



## SPRING NEWSLETTER 2021

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### Remembering the Heroes we lost this Memorial Day

**Image:** Don Olea's depiction of the PBV-AH545 'WQ-Z' which patrolled the North Sea and was instrumental in helping sink the Bismark.

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**History Corner:** D.B. Cooper may have parachuted to his seaplane on the Columbia River. You gotta read this one.

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## President's Corner

*Stephen Ratzlaff, President WSPA*



### Summer is for Splashing

I don't know about you, but I'm getting excited about plans for this summer. Last summer just seemed like a wash, but this summer is looking up. Sun 'n Fun was just held in Florida a couple weeks ago, and while many of us weren't there, it seems like things may be getting back to normal soon. One thing to look forward to is that we have scheduled our fly-in to Cavanagh Bay on Priest Lake. We are very pleased that the Fenwick's will be hoping this fabulous event once again.

### Rust Remover

On April 21<sup>st</sup>, 2021, WSPA held our 2021 Rust Remover event. Please read the complete story on this event further down in this newsletter.

### Renton Airport

As you probably know, we've been working with the City of Renton and the Renton Airport to address issues we found with the Master Plan. We have some great news! David Decoteau, the new Airport Director announced that they have met with the FAA and received approval for the airport to remain as a B-II designation, rather than the D-III. What this means is that the airport will not need to comply with the enlarged RPZ (Runway Protection Zone) and ROFA (Runway Object Free Area) necessary

for the D-III. The D-III would have resulted in a 75% capacity reduction of the seaplane base and require numerous hangars and tie-downs to be cut-off or eliminated. We could not be more pleased with this result and want to thank David and his team for working out a sensible alternative. I would also like to thank the mayor, Armondo Pavone, the Transportation Director, Martin Pastucha and the city council with special thanks to council member Randy Corman, who

represented the council on the RAAC. And we would like to express thanks to the Boeing Company for their support and the FAA's Northwest Mountain Region Airports Division.

This is the culmination of a significant amount of work over the past several years. It started for us around September 2018 when we saw the proposed land-side changes. We began by organizing our WSPA members as well as the broader wheel-plane pilots and tenants. I would especially like to thank Josh Pruzek, the AOPA NW Mountain Regional Director, Rob Spitzer who provided legal advice, Karen Stemwell for recognizing the problem early and Shane Carlson for continuing to pursue the issues. A lot of others jumped in to help and at the risk of leaving someone out, we would like to thank all those who assisted, including:

Tom Anderson	Tom Imrich	Dave Schoegg
Alfred Banholzer	Pete Kane	Maayan Shalev
Todd Banks	David Ketchum	John Smutny
Douglas Barritt	Scott Kuznicki	Rob Spitzer
Steve Beardslee	David Lehman	George Steed
Ben Buehler	Rick Lentz	Karen Stemwell
Kevin Callaghan	James Mahoney	Steve Taylor
Shane Carlson	Carroll Martell	Keith Vernon
John Carson	Bruce McCaw	Tom Wills
Rob Duarte	Doug Norberg	Howard Wright
Isaac Edwards	Diane Paholke	Kevin Wyman
Warren Hendrickson	Josh Pruzek	Gary Young

It was particularly impressive to see how our WSPA members jumped into the fray to speak up as well as write to the mayor and city council!

David communicated to us at our WSPA board meeting in May that there will be other changes necessary to comply with the B-II designation including a small shift of the ramp and dock. Those changes will be determined over the next few months as the airport works to document the new Airport Layout Plan (ALP) and narrative. This plan is expected to include some improvements and/or modifications to the seaplane ramp and dock. David asked that we provide input on the seaplane aspects of the ALP and offered us the opportunity to be part of the planning process. The airport has determined that they will not need to actually complete the Master Plan, but only the ALP and narrative, which is a detailed drawing of the planned airport layout along with text to describe the details. David has expressed vision and foresight in his desire to make as much space available to tenants and to preserve or grow the capacity for seaplane operations. We commend him for his dedication to the Renton Airport, the local community and the Wiley Post Seaplane Base.

You can all be proud of our fine organization for spearheading this effort and working to maintain our freedom to fly seaplanes!

#### Ross Lake

If you are interested in a great destination to visit this summer and would like to camp for one night or a few, Ross Lake is a great place. In fact, it is my personal favorite! It is an alpine lake located on the border with Canada. In fact, the north end is actually in Canada. It provides excellent dock space and beaching at 15+ campsites. At one time, we faced the challenge where the National Park Service was entertaining a plan to eliminate access to seaplanes. We

fought that battle and won, however we need to continue to use it or we risk losing it in the future. Back when we were working to preserve our access we developed a guide to the lake. In this issue of our newsletter, we have an article and links with the information you will need to plan a trip.

### 10Q BoD!!!!

Thank you to our directors and members who work hard to preserve our access to the great water of the Northwest and support our freedom to fly. I salute our board of directors and council who include, in alphabetical order by last name:

Scott Cooper, Board Member, Newsletter Editor  
Amy Fenwick, Board Member, WSPA PR  
Kevin Franklin, Board Member  
Don Goodman, Secretary  
Bruce Hinds, Vice President  
Jack Jacobson, Treasurer  
Jamie Madonna, Board Member  
Chuck Perry, Board Member, Industry Representative  
Stephen Ratzlaff, WSPA President  
Rob Spitzer, Chief Counsel  
Kevin Wyman, Board Member, Idaho

If you wish to contact our directors for any reason, here is a board member alias:  
[board@washingtonseaplanepilots.org](mailto:board@washingtonseaplanepilots.org)

Thank you,

*Stephen*



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## **Annual WSPA Summer Splash-in**

***Amy Fenwick & Scott Cooper, WSPA Board of Directors***

2021 WSPA Annual Splash-in

Where: Tanglefoot Seaplane Base (D28) on Priest Lake – Coolin, Idaho

When: September 10-12, 2021 (smoke, weather, and pandemic permitting)

Save the date for our annual WSPA summer splash-in. While we were unable to host an event in 2020, we look forward to returning to Tanglefoot Seaplane Base for our 2021 celebration! 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. Planning is underway and speakers will be announced in an upcoming event notice. We will explain logistics, accommodations and what to bring/what not to bring to the event. We look forward to seeing everyone there!



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## Spring Rust Remover - Virtual Safety Seminar

*Stephen Ratzlaff & Scott Cooper*

COVID restrictions did not allow an in-person venue this year, yet we had over 60 folks logged-in to this virtual event. Presentations were made on seaplane accident statistics, reading the wind on the water, using checklists for amphib operations, wind shear and airplane camping on Ross Lake.

In case you missed the event, you can watch the recording by clicking on the following links. Just a note on these videos, if you click on the link you will only see a small screen version, but if you download to Dropbox or your computer you can see the full-size presentation.

Link for the Rust Remover video

<https://www.dropbox.com/s/unqdiyh8jlidx98/2021-04-21%202018.02%20WSPA%20Safety%20Rust%20Remover.mp4?dl=0>

Link for the sample amphib checklist

<https://www.dropbox.com/s/j0uzfwbugl56jfo/Sample%20Amphib%20Checklist.docx?dl=0>

Link for the primary Rust Remover presentation

<https://www.dropbox.com/s/bji5ttqtst1yqke/Sample%20Amphib%20Checklist.pdf?dl=0>

Kevin's Statistics Slides

[https://docs.google.com/presentation/d/1S4MWeeql0RaeDrbN4tri\\_Ad3miEYg-WmRq\\_k8rndtZc/edit?usp=sharing](https://docs.google.com/presentation/d/1S4MWeeql0RaeDrbN4tri_Ad3miEYg-WmRq_k8rndtZc/edit?usp=sharing)

Wind Shear Presentation

<https://www.dropbox.com/s/knmqi6ylc068f1u/Wind%20Shear%20PP%202021.pptx?dl=0>

Reading the Wind on Water Presentation

<https://www.dropbox.com/s/evuptxnviyqceqm/Reading%20Wind%20Direction.pptx?dl=0>

Many thanks to all the presenters for providing information at this event.



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## History Corner: The most believable theory about D.B. Cooper...and he may have been a seaplane pilot.

*Bill Hoover, Retired Delta Airlines Pilot (via Bruce Hinds, edited by S.H. Cooper)*

Background: [https://en.wikipedia.org/wiki/D. B. Cooper](https://en.wikipedia.org/wiki/D._B._Cooper)

*“The FBI should be embarrassed...I undertook this little project some twenty years ago. I remembered it while digging through my files the other day. The investigation still has some interesting loose ends that should be pursued, but I am too old for that now. I would just like that if I pass on that somebody knows at least what I found. If you just stick through the initial part, you will see the eventual tie-in with Delta. I hope you find this an interesting read. – Bill Hoover”*

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Best to sit down with a nice drink while reading this. I welcome comments...

Well, here it is. I will state my case. As I said, I started this over fifteen years ago, and while I have a nice stack of files on this case, I have not gone into them in ages. That being said, I will be telling you some things as best that I remember them without digging up the files.

I fell from a ladder while trimming a tree a few years before my official age sixty retirement from Delta. That put me out on disability with a fractured spine and spinal fusion. When my age sixty rolled around in 2002, I officially retired. In retirement, I was on a website called PCN Death Notices. This site sends out the passing of fellow Delta pilots. The site was run by a lady named, Carol Faulkner. She and her husband were living in Arizona and both were retired from Delta. I think that Carol was from Human Resources. She still runs the notification site.

Well, one day, Carol sent out a death notice of a Delta pilot, a Donald B. Carter. She said that she had little background information of his passing, and further, she said that she could find no records of a Donald B. Carter being a pilot for Delta. Records did not show up at ALPA either. I found that fascinating and could not imagine how a multi-billion-dollar airline corporation could not have one of its pilots within its records. Carol did say that there was another Delta pilot, a Roy P. Sandness, who had the same birth date as this Donald B. Carter. She closed by asking if any of the pilots could supply any further information about either of these two individuals.

As I sat at my computer reading this, I noticed that Donald B. Carter had the same initials as D.B. Cooper. I was making no connection between the two people whatsoever; it was just something that came into my mind. I was trying to remember what entailed the D.B. Cooper event, and with nothing to do at that moment, I Googled D.B. Cooper hijacking and started to read. My reading included the police and FBI reports. As I went through those reports, I was shocked to see how many items of evidence, which a pilot would certainly have questioned, were totally overlooked by the FBI. I found it astounding...

I am going to mention here just a few of the items of evidence in the reports, and then you can make your own conclusions as we go further into this.

1. The hijacker checked into Portland Airport for a Northwest Airlines Boeing 727 flight to Seattle. He checked in under the name of Dan Cooper. Later at a press conference the FBI said that they were looking into a low life minor criminal in the Portland area with the name D.B. Cooper. The press ran with that and the name stuck until now. We will come back to the alias Dan Cooper later.



2. The man was middle age, had a tan, wore sunglasses, and wore a black tie with a white shirt. Several things stand out here. This hijacking took place in November in Portland. People in Portland do not have tans. People in Portland probably do not own sunglasses. This is not a Portland resident. This is somebody from the South. Who wears a coal black tie? An undertaker, a bus driver, or an airline crew member is all I can think of. So, what does the FBI report say? Possibly he was a Mormon missionary.

3. Enroute to Seattle, he demanded \$200,000 in cash and two parachutes. He had the plane circle until the parachutes and the cash had been gathered. He carried some kind of a wired device that he said was a bomb. As they circled, he pointed out McChord AFB and SeaTac airports to the flight attendant. This guy was familiar with the area as viewed from the air. FBI report says possibly military.

4. The flight landed, all the passengers and all the flight attendants but one were allowed off the plane. The money was gathered along with the two parachutes. The hijacker asked that enough fuel be loaded to go to Mexico. He also wanted the pilots to take off with the aft stairs extended. Obviously, he had no intention to go to Mexico. When Northwest said that they would not allow the aft stairs to be down for takeoff, the hijacker responded that that was Ok, he would lower the stairs inflight. This guy knew his airplane. FBI report: maybe he was familiar with the 727 from Vietnam; maybe he was a disgruntled flight attendant. When the refueling was taking longer than usual, he commented on it. He knew his airplane and he knew how long a refueling should take.

But here is where his knowledge really stands out, he specified the route of flight, told the pilots what speed and what flap setting to use when enroute. He specified the altitude. This guy knows this particular airplane very well.

5. While on the ground in Seattle, the hijacker asked the cockpit to order "crew meals" to be brought to the aircraft. Notice, it is not a generic "food" or "sandwiches," but "crew



meals" This is someone intimately familiar with airline jargon and "crew meals" availability.

6. After takeoff, the hijacker went to the back of the airplane, read the instructions for lowering the aft stairs, and lowered the stairs. I have more than a few thousand hours on the 727, and while I know where the handle is to lower the stairs, as a cockpit crewmember, I would have to read the instructions on the placard. A flight attendant most likely would not have to do that. While lowering the stairs, it became evident that the air stream was preventing the stairs from totally extending. He then called the cockpit on the cabin intercom, and told them to lower more flaps so he could lower the stairs. This guy knows his airplane. How easy would it be for someone not on the 727 to feel comfortable in making the required selections on the cabin intercom to connect to the cockpit?



In summary, I believe the evidence clearly indicates that this was not some ex-military guy who knew the 727 in Vietnam; this was not some random airline employee or some flight attendant. This was a fully qualified Boeing 727 pilot. And certainly, this was not a



Mormon missionary. Now, let's go back to that alias that he used to check in: Dan Cooper. The FBI did check that name out and they did come across the fact that a Dan Cooper was indeed a character in a European comic book. They should have followed that clue further. The character in the comic book, Dan Cooper, is a Canadian Air Force test pilot- remember that. This comic book was never published or sold in the United States. It was only sold in Europe and Canada. And, furthermore, this comic book was published in French. The FBI summary is that perhaps the hijacker was ex-US military and was familiar with the comic book while serving in Europe. This comic book was published by a well-known Belgian illustrator. Now, just for a moment, ask yourself, without help, how does

a Belgian comic book illustrator come up with story-lines month after month about a Canadian Air Force Test Pilot? It stretches credibility that he did it on his own. Interestingly, the last issue before the hijacking involved Dan Cooper, Canadian Air Force Test Pilot, jumping out of a civilian airliner. Stick with me; this is all going to lead back to our Delta pilot.

Only one flight attendant remained on the plane the whole time. She was the last person to see the hijacker, and to see him when he jumped. Shortly after the hijacking, she entered a convent, and has never granted an interview or talked about this.

7. The hijacker jumped on a segment of the air route just north of Portland and near the Columbia River. The weather was IFR, but it would have been easy for him to define this point as the airway takes a very sharp bend at that point. If indeed he were a pilot, an old rusty Boy Scout compass would have indicated the point. He jumped at a point near the river called Tena Bar. The FBI summary said that this was a guy who had to have been totally comfortable in the wilderness. That is true. They also indicated that he was probably a "loner" as nobody reported a husband, son, friend, etc. missing after the hijacking. He had been gone for several days, and there seemed to be no family asking where he had been.



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So much for the evidentiary material, let's get back to our Delta pilot.

I took the information that Carol Faulkner put out and did a search of Donald B. Carter, who did not appear on any Delta records, and this Roy P. Sandness, the guy with the same birthday. What I found was that indeed a Donald B. Carter had gone to court and affected a legal name change. Now, some people who are baptized Brunhilda or Torkel, may go to court to change a first name that they do not like, and after a divorce, an ex-wife may go back to her maiden name, but what motivates someone to go all the way from Donald B. Carter to Roy P. Sandness?

I tracked this Roy P. Sandness back to his place of death, it was either North or South Dakota, I can't remember. I read his obituary, and it said that he was being buried in Canada. I was actually able to go to the church website and see the tombstone. It reads: "Donald B. Carter/ Roy P. Sandness." They are one in the same. They are one and the same Delta pilot.

I then tried to trace this Donald B. Carter. He was raised north of Winnipeg on the edge of a huge National Forest. He had no father. He had a brother: Dan Carter. This Dan Carter was a test pilot for the Canadian Air Force and died in an airplane accident. Our Donald B. Carter was also a Canadian Air Force pilot. He hunted and fished, loved the outdoors, flew as a bush pilot. He would also have been familiar with the French comic book. He also would have been familiar with parachutes. He was a loner. He never married until after he retired from Delta.

This Donald B. Carter made his way across the U.S. border and went to work flying for Northeast Airlines in Boston. I have talked to a Northeast pilot who remembered him. He also had a girlfriend in Boston. She worked for Northeast. When we tried to interview her, she said that if it had anything to do with Donald B. Carter, she would not discuss it. Can you imagine that after all these years? Donald B. Carter eventually qualified as a captain on the Boeing 727 with Northeast. He subsequently went to Delta when Delta bought Northeast.

It appears that he was based in Atlanta, but there is also some information that he was also in Miami. Remember the guy with the tan and the sunglasses? Subsequent to the hijacking, he went to court and changed his name. He then went out on medical with Delta and later retired. FAA records show that, though he had no medical after leaving Delta, he bought a seaplane. Records also indicate that he had owned a seaplane in Canada years earlier, and at the time of the hijacking.

So, why and how did he do it. Except for the one package of money that has been found at Tena's Bar on the Columbia River, none of the money has ever turned up. The FBI had the serial numbers for each and every bill and all the banks were on alert. This was not done for the money. He was a wealthy airline pilot, no kids, no family; he did not need the money. He did this to prove to himself that it could be done. One of the loose ends in all this is the comic book illustrator in Belgium. I just wonder if Donald B. Carter was not feeding him story lines. After all, his dead brother had been a Canadian Air Force Test pilot, and the comic book character's name was used to check in for the hijacked flight. I believe that Donald B. Carter never got over the death of his brother, and I believe he was the source of the comic book lines for the Belgian illustrator.



**Digging on Tena Bar in 1980**

Regardless of how much we are at attention for our cockpit duties in flight, we all daydream somewhat. I think that Donald B. Carter did a lot of this. I think he daydreamed of how someone could hijack a civilian airliner and jump out of it. He knew

exactly how the stairs operated. He knew exactly the flap settings and speeds. He knew the route that he wanted and the jump point.

I found some relatives of Donald B. Carter/Roy P. Sandness and interviewed them over the phone. They were very cooperative. I was upfront with them and said that I was



wondering if their now Roy P. Sandness could be D.B. Cooper. They said they would not doubt it. They also told me that Donald B. Carter had a cabin on a lake in Canada, just over the U.S. border near Seattle. They said that the cabin was only accessible via seaplane. They said that nobody had been back to the cabin since Carter had died. And, there is the second loose end. A trip to that cabin may be in order. You just may find the parachute or even some money.

So, in summary, what do I think? I think that Donald B. Carter never got over the death of his brother. I think he was the source for the comic book story lines for the Belgian illustrator. I think he had spent a lot of time planning this hijacking. I think he was totally familiar with the Boeing 727. I think he probably flew from his cabin in Canada down to the Portland area and landed and tied up the airplane somewhere on the Columbia River. He then got on the hijacked flight and carried out exactly what he had imagined would be necessary to accomplish the feat. He did not do this for the money. This was something mental. He exceeded the boundary of what he had only been imagining and tried to put it into reality. He was totally comfortable in the wilderness. He was familiar with parachutes. He would have owned a black tie. He was based in Miami at the time and would have had a tan and owned sunglasses. He was a loner and nobody would have reported him missing or asked where he had been. I believe that after the jump, he made his way back to the seaplane on the Columbia River and flew back to his cabin on the Canadian lake. I believe the single pack of money found near Tena Bar years later was something that he accidentally dropped.

When he first went to Delta, the airline was not flying to Portland, so he did not have to show up in that airport where someone might recognize him. However, later on Delta did start service to Portland, and I think at this point it became a risk if he were to return to that airport and be recognized. It is at this point that he goes out on medical, changes his name, and disappears from Delta records.

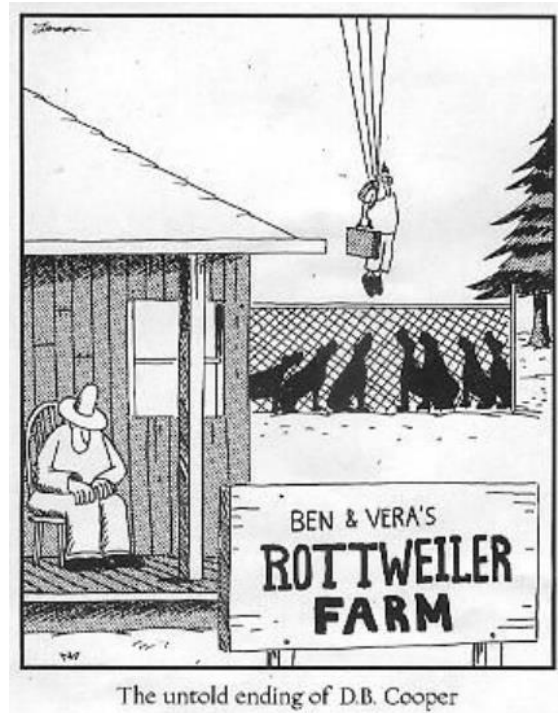
That's it. I hope you enjoyed the read.

Bill Hoover

## Flying Funnies

### Multiple Sources

Some humor to cheer you up.

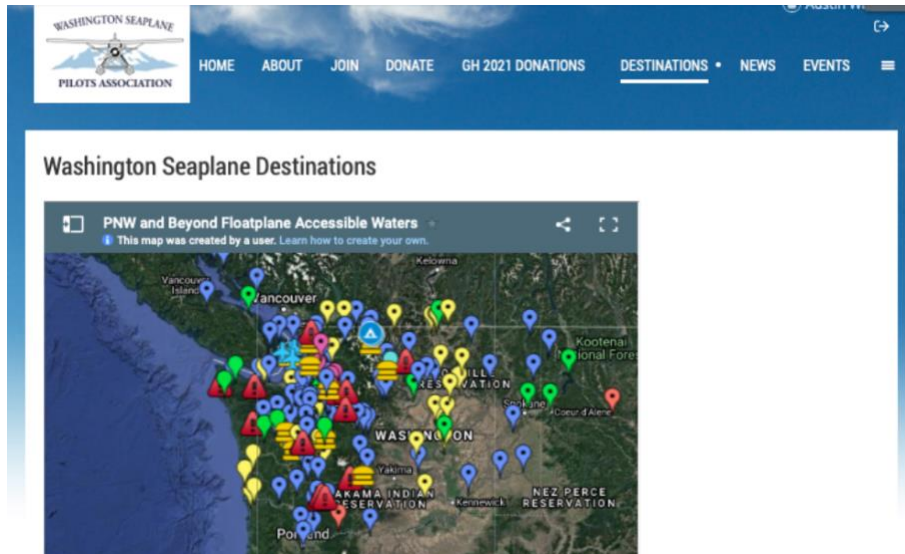


images from <https://perfectdaytoplay.com/travel-meme-covid/>

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## New Features on WSPA Website

Austin Watson, WSPA Member



### Destinations Page:

There is now a KML file on the WSPA destinations page that users can load into *Foreflight* to create waypoints for all the locations on the map. It's pretty handy when you are out flying and trying to plot a course to a particular location.

I've had inquiries from people over the years asking for this and have shared this file with several individuals. Now it is available for anyone. It will need updating whenever we update the map.

**Weather Page** Added new links that were tested and updated as needed. Several webcam sites were deleted because they are no longer in operation.

**Training Page:** Addition of article titled: *Where Can You Land Your Seaplane*. Also the addition of notes on: *ASES Oral Exam Review Questions and Answers*

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## Logbook Reveries: Seaplane Camping on Ross Lake

Stephen Ratzlaff, WSPA President

Ross Lake provides one of the best locations we have in the Northwest for seaplane camping. If you haven't been there yet, you are missing out! And it is important that we frequently visit this lake or we could lose access. It was back in 2011 that the National Park Service (NPS) considered eliminating access to the lake, but through a concerted effort by WSPA and our members we were able to maintain our opportunity to fly there. One reason they cited for possibly closing it was that not many floatplanes used it. We are going to make a point to visit again this summer.

Ross is approximately 25 miles long with the north tip crossing the border with Canada. The NPS operates about 20 campsites with docks and restroom facilities, although no running water. In order to access a campsite you will need to call the NPS in Marblemount either the day before or the morning of your arrival. They will assign you a campsite at no charge and ensure it is reserved for you when you arrive. We developed this handy [guide](#) to provide all the information you need for camping at Ross.

Here are a few key things to know:

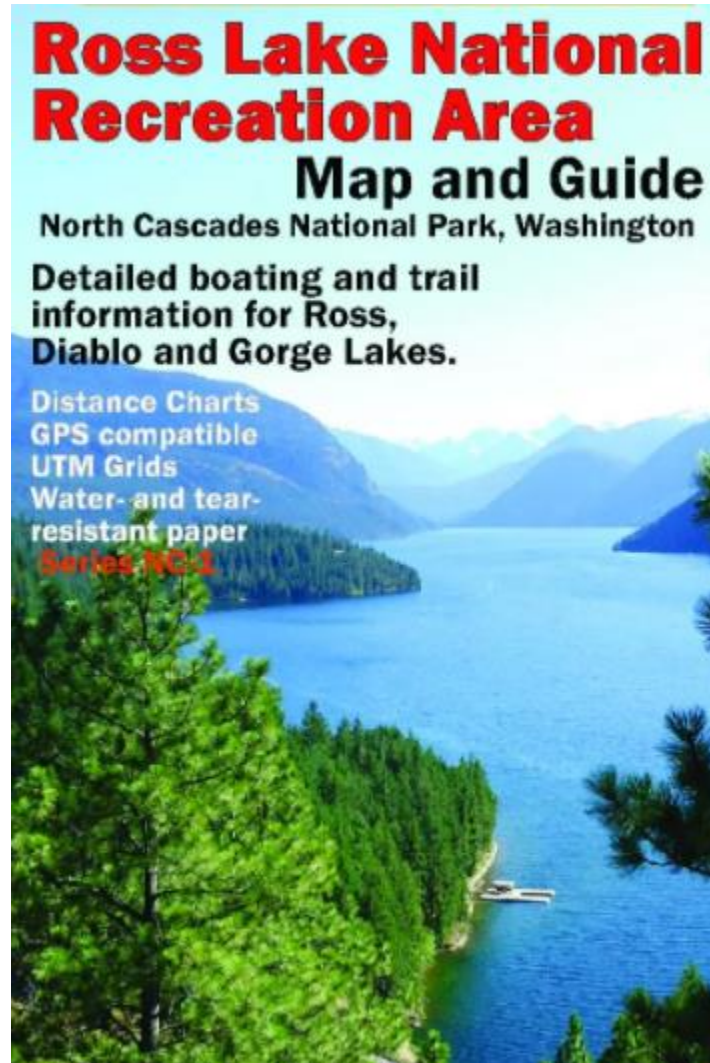
- Strong winds develop nearly every afternoon and it is best to arrive before noon. Strong downdrafts and whitecaps may be encountered.
- There is no cell phone access. We recommend carrying a Garmin InReach device for two-way texting.
- Lake water may be used for drinking, but best to bring a purifier.
- It is not uncommon to get rain and low ceilings. Be prepared to spend an extra night if needed.
- Be sure to check the water level in the reservoir to make sure it is at full pool. Here is a [link](#) to find the current level. Unless there are drought conditions, the lake should be a full pool starting July 1 through the beginning of September.
- This [map](#) provided by the NPS shows all the campsites and available facilities.

The Ross Lake Resort provides float plane access as well, however they are generally booked far in advance. If you wish to stay there, you'll need to reserve six months or more ahead of time, or get lucky with a cancellation.



## Ross Lake History

The lake is an important reservoir in the North Cascades which provides power to a large portion of the City of Seattle. While officially a National Recreation Area, it is surrounded by the North Cascades National Park and is managed by the NPS. For all intents and purposes, Ross Lake is not generally accessible via automobile and most visitors reach the lake via a hike and a boat trip on a lower lake (Diablo Lake), then travel to campsites via a fleet of 30+ motorboats managed by the Ross Lake Resort. Ross Lake has over 20 campsites maintained by the NPS which are a favorite destination for many of our members, along with the 10 cabins owned and managed by the Ross Lake Resort.



The Ross Lake Resort was originally founded by Wayne and Margueritte Dameron in the 1950's. Wayne was a float plane pilot and guide in the Puget Sound region. After the logging was concluded and the reservoir filled, Wayne purchased the workers' cabins and log booms, which became the Resort. Click [here](#) to see their story in an article we published. And [here](#) is an old family movie provided to WSPA showing an Aeronca Sedan at the resort.

## WSPA History

This is a huge success for WSPA and represents a massive team effort by many of our members. Ross Lake first caught our attention in 2008 when Bruce Hinds announced there was an effort underway to eliminate access to Seaplanes. Later in summer of 2009, while floatplane camping at Ross Lake, I heard that the National Park Service was again talking about limiting access to the lake. It was at that point we began rallying our members to confront this challenge.

In 2010 the NPS released their draft plan which relegated access for Seaplanes to the very south end of

Ross Lake for access solely to the Ross Lake Resort. We quickly rallied our members and attended all six of the public meetings. It was our participation in these meetings that was pivotal in convincing the National Park Service of our perspective. They were impressed by our members and their passion, as well as the validity of our arguments.

The final plan, released in 2011, allowed continued access for float planes. Click [here](#) to read the full story of our efforts and the work we did to maintain access.



## Family Adventures

My boys and I have enjoyed some great times on the lake. Following are some pictures showing the camping and dock arrangements. When you visit, please let us know about your experience. You can post pictures to our Facebook page or send us an email at [board@washingtoneapilots.org](mailto:board@washingtoneapilots.org). Send us any question you have or you can contact me directly at 206-250-1625.



Stephen Ratzlaff with son Nils Brandstrom on our first trip at the Devil's Junction campsite in 2009.

Nils was happy to take the controls for part of the trip. The resort and dam are visible in the background.





Stanley Whitfield, Liam Whitfield, Nils Brandstrom and Peter Ratzlaff at Little Beaver campground (appropriately named) in 2010.

The docks can usually fit a couple aircraft with room left for swimming. (2011)



Bill Whitfield, Stanley Whitfield, Peter Ratzlaff, Nils Brandstrom and Stephen Ratzlaff at the Ross Lake Resort. We stopped in to say hello and enjoy an ice cream treat. The store at the resort has fishing tackle, souvenirs and minimal supplies. 2011



## Grounded Hogs Virtual Meeting – A Success

*Scott Cooper, WSPA Board of Directors*

Approximately 40 members joined the online Grounded Hogs event in March. Though usually at the Museum of Flight in Seattle, this year it was from the comfort of your home. The 2021 event was complementary, but when gathered together at a banquet facility, it is our 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 the Pacific Northwest.

The evening began with a virtual happy hour starting at 6:30 pm. At 7:00 pm, the WSPA Board recapped various initiatives and accomplishments from 2020. The link to the recording of the Events page of the WSPA website under *Past Events*, or click here: [https://www.dropbox.com/s/25ly5esafhsmzko/zoom\\_0.mp4?dl=0](https://www.dropbox.com/s/25ly5esafhsmzko/zoom_0.mp4?dl=0)

In previous years we have been fortunate to be able to host the event in person. For many of us, the Grounded Hogs event in 2020 was the last large social gathering prior to the COVID Pandemic. We average approximately 200 people at these events.

As we look forward to increased flying activities, we will share exciting developments for 2021 and feature several splash-in destinations. We are hopeful for an in-person event next year in 2022, complete with speeches and raffle items. See you next time!

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## **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? WSPA is leading an effort to change the law and open this type of moorage to seaplanes in Washington. We reached out to several legislators and got the bill introduced in Olympia.

Sadly, the bill did not make it out of committee this year. It remains “alive” and is automatically re-introduced next year. In 2021, many bills got in-front of this one, COVID relief, Police reform and the State Budget to name a few.

Background on the bill, named “HB 1240” and 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.

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## Member News

### *Providing lift to WSPA's efforts*

Updates through end of April 2021



*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!*

#### **Memberships New / Renewed (thru April)**

##### **Steve Taylor – Now a Lifetime Member!**

Robert Dempster  
Tom Hoag  
Chad Vanderhoff  
Jamie Madonna  
Jeff Raecker  
Byron Palmer  
Bill Rusk  
Mike Scalera  
Richard Watson  
Jeff Reese  
Bob Williams  
Scott Cooper  
Kirk LeDoux

Shane Carlson  
Aron Faegre  
Bryan Thompson  
Kimberley Grant  
Sophie Huang  
Mike Nice  
Dan Older

##### **Membership Renewals**

14 WSPA Annual Memberships  
6 WSPA/SPA Annual Dual Memberships

##### **Donations to our [Open Waters Fund](#):**

Nathan Drake  
Martin Makela



## Local Aviation Legend Tom Casey Flies West

**Don Goodman WSPA Secretary**

Captain Tom Casey, well known float plane pilot based in the Seattle area, died 29 March 2020. He was 82 years old.

Tom was a bigger-than-life character who marched to a different drummer. His float flying claim-to-fame was being the first (and likely only) person to have flown around the world in a straight floated aircraft.

*Casey's significantly modified C206 – "Liberty II"*

A book chronicling Casey's 1990 around-the-world adventure, "**Floatplane Odyssey**", was written in 2015 by William Coleman. Bill Coleman was Casey's handler and land-based manager for the around the world flight. The book is a good read exploring the major logistical challenges and Casey's swashbuckling personality.

I had the pleasure of flying with Casey for an afternoon in 2016. Casey loved to emphasize elevator trim and rudder use and we did pattern work and a number of landings using power, elevator trim and rudder only.



Obits can be found at;

General Aviation News - <https://generalaviationnews.com/2020/06/24/tom-casey-flies-west/>  
AIN Online - <https://www.ainonline.com/aviation-news/general-aviation/2020-06-26/tom-casey-finally-flies-west>

A review of "**Floatplane Odyssey**" can be found here; <https://www.aopa.org/news-and-media/all-news/2015/july/30/floatplane-odyssey-recounts-earthrounding-flight>

And the book can be obtained here; <http://floatplaneodyssey.com/buy-the-book/>

## For Sale

### 1948 SUPER STINSON 108-3

Questions?/Interest? Contact Kenny, Cell# 360.904.6093, [klweihl@gmail.com](mailto:klweihl@gmail.com)

TT 2962  
SMOH 634.5  
SPOH 48.9

#### Avionics / Equipment

Garmin 695  
Garmin GTX335  
Transponder ADSB in/out  
A210 ICOM  
Super Clock DG  
Gyro  
EGT/CHT  
4PL PM 1000-11 Intercom  
Volt/Amp Meter  
Carb/OAT Temp  
DG Vacuum  
Gyro Vacuum  
ALT  
Airspeed  
Turn & Bank Electric

#### Airframe

2440 EDO Floats  
Extended Baggage  
Compartment  
Two Fishing Pole Holder  
Tubes

#### Engines / Mods / Prop

O-470R Continental  
Airwolf Oil filter/Oil  
separator  
New mufflers  
Sky Tech starter  
New generator  
87in McCauley Prop

#### Interior / Exterior

Polyfiber Fabric 2012  
Gold/White Interior 2012  
Shoulder Harnesses



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## 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

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### PHONE

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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: Stephen, Austin, Amy, Bruce and Scott.**