air at the north end of Seattle's Lake Washington. Due to COVID-19 Kenmore was running charters only. As such, their staffing hours varied daily based on charter activity for that day. As a backstop, we arranged to cache 35 gallons of avgas at a fellow pilot's waterfront home just south of Kenmore Air's facility.

June 17, we departed our water base near Bellingham, WA with 35 gallons in the wings, 35 gallons of fuel in the floats and eight 5-gallon empty fuel containers in the cabin. The day prior to our departure I increased estimated **average** fuel burn from 16 gph to 17 gph which increased our fuel can requirements from six to eight. Our first stop was Lake Washington to lay-in the fuel cache. With the cache in place our direct route to Moses Lake (east central Washington) took us over the Cascade Mountains and into the greater Columbia River Basin. Thirty minutes from Moses Lake we called Columbia Pacific Aviation and Jeff was waiting for us upon arrival with his 125-gallon gas trailer. We filled the wings and filled the fuel jugs which went into the floats. We were now a fuel tanker with 120 gallons on-board of which 115 gallons were usable. Taking off from Moses Lake I was appreciating: 1) a density altitude less than 2000', 2) a slight wind on the nose, 3) our 3,350 lb. gross weight STC and, last but certainly not least, 4) the IO-550 under the hood.

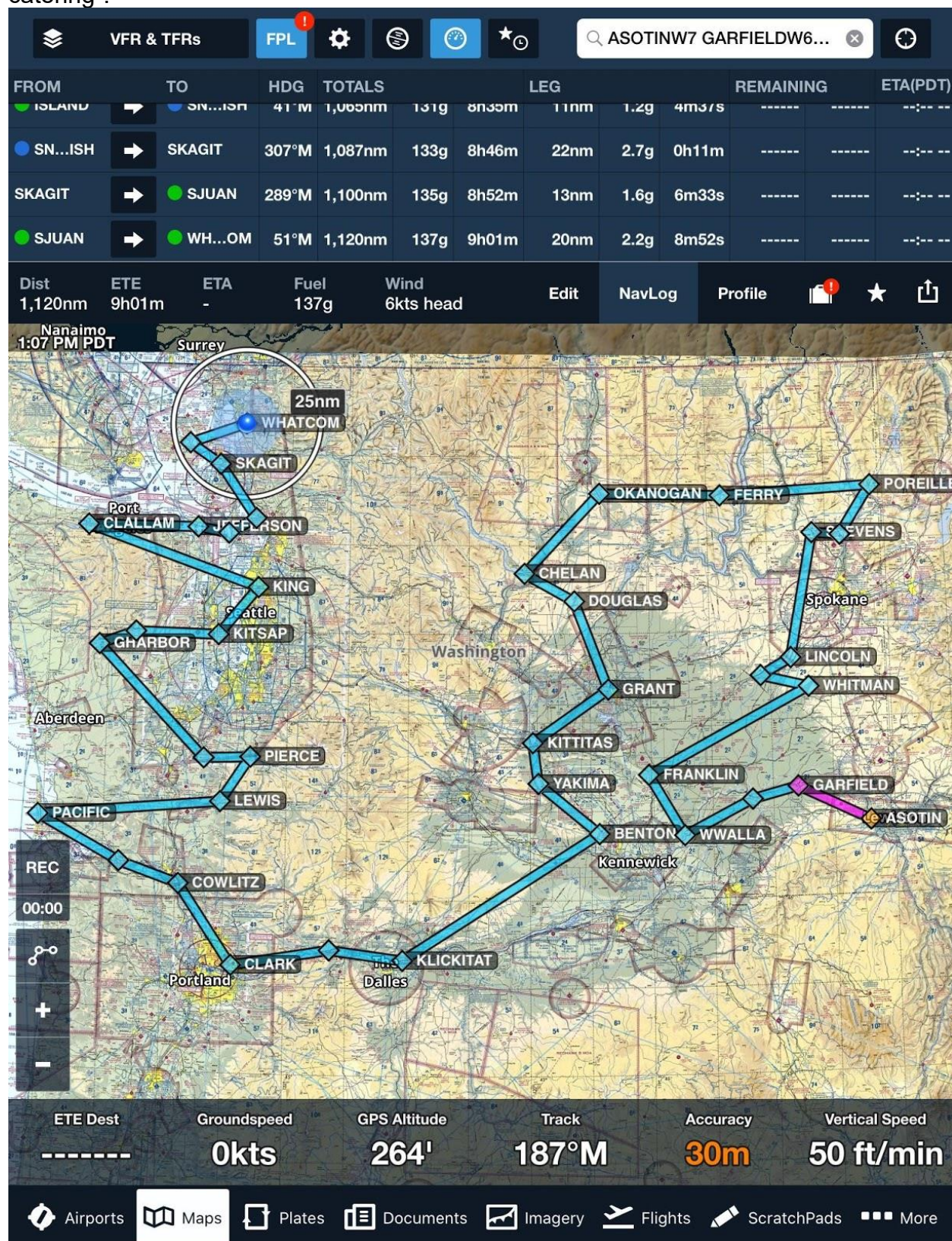
From Moses Lake our route to the southeast took us over the wheat fields which dominate this part of the State to our overnight camp at Chief Timothy Park on Silcott Island in the middle of the Snake River (16:12 arrival – 17 June). The park caretaker remembered our visit during our scouting tour four years prior. He had not seen a floatplane on the park dock since our last visit! We organized a simple bivouac in one of the park's picnic shelters next to the dock. At this point, I let Dave in on yet another task for him tomorrow, filling a water sample vial at every water body! He took on this additional challenge in stride but reminded me he did not have a change of clothes in case of a slip off the float. The balance of the evening was spent stretching the legs on the park's trails and transferring twelve gallons of fuel from the floats to the wings.

### **Grand Tour Floats – 18 June 2020**

Anxious, I awoke prior to the 03:30 alarm. I had a good quiet chuckle to myself contemplating a call to Flight Services to file our flight plan for the day...how many hours would that have taken! Instead, Dave's wife, Greta, was on "flight watch" with Dave periodically texting our status. Thank you Greta! Eager to make our first light



departure we deferred the first coffee and donuts of the day opting instead for “in-flight catering”.



## **Foreflight Route Plan**

### **0434 – “The Hat”**

Dave pushed us off from the dock as I started the engine. Before he could enter the cabin the prop blast blew his hat into the drink. A quick 360 was just in time as Dave's hat was sinking fast. In the morning twilight we taxied under a set of power lines that we had missed the day before.....yikes! After a relatively long take-off run, we were off the water at 04:46. It was a perfect morning for flying: a beautiful sunrise, CAVU and smooth air.

Our initial course was west with the first three landings on dammed water bodies of the Snake River. Then northeast towards the Spokane, the largest city in Eastern Washington.

### **0750 – Unexpected Weather**

Three hours into the mission, Dave: “Look at that fog bank Don!” Indeed, pouring into Northeast Washington from Idaho was a solid bank of cloud/fog. We were able to land at Spokane County's Eloika Lake which was just outside the wall of cloud. It appeared that the next and furthest northeast county's Diamond Lake (Pend Oreille County) was likely beneath the cloud layer. It was calm at Eloika so we transferred 33 gallons from the floats to the wings. Having a bit of cell service, I used Goggle Maps to locate businesses at Diamond Lake in an attempt to get an on-site weather report. I called gas stations, restaurants even a B&B with no joy (numbers disconnected or no answer). Finally, I reached a lumber yard. As the phone was ringing, I was thinking of what exactly I was going to request? A gentleman answered and I explained our situation. He was very willing to help and went outside to look at the cloud layer. He reported a ceiling of approximately 500'. Perhaps we could get under it? Prior to launching from Eloika we made a list of potential alternate water bodies to Diamond Lake. At the top of the list were the Pend Oreille River and Sullivan Lake, the latter being a fair distance off of our planned flight path. We flew directly over Diamond Lake and never saw it. We were further disappointed to see the Pend Oreille River buried in clouds well into Canada. Sullivan may be covered as well. Then Dave spotted on the chart two small water bodies east of the Pend Oreille River and just west of the Idaho border. We pointed the nose towards the northern and larger of the two lakes. As we approached our sprits lifted as we could see the lake was just at the edge of the clouds. We made several orbits, determined it was large enough and found the wind. We touched down at 08:43 on a water body completely unknown to us (Bead Lake). The take-off was exciting as we choose a downwind departure due to terrain. Maybe it wasn't big enough! But it was and I am sure the few homeowners around that lake were wondering what the heck we were doing there!

### **0849 – Moments of Doubt**

We were now westward bound on a 30-minute leg to our next water body. Being behind schedule and perhaps a bit drained from the unexpected weather in Pend Oreille the first thought of doubt began to enter my mind. I quickly dismissed those doubts with: “Come-on Don, it's only 9 am, we have over 12 hours of light remaining, and you are not going to give up now!”



The next four counties went smoothly. We were developing a rhythm, working as a team, flying, navigating, finding the wind on the water, and gathering water samples. Along the way we occasionally got to appreciate the amazing and varied landscapes we were passing through. Most importantly the weather was cooperating nicely with very little wind at the surface or aloft.

### **1030 – Approach to Moses Lake and Re-Fuel**

As prearranged with Columbia Pacific Aviation we called 15 minutes out so they could be in position for our arrival. That call was immediately followed by my first call to ATC of the day as the Moses Lake landing area and boat launch lies under Grant County Airport's Class D. Refueling went smoothly and efficiently as we took on 34 gallons in the wings and 44 gallons in the floats.



### **Moses Lake Refueling**

### **1223 – That Plane is Crashed!**

With the exception of the massive Snake and Columbia Rivers, the only other river landing was the Yakima River in Benton County. We mapped a spot where the river made a 90-degree bend which appeared to offer multiple landing options. When we overflowed it in 2016 (we did not land) we spotted a plane at the river's edge near the 90 degree turn which boosted my confidence that this was a viable landing spot.



On this day we again spotted the airplane on the riverbank. While setting up our landing, I realized the East side of the river bend contained a small diversion dam with white water below it thus eliminating two landing directions. We were not concerned as wind was not a factor, so we set up for an upstream landing on the west side of the river bend. When we came off the step, I was surprised at both the swiftness of the current and shallowness of the water. Could I even turn around? Dave quickly obtained his water sample and we got set for takeoff prior to turning down river. We did get turned but I lost some sliding distance in the process. With the bend in the river coming up fast I got one float up, then the other, intending to follow the river round the bend and over the diversion dam. Surprise, surprise! Low level power lines above the diversion dam! We cleared the wires by a comfortable margin, but they sure got our attention! Dave got a close-up view of the aircraft on the river bank out the co-pilot window. As we cleared the wires Dave exclaimed with a straight face; "that plane is **crashed there!**"

### **1311 – Half Way Distance and Landings**

"Are you sure Nat? Looks like we are further than that!" I exclaimed when Natala advised we had just past the half-way mark. On *Foreflight* it appeared an optical illusion.....we must be further! We were 8.5 hours into a maximum of 16 hours daylight. More doubt.

### **1328 – Fuel to Burn**

Up to this point in the day I had been running my fuel efficiency power setting of 23 squared. A few quick calculations revealed we had excess fuel.....burn it!! New power settings: 24.5 squared!

### **1556 – More Fuel to the Wings and Call a Sky Angel**

Our planned fuel transfer point was Mayfield Lake (County #26). However, after transferring 10 gallons and Dave almost going overboard due to recreational boat wakes, we aborted the transfer and moved on to Alder Lake (County #27). Alder was calm allowing us to quickly and safely transfer the balance of our fuel. With the higher power settings, we were making up time but would it be enough? Time to call Sky Angel Mark Schoening. It was Mark's home on Lake Washington where we had our 35-gallon fuel cache. Reaching Mark on the phone I requested he check with Kenmore Air to see how late we could get fuel. After 15 minutes he texted back.....Kenmore would be open until 7pm! Another break, we could bypass our fuel cache and much more quickly fuel the aircraft at Kenmore Air's facility.



**En-route Fuel Transfer**

### **1822 – Moments of Confidence**

Kenmore Air's pilot Hunter Banks efficiently helped us refuel and we all availed ourselves of their bathroom break facilities. Hunter inquired where we had been today. Fortunately, he accepted, "everywhere.....it's a long story". Departing Lake Washington our northwest course took us across Puget Sound out to the northern Olympic Peninsula. The weather remained as perfect as any float pilot could ever want. I began thinking, "we can do it!"

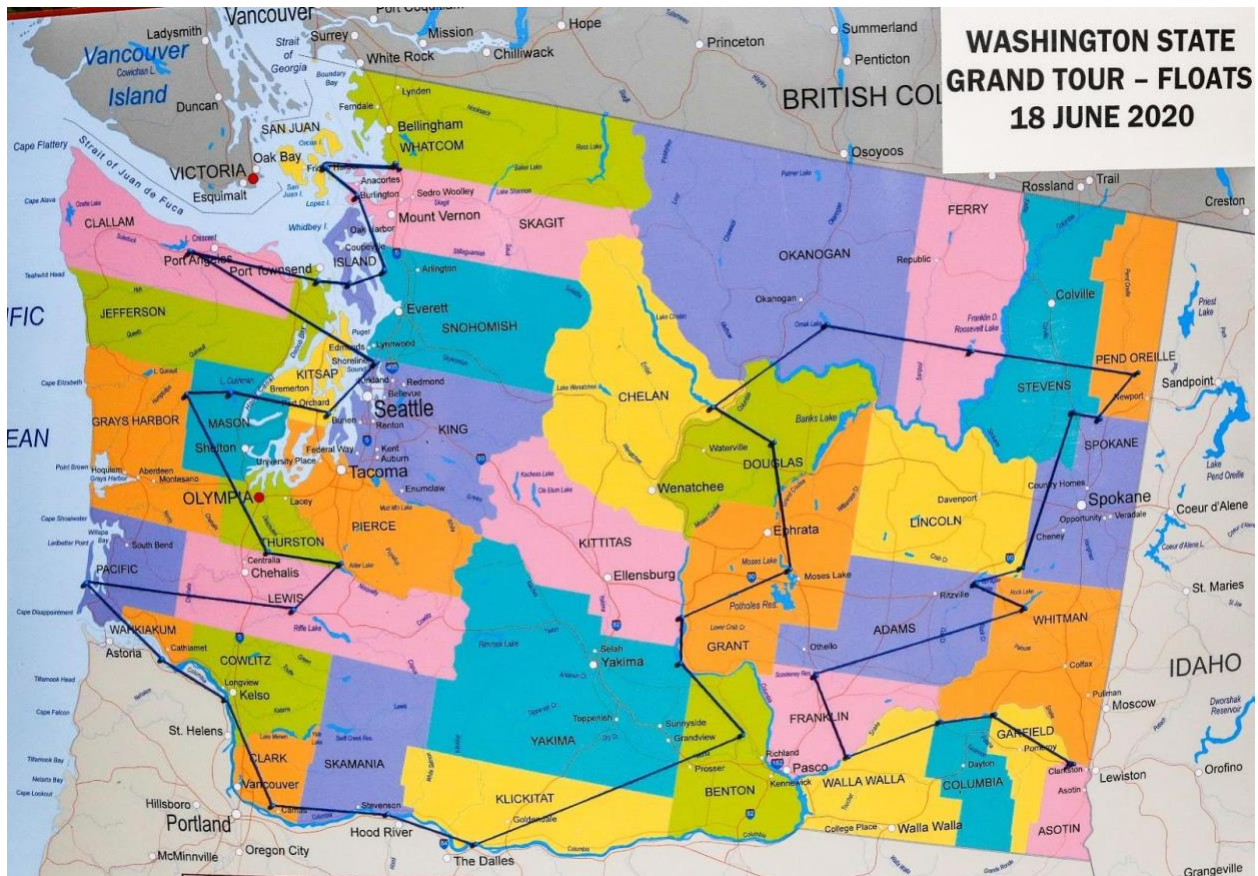


**Despite their color, Don insists these are “water” samples taken on a non-stop day of flying...**

### **1925 – The Beginning of the End**

County #34, Jefferson, was the first of three required saltwater landings. We were in our home territory now and everything was very familiar with six counties remaining. Salt, salt, fresh, fresh, salt...at 20:19 we departed San Juan County on our last leg for our home base, Lake Samish, Whatcom County. We took a victory lap around the lake touching down at 20:33 with an hour of daylight left. We were met by friends with appropriate beverages. An amazing day of float flying in the magnificent State of Washington!





## By-the-Numbers

- Elapsed Time: 15 hrs 47 min
- Flight Time: 11 hrs 7 min
- Tach Time: 11.8 hrs
- Total Distance: 1244 nm
- Average Ground Speed: 112 kn
- Fuel Burn: 183 gallons 100LL (15.5 gallons per tach hour)

Asotin County	Snake River at Silcott Island
Garfield County	Lake Brian (Snake River behind Little Goose Dam)
Columbia County	Snake River (at mouth of Tucannon River)
Walla Walla County	Sacajawea Lake (Snake River behind Ice Harbor Dam)
Franklin County	Scooteney Reservoir
Whitman County	Rock Lake
Adams County	Sprague Lake (south half)
Lincoln County	Fishtrap Lake (west half)
Stevens County	Loon Lake
Spokane County	Eloika Lake
Pend Oreille County	Bead Lake (alternate to Diamond Lake)
Ferry County	Twin Lakes - South Lake
Okanogan County	Omak Lake
Chelan County	Lake Chelan

Douglas County	Jameson Lake
Grant County.....	Moses Lake (Class D)
Kittitas County	Wanapum Lake (Columbia River behind Wanapum Dam)
Yakima County	Rapids Lake (Columbia River behind Priest Rapids Dam)
Benton County	Yakima River
Klickitat County	Lake Celilo (Columbia River behind The Dalles Dam)
Skamania County.....	Columbia River (abeam Drano Lake)
Clark County	Lacamas Lake (Class D)
Cowlitz County	Carrolls Channel (Columbia River)
Wahkiakum County	Cathlamet Channel (Columbia River)
Pacific County	Loomis Lake
Lewis County	Mayfield Lake
Pierce County.....	Alder Lake (NE Corner)
Thurston County	Skookumchuck Reservoir
Grays Harbor County	Wynoochee Lake
Mason County	Lake Cushman
Kitsap County	Long Lake
King County	Lake Washington (at Kenmore)
Clallam County	Lake Sutherland
Jefferson County.....	Port Townsend Bay (salt)
Island County	Holmes Harbor (salt)
Snohomish County	Lake Goodwin
Skagit County	Lake Campbell
San Juan County	Shoal Bay (Lopez Island - salt)
Whatcom County	Lake Samish

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## History Corner: Evergreen Air & Space Museum

*Don Goodman, WSPA Secretary*

***The seaplanes steal the spotlight in this aeronautical time capsule at the Evergreen Aviation and Space Museum, McMinnville, Oregon (KMMV)***

If there is a “Mecca equivalent” for the float/seaplane community it must be the Evergreen Aviation and Space Museum in McMinnville, Oregon. Why you ask? Simply because it is home

to the largest seaplane in the world, the Hughes H-4 Hercules, better known as the Spruce Goose.

A herculean effort brought the Spruce Goose from Long Beach, California to McMinnville in 1993. A nearly 10-year restoration followed including the construction of a purpose-built structure to fully house the behemoth.

The Spruce Goose held the record for the longest wingspan of any aircraft (320 feet) for 72 years. The Stratolaunch (384 feet) now has the honors following its first flight in April 2019.

In addition to the Spruce Goose the museum houses a Grumman Goose, Consolidated PBX Catalina, and Republic RC-3 Seabee (amongst many other aircraft).

The museum is a quarter mile north of KMMV. A shuttle from/to the airport can be arranged with the museum. For the straight floated crowd, the Willamette River is 4nm to the east. Sporty!

Plan a full day to visit both the aviation and space museums. Be sure to check the museums web site for open/closed status and hours due to COVID-19.

The photo above gives one a sense of scale. In the foreground; Seabee, then PBX and filling the background only the empennage of the Spruce Goose.....wow!!!

Don Goodman  
WSPA Secretary

## Flying Funnies

### Multiple Sources

Some humor to cheer you up during this stressful time. Stay safe everyone!



S.H. Cooper

A couple of weeks of isolation with the family. What can go wrong?



image from <https://perfectdaytoplay.com/travel-meme-covid/>



## News: Viking Air inks deal with Hong Kong Start-up

*Courtesy of Flight Global*



Image courtesy Alfred Chua 13 January 2021  
BY FLIGHT GLOBAL <https://www.flightglobal.com/news>

A seaplane start-up in Hong Kong is hoping to get off the water this year with a goal of establishing regular operations in several Southeastern Asian countries. Speaking at a virtual press conference to mark the launch, Seaplane Hong Kong founder Steven Cheung says he is confident the company will be successful because seaplanes operated in this region over 50 years.

Seaplane Hong Kong will begin operations serving the domestic Hong Kong market, providing aerial sightseeing services, private charters, as well as on-demand air taxi services. “[We are] serving the domestic market...with tourism, so we’re not actually serving passengers or...trying to get them from A to B,” says the former pilot with an undisclosed airline.

By the second half of the year, Cheung hopes to get regulatory approval from the Chinese civil aviation authorities, to begin seaplane operations into southern China’s Greater Bay Area — an area the Chinese authorities have earmarked for increased investments in recent months.

Cheung says Seaplane Hong Kong will “avoid operating” routes that have existing air services, or those that are already served by rail.

“If there is a route...already served by a high-speed rail, ferry, or helicopter, we will not go to those places to avoid direct competition. Because a seaplane is after all a piston engine aircraft [and] we cannot compete with a jet, so we’re targeting more of a luxury domestic market rather than a point-to-point service,” Cheung adds.

Thus, its network will exclude Macau, which also sits in the Greater Bay Area and has helicopter and high-speed ferry links with Hong Kong.

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## ***History Corner: Seaplanes at War!!!!***



Tune in next Newsletter to see where Kevin Franklin takes us in his time machine.

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## ***This Goose has got the Juice***



Doug DeVries tells us all about the restoration and upgrades of this beauty - next Newsletter.



# MEMBERSHIP

## *Providing lift to WSPA's efforts*

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Updates since November 2020



### New Memberships & Level Changes:

Kevin Wyman, WSPA Lifetime Member since November 2020

Doug DeVries, WSPA/SPA Lifetime Member since February 2021

Brian Amendala, WSPA Annual

Micah Hall, WSPA Annual

Matt Diehl, WSPA Annual

Cameron Etezadi, WSPA Annual

Chris Carpinito, WSPA Annual

Grant Nelson, WSPA/SPA Annual

Dan Thomaier, WSPA/SPA Annual

Allen Williams, WSPA/SPA Annual

Mark Verstegen, WSPA/SPA Annual

Ross Mahon, WSPA/SPA Annual

### **Membership Renewals**

65 WSPA Annual Memberships

12 WSPA/SPA Annual Dual Memberships

### **Donations to our Open Waters Fund:**

Thank you, Stephen Brugger!

*Members directly support the WSPA through annual membership dues and participation in various events hosted throughout the year. In return, the WSPA works to fulfill our mission to protect and grow seaplane access to Washington waters, promote safe and responsible seaplane operations, foster communications among owners, operators, service providers and the community, and to facilitate events sharing the joy of seaplane flying in Washington and the Pacific Northwest. To all our members and event attendees, THANK YOU for your support!*

## WSPA BOARD OF DIRECTORS

The Washington Seaplane Pilots Association is managed by a board of volunteers, each with varying levels of aviation knowledge and experience. The actions of the board represent the interests of its members.

It is the intent of the board to carry out meaningful actions that advance the mission and goals set forth by the organization. [Click here to read more about each member](#), and don't hesitate to reach out with any questions.

BOARD MEMBERS	EMAIL	PHONE
President Stephen Ratzlaff	<a href="mailto:stephenr@orderport.net">stephenr@orderport.net</a>	(206) 250-1625
Vice President Bruce Hinds	<a href="mailto:brucehinds@earthlink.net">brucehinds@earthlink.net</a>	(360) 710-5793
Treasurer Jack Jacobson	<a href="mailto:jackjacobson100@gmail.com">jackjacobson100@gmail.com</a>	(206) 769-7436
Secretary Don Goodman	<a href="mailto:donaldjg56@gmail.com">donaldjg56@gmail.com</a>	(360) 303-7076
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For general questions, send us an email to [admin@washingtonseaplanepilots.org](mailto:admin@washingtonseaplanepilots.org).

If you have questions, photos, or interesting stories you would like to share, we'd love to hear from you. Contact our Newsletter Editor, Scott Cooper, and you may find your story show up in a future issue.

As a reminder, in a recent newsletter, we appealed to those with knowledge of the history of the WSPA to reach out and share any insights on the events and actions of the board of the past. Our board is relatively young in our relationship to this organization, and we would like nothing more than to recognize the efforts of our founders and carry out the vision they imagined for our members.

**Thank you to this edition's Sky Writers: Steve, Don, Amy and Scott.**