



**Henny Jungemann's USFS De Havilland Beaver in Ely, Minnesota.
Meet him at this year's Grounded Hogs Celebration!
Details Inside!**

Editor's Greeting

Crista V. Worthy, WSPA Newsletter Editor



Happy New Year, 2024!

On behalf of the WSPA Board, I want to thank *you*, our WSPA members, for your support. You, our members, are the lifeblood of this organization. The WSPA was created not only to protect seaplane access in and around Washington, but also to facilitate fun relationships, communications, and camaraderie among seaplane pilots across the Northwest.

As they say in Scandinavia, “Tusind tak!”— a thousand thanks! to Dr. Amy Fenwick for the fantastic job she has done over the past few years. Amy is one of the most intelligent, capable, and downright nice people I’ve met in a long time. Now the demands of her growing business and family have left her little time to oversee the WSPA newsletter and admin, which is why the WSPA board invited me to help out.

We want this publication to be a nerve center of communications from the WSPA Board to you, the members. But we want to hear *from* you, too! Over the next year, you’ll find out about upcoming events, see fun photos from past events, learn how to be a safer pilot, and much more. We’ll start including more and more travel stories, too. After all, that’s what airplanes are for! Let’s give those propellers some exercise and fly to new destinations!

Have you been thinking about flying somewhere new? Are you curious about a particular destination, or type of destination? Then send in your questions and/or suggestions! I’ll investigate, and in future issues, we’ll cover these fun places, so you can turn your ideas into unforgettable travel adventures. This is *your* magazine!

Can you tell I’m passionate about *going places*? I started flying with my husband Fred in 1995. We bought a



Robertson-STOL-equipped Cessna 210 and had it refurbished with a big, all-color GPS moving map (almost unheard of back then). On our first trip, we took our three kids on a giant, 17-day clockwise trip around the entire continental U.S. What an education, going from Los Angeles to ancient forests, rodeos in Utah, cornfields in Nebraska, the Baltimore harbor, Washington D.C., Disneyworld, a paddlewheel steamboat in New Orleans, Carlsbad Caverns, the Mojave Desert, and back home. Since then, we’ve flown to 44 states plus Alberta and BC in Canada. I’ve also flown in Hawaii, and earned my seaplane rating in Moose Pass, Alaska (which I call floatplane heaven), with Vern Kingsford, who trained pilots there for over 50 years. If you like,

you can read about that [here](#), in a story for *AOPA Pilot* magazine.

In 2006, the late John Kounis invited me onboard at *Pilot Getaways*, the first travel magazine for pilots, where I stayed, serving as Managing Editor, until it ceased publication in late 2018. In 2008 I visited Skykomish and Paine Field for the magazine. We covered destinations all over North America, and as far away as Costa Rica, Australia, and South Africa. John was a stickler for detail and a great teacher. I’ve authored some 1,000 published articles for *Pilot Getaways*, *AOPA*, *FLYING*, *Disciples of Flight*, and other publications. Since 2011, when we moved to southwest Idaho, I have been the Editor of [The Flyline](#), the monthly publication of the Idaho Aviation Association. I first found out about Idaho’s sublime backcountry airstrips in 2001 from the late Galen Hanselman, author of [Fly Idaho!](#), who became my best friend in Idaho. Recently, I wrote a [fun, photo-filled book](#) on the wild history of aviation in Idaho and the Northwest—I’ll bring copies to the WSPA booth at the NW Aviation Conference!—and revised the [Idaho Aeronautical Chart](#). So, even though we sold our 210 some years ago (to our regret!) my life is still filled with aviation.

I want to hear from you! This is *your* magazine! And let’s get your airplane on our Facebook page!

Send your thoughts, suggestions, and photos to Editor@WashingtonSeaplanePilots.org.

President's Column

Stephen Ratzlaff
WSPA President

It is a New Year, and we are now actively planning—and taking reservations for—Grounded Hogs. I also have one other important item I wish to highlight today.

Grounded Hogs

For one evening each year the Washington Seaplane Pilots Association (WSPA) has the pleasure of welcoming you and your guests to an evening of fun at the Museum of Flight. It will be held on Friday, February 23, 2024, with the NW Aviation Conference following on February 24–25. Of course, we will have a booth at the Conference.

Our Annual Grounded Hogs Gala Dinner serves as our primary fundraiser to help fulfill the organization's 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.

[Registration is open now!](#)

You can read more about Grounded Hogs in the “Upcoming Events” section.

SPA and the Amphib Safety Training

While WSPA is an independent organization based in Washington State, we have a close partnership with the Seaplane Pilots Association (SPA). Traditionally, we have one board member position at SPA to represent WSPA. Currently, I serve in that role as the WSPA representative on the SPA Board of Directors. We work together to promote our mutual goals and objectives.

One area of cooperation has been in the development of safety training. It is our strong belief that effective safety training will reduce accidents and save lives. It is also the only long-term path towards stabilizing insurance rates and maintaining available coverage.

With that in mind, we embarked on developing the first-ever online safety training at SPA. We had already, together with WSPA, developed the online training and certification for preventing Invasive Species, so we followed a similar format and approach. We combined a short, 12-minute video with a quiz and the resulting certificate. We chose to focus on Amphib operations because it was readily apparent that this was likely the leading single cause of accidents and fatalities.

The Amphib Safety Training was released in May 2022. Since then, nearly 1,500 pilots have taken the course. This past month, we sent a survey to all those pilots who took the course to get their feedback. A total of 370 pilots responded and the results were insightful. In summary, the quantitative results told us:

- Effectiveness at communicating the content: 86 of 100
- Duration appropriate: 53 (where 0=too short and 100=too long)
- Would you attend in-person training in your area: 90% said Yes
- To what extent did the test help to understand and retain content: 80 of 100

(Continued on Page 4)



The comments told us:

- The training was highly valuable and greatly appreciated.
- This needs to be annual training for the greatest effectiveness.
- There was a strong desire for more training on additional topics.

Some notable quotes included:

- “You got the idea across! Gear-UP is the DEFAULT position for any seaplane!!”
- “You had emphasis on gear up upon takeoff. That alone, could save many lives.”
- “I think this was a great step for SPA to take, keep it up!”
- “Positive rate-Gear up! Got it!”

We received lots of ideas and priorities for future training. Here is a summary of the results:

Subject	# Requests
Docking, beaching, ramping, mooring	34
Water handling, taxi, sailing	29
Reading water, assess landing, hazards	25
Egress	19
High winds, rough water	17
Glassy water	15
Take-offs/landings	15
Fundamentals, recurrent	13
Crosswind, t-wind, confined	12
Emergency, survival	11
General safety	8
Invasives, env.	7
Route planning, access	6
Regs	6
Noise, good neighbor	5
Backcountry	4
Maintenance	4
Performance, density altitude, weight	3
Water navigation	2
Weather	1
Other	30

It was clear from the members' feedback and from the input we received from training experts that we need to encourage pilots to take our training annually. Therefore, we will begin a campaign to encourage SPA and WSPA members to complete the Amphib training again starting January 1, 2024.

I want to thank Steve McCaughey and SPA for getting FAA approval such that each pilot who completes the training will receive WINGS credit. This credit will apply every year it is completed. To complete the training, visit the link provided here: <https://SeaplanePilotsAssociation.org/online-training/>

During the development of the Amphib training, we partnered with AOPA's Air Safety Institute to analyze accident data from 2008 to 2022 to identify priorities for the reduction of seaplane accidents. Below is a summary of their results. (Click [here](#) to see the full report.)

- ARC – Abnormal Runway (water) Contact (Includes wheel down water landing)
- LOC-I – Loss of Control in Flight
- SCF-PP – System Component Failure – Power Plant
- LOC-G – Loss of Control near Ground
- CTOL – Collision with Obstacle(s) During Takeoff and Landing
- SCF-NP – System Component Failure – Non-Power Plant
- UIMC – Unintended Flight into IMC
- CFIT – Controlled flight into terrain

This Amphib Safety training was funded by SPA, along with generous gifts from members of our board of directors. As we move forward into 2024, SPA and WSPA will evaluate opportunities for further development of online training. Actual development will depend upon receiving further.

* * * * *

Thank you to our directors and members who work hard to preserve our access to the great waters of the Northwest and promote safety on the water and in the air. I salute our board of directors and legal counsel who include:

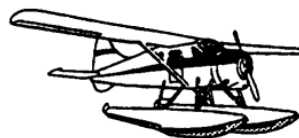
- Scott Cooper, Board Member, Newsletter
- Amy Fenwick, Board Member, WSPA PR
- Kevin Franklin, Board Member
- Don Goodman, Secretary
- Bruce Hinds, Vice President
- Jack Jacobson, Treasurer
- Jamie Madonna, Board Member
- Bayan Towfiq, Board Member
- Stephen Ratzlaff, WSPA President
- Rob Spitzer, Chief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

Special thanks to Chuck Perry of Kenmore Air, our (now former) Industry Representative on the WSPA board, who recently retired. Blue skies and tailwinds, Chuck!
Enjoy your retirement and we'll see you at the Grounded Hogs banquet!

* * * * *

Thanks for your support in 2023. We look forward to seeing you all at Grounded Hogs and the NW Aviation Conference in 2024!

Thank you,
Stephen Ratzlaff
President, Washington Seaplane Pilots Association
StephenR@OrderPort.net
(206) 250-1625



If you wish to contact our directors for any reason, here is a board member alias:
Board@WashingtonSeaplanePilots.org

Future Seaplane Base on Osoyoos Lake

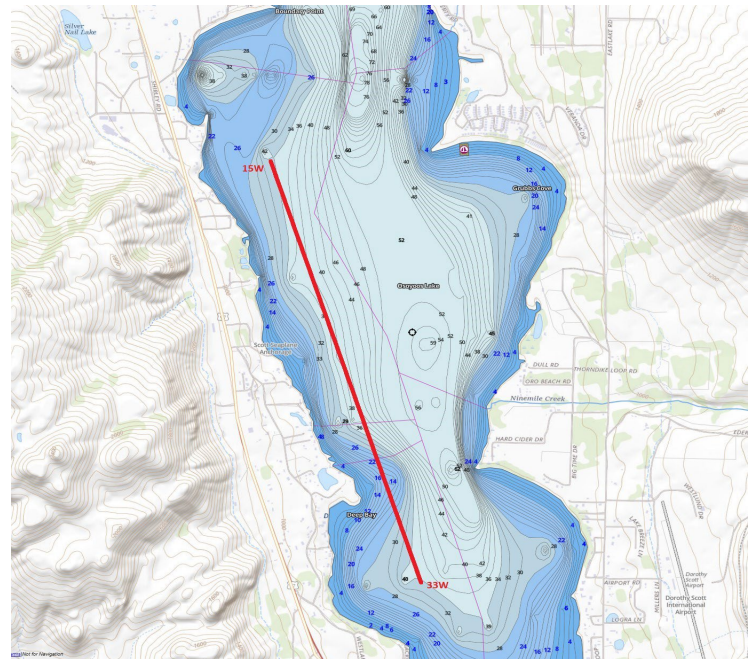
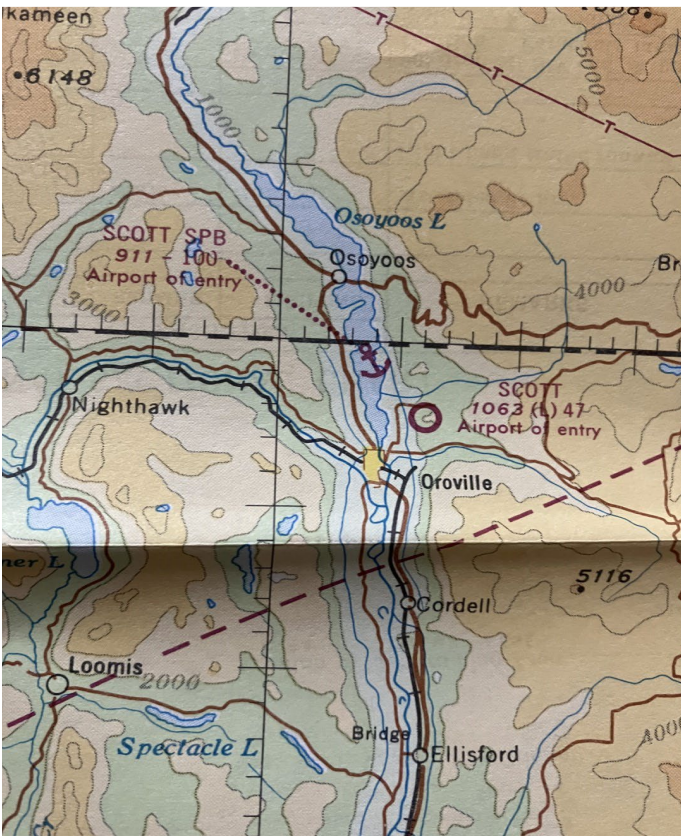
Bruce Hinds & Donald Goodman, WSPA Board Members

Yes, the Federal Aviation Administration has officially approved the redesignation of a seaplane base on Osoyoos Lake in Oroville. This will reboot the seaplane base that was in this area many years ago but disappeared. The new name will be "Dorothy Scott International Seaplane Base."

Don Goodman writes, "This subject has come up over the past couple of years. It will be interesting to see what is actually charted and what it really means. The following information from the WSDOT announcement uses the term, "seaplane anchorage." What will actually constitute a "base" at Osoyoos Lake remains to be seen. I have cleared customs on Osoyoos several times, meeting Customs at what is likely a private beach near what appears to be a closed motel in the bay just south of Boundary Point. This is a 5-minute drive from the US Customs office. The Dorothy Scott Airport is at the SE corner of the lake, likely a 15–20-minute drive from the Customs office."

The Oroville Planning Commission reached out to WSDOT Aviation in early 2023 for help concerning a historical seaplane base on Osoyoos Lake. The commission was unsure why the seaplane base was no longer mapped for pilots to see. They found a location designated as a seaplane anchorage on the west side of the lake, yet no seaplane base was shown on current aviation charts. They also discovered that customs was occasionally meeting seaplanes arriving from Canada near the noted anchorage site. Additional research revealed an old aviation sectional chart from the 1960s that depicted a designated and mapped seaplane base on the lake and an "airport of entry" for arrivals from Canada. The seaplane base should be official and charted by the end of this year. *(Editor's Note: I checked the FAA VFR Seattle Sectional, effective 25 Jan 2024 to 21 Mar 2024, and the base isn't shown; just a VFR reporting point. The WSPA will follow up on this.)*

We will continue to monitor the development of the new/old SPB. Please let us know if you come across any new information to share.



Aquatic Invasive Species (AIS) Update

Quagga Mussels in the Snake River!

Bruce Hinds, WSPA Vice President

They've arrived! Quagga Mussels have been discovered in the Twin Falls, Idaho, area, and portions of the Snake River are CLOSED. Beginning December 18, water access is open to the public between Broken Bridge (Yingst Grade) and Pillar Falls. Water access from Pillar Falls to Twin Falls Dam remains closed. Water access between Broken Bridge (Yingst Grade) and Pillar Falls is accessible only during Centennial Park operating hours. Current operating hours at Centennial Park are 8 a.m.–6 p.m., weather dependent.

Decontamination for watercraft entering and exiting the river between Broken Bridge (Yingst Grade) and Pillar Falls is mandatory. Any watercraft or conveyance is required to be decontaminated prior to launch and upon exit of the river. The decontamination station is operating at Centennial Park. Watercraft includes but is not limited to boats, kayaks, paddleboards, and other devices used in water. Conveyances including duck decoys, waders, fishing tackle, life jackets, and anything that has touched the water must also be decontaminated. ISDA watercraft inspections and decontaminations are free to the public.

Mandatory decontamination applies to all watercraft launches anywhere between Broken Bridge (Yingst Grade) and Pillar Falls. Watercraft launched at any access points between Broken Bridge (Yingst Grade) and Pillar Falls (i.e. Auger Falls Park, Yingst Grade shoreline access, etc.) must be decontaminated at Centennial Park prior to launch and upon exit of the river.

The [Idaho State Department of Agriculture website](#) has a map, more information, and a place you can sign up for email updates. Please click on the link above. [WDFW Website](#) has some more information and notes that “monitoring and inspections will be ramping up in WA.”

This is serious business. We have been lucky so far, kind of “off the radar” of the state inspectors. They have been very appreciative of our efforts and of the program we’ve developed. However, we all know there are some who have not taken the program seriously, and this will pose a real threat to our access should anyone get caught with a dirty plane.

Please, advise those you know to be diligent in our efforts. If you have any questions or updates you can share, please call, or write. ✉

Bruce Hinds, VP WSPA
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- 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.

Idaho Dept. of Agriculture Takes Aggressive Stand Against Quagga Mussels

Idaho Farm Bureau Federation, Idaho Fish & Game, and Idaho Dept. of Agriculture

Not long after quagga mussel larvae were discovered in the Snake River in the Twin Falls area, state Department of Agriculture staffers started physically inspecting a two-mile stretch of river where routine water sampling had confirmed microscopic veligers (larvae).

As part of that inspection, two staffers dove into the river in an area where the “plume” of veligers was more pronounced and found a single adult quagga mussel — a shellfish the size of a



finger nail — on a rock in 16 feet of water (see *Idaho Dept. of Ag photo above*). The discovery of the adult mussel gave the department’s leaders a target to home in on as it embarks upon “the most aggressive approach ever seen in United States” to fight the invasive species’ spread, Department Director Chanel Tewalt said.

Quagga mussels are not a threat to human health, but they could potentially cause a lot of damage to the state’s waterways and water infrastructure. The freshwater mussels, which are native to Eastern Europe, can rapidly colonize hard surfaces. They can clog water-intake structures such as pipes and screens and can accumulate in great numbers on docks, buoys, boat hulls and beaches.

“These invasive pests will clog pipes that deliver water for drinking, energy, agriculture and recreation,” Idaho Gov. Brad Little said during a press conference Sept. 19. “This is a very high priority for Idaho and for me, given the gravity of the risk.”

If the mussels take hold in Idaho, they could cause great harm.

“I can’t imagine how much this would complicate the work of our agricultural producers in terms of cost, in terms of irrigation availability and in terms of costs to irrigation districts of trying to manage them and cleaning pipes,” Tewalt said. “Just the physical part of getting mussels out of infrastructure is incredibly difficult.”

An estimated \$500 million a year is spent managing them in the Great Lakes.

“What’s different in the West, though, is that you take whatever you have in the Great Lakes and complicate it by the fact that we also use our water for power generation and irrigation,” Tewalt said. Downstream from Twin Falls are a series of dams on the Snake River in Hells Canyon, as well as the lower Snake River dams, and multiple dams and locks on the Columbia River in Washington.

Keeping quagga mussels and zebra mussels at bay has been a yearslong fight in Idaho and the Northwest states. In addition to watercraft check stations, which operate primarily in the summer months along highways at the state’s borders, the Department of Agriculture has 1,500 water monitoring sites that are sampled between two and five times per year looking for veligers. It was that monitoring system that first detected the mussel larvae in the Snake River.

The Department of Agriculture worked with stakeholders, including canal companies and Idaho Power, to treat the affected — and potentially affected — stretches of river. The first treatment used chelated copper with a target rate of one part per million for a duration of 96 hours to be effective on quagga mussels.

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The treatment would also potentially kill fish, aquatic insects, amphibians, and aquatic plants as an unwanted side effect. Fish & Game immediately surveyed the fish population in the treatment area. After treatment, the area was re-surveyed.

As was anticipated, large numbers of fish mortalities were observed on the river within two days of the start of the mussel-killing treatment. Fish & Game staff handled approximately six to seven tons of dead fish over the two-week treatment, mostly largescale suckers, followed by common carp and northern pikeminnow, along with 48 sturgeon, all of hatchery origin. Fisheries biologists will continue to monitor the fish communities over the next few years to better understand the natural recolonization of species back into the reach.

White sturgeon populations will take time to rebuild due to their slow growth rates. The department is planning to stock hatchery sturgeon back into the treatment area to rebuild the population over the coming years. In addition, Fish & Game will likely translocate sturgeon from other reaches of the Snake River.

At this point, it's too early to know when or even if additional fish translocations or stocking efforts are needed. These decisions will be informed by follow-up sampling for quagga mussels and additional fish surveys during the next couple of years.

Copper levels in the Snake River have dissipated as anticipated and ISDA is not detecting any additional copper in the river system. The adult mussel that was identified in the river pre-treatment experienced mortality within 48 hours of the first treatment block. Although initial veliger sample results indicated the treatment impacted larvae and adult populations, it is premature to conclude complete eradication at this stage. Quagga mussels generally stop reproducing once the water is below 14 degrees Celsius. Sampling will begin again in the spring once water temperatures reach 14 degrees Celsius. Surveying will be an ongoing effort to determine the success of the treatment.

To date quagga mussels have been found in [19 states](#), including Idaho, according to U.S. Geological Survey data, and have caused billions in damages in the [U.S.](#) and [Canada](#).

Upcoming WSPA Events

Every year we look forward to collaborating with our aviation partners and sponsors to bring together WSPA members and friends at our favorite locations across the Pacific Northwest. Pilots, nonpilots, members, and nonmembers are welcome to attend our events and share in the enjoyment of seaplane flying. See upcoming events and review past events on our website,

www.WashingtonSeaplanePilots.org/events.



Photo courtesy Loel Fenwick.

Grounded Hogs Gala Dinner: 6–10 p.m., February 23, 2024

Get ready for an evening of fun, camaraderie, and adventure as we meet again for our annual fundraiser! We will return to the Museum of Flight on Friday, February 23, at a gathering unlike any other. The evening will begin with a social hour, followed by an overview of initiatives and accomplishments from the past year. Our guest speaker is Joel "Henny" Jungemann, a 26-year Naval Aviator, avid backcountry float pilot, and Chief Pilot and supervisor for the U.S. Forest Service Beaver Program in Ely, Minnesota. You can read more about Henny at the [Grounded Hogs Website](#). The evening will conclude with our popular raffle - with items and experiences sure to excite any pilot or aviation enthusiast. Finally, a silent auction will be held for a special auction item granted by our Friends at HARTZELL.

This event sells out each year and brings together aviation enthusiasts from around the world who are attending the Northwest Aviation Conference & Tradeshow. We recommend registering early to ensure you have a seat! Visit www.GroundedHogs.com and look for announcements on social media and email as the event nears. We look forward to seeing you then!

Museum of Flight Access

Registered guests of the Grounded Hogs Gala can enjoy all that the [Museum of Flight](#) has to offer, as admission is included with registration! Plan to arrive early and check in at the admissions desk. State that you are attending the WSPA Grounded Hogs Gala, and you will be given a private event wristband that will allow you to tour for the entire day leading up to the event. The Museum of Flight opens at 10 am and closes at 5 pm for event setup.

New Location!

Our Grounded Hogs event will be held in the T. A. Wilson (former Boeing CEO and Chairman of the Board) Great Gallery at the Museum of Flight. This is a 3 million-cubic-foot, six-story, glass-and-steel exhibit hall currently containing 39 full-size historic aircraft, including the nine-ton Douglas DC-3 hanging from the space-frame ceiling in flight attitude. Dramatically lit at night, the Gallery is a stunning architectural achievement full of aircraft that trace the history of the first century of flight!



Grounded Hogs Speaker Henny Jungemann



Come to Grounded Hogs this year and meet a remarkable pilot: Henny Jungemann, who currently serves as the Chief Pilot for the U.S. Forest Service Beaver Program in Ely, Minnesota, home to the Boundary Waters Canoe Wilderness Area and innumerable lakes, all surrounded by hundreds of square miles of dense forest.

Jungemann graduated from the U.S. Naval Test Pilot School and served 26 years as a Naval Aviator, flying the EA-6B and F/A-18 from nearly every U.S. aircraft carrier in service. He not only logged over 1,000 carrier landings; he also ejected successfully from an EA-6B following engine failure.

During a 5-½ year period in Alaska, Jungemann flew his Super Cub on floats, wheels, and skis. He also flew commercially. For Rust's Flying Service in Alaska, he flew 206s and Beavers on floats. And for Andrew Airways out of Kodiak, he piloted their familiar orange float-equipped Beavers, taking tourists out to see the magnificent glaciers and the enormous brown bears.

Several years ago, Jungemann told an interviewer that, in his current job, his favorite flights are the medevac flights: "Helping someone who's hurt or lost is a really good feeling."

When asked what's the most valuable career advice he ever received, Jungemann replied that his friend Willy Fulton once told him, "Don't ever hurry in a floatplane. No matter if you're late or if bad weather is coming, you can't rush in a floatplane, as there are so many ways to screw up."



NW Aviation Conference & Trade Show, Feb 24–25, 2024



Crista Worthy photo, taken during booth setup last year.

Be sure to stop by and say HI to us at the [NW Aviation Conference](#) this year! We will have a booth, as always, as well as WSPA swag, books, info, and more! The conference has been bringing aviators together every February since 1982. This event has grown to over [75 hours of safety seminars](#) and 122,000 sf of [aviation displays](#) with an annual attendance of over 10,000. This event is an opportunity to support the Northwest aviation industry, share ideas, learn new skills, be a safer pilot and create relationships with businesses, aircraft owners, and pilots. Admission is only \$10 at the door, kids FREE, and FREE parking right across the street from the Washington State Fair Events Center in Puyallup. Sat 9 a.m.–5:30 p.m., Sun 10 a.m.–4 p.m. 🛩️

2024 Spring Rust Remover Safety Seminar

Each year for the past few years, we have had the honor of hosting our Rust Remover Safety Seminar in the spring as a way to prepare pilots for a new season of seaplane flying. During the event, we aim to help pilots enter a frame of mind that will prepare them to be vigilant when they get ready to take their first flight after a winter away from the water. This year's date and location are to be determined, but you can bet we won't miss an opportunity to get everyone together in the name of safety. Look out for updates via emails and event announcements through our website and social media early this year. 🛩️

WSPA Annual Tanglefoot Splash-In - June 21-23, 2024



We are looking forward to another excellent event at [Tanglefoot Seaplane Base \(D28\)](#) on Priest Lake in North Idaho. Our 2023 splash-in proved the dedication of our membership and we couldn't be more excited to do it all again, even better! You can read more about it in the event summary below and find photos and videos from the event on our website and on social media. This year's event will be held June 21–23—a weekend which historically brings some of the best flying weather one could ask for in North Idaho. More details to come—We look forward to seeing you there! 🛩️

Photo courtesy Amy Fenwick.

Logbook Reveries: Southeast Alaska Report – Spring 2023

Don Goodman, WSPA Secretary

(All photos by the author except where noted)

My wife, Natalia, and I have been making annual trips to SE Alaska from our Bellingham base [Lakesamish \(93WA\)](#) for the past several years. This year we scheduled our two-week trip in the spring due to other obligations during the summer months. Also, I had heard rumors of better weather in SE Alaska during May as opposed to June or later in the summer. Our airplane's conversion from wheels to floats and annual inspection commenced on 1 May and concluded 12 May, just in time for our departure north on 14 May (C-182P on straight floats).

As usual, we cleared Canadian customs at [Bedwell Harbor \(CAB3\)](#). Our flight from there to [Port McNeill \(CAM8\)](#) near the north end of Vancouver Island, operated by North Island Marina, was uneventful. Port McNeill has a very good seaplane dock with both 100LL (US \$8.95/gallon + nominal overnight docking fee) and Jet A on the water. Also, it is a short walk into town with several restaurant and accommodation options.

The weather continued fair, so we departed Port McNeill the next morning with full tanks direct [Ketchikan \(PAKT\)](#). On a good weather day, cruising at 4,500 feet MSL, this is a spectacular scenic flight. A U.S. Customs officer was awaiting our arrival at the massive PAKT floatplane dock (they come from town on the ferry, so you do not want to be late). The efficient officer cleared us quickly. Now to gas up and keep heading north, but wait, the small 100LL truck that comes down the ramp to the dock is out of service...crap! Jonathon at Aero Services helps us shuttle the six 20L fuel cans in our floats back and forth to the pump at the airport (at \$11.00/gallon!!). It is a slow process but eventually we have enough fuel on-board to make Petersburg. That will teach me to call ahead and confirm all is OK in 100LL land, especially in SE Alaska. Despite all the float flying in SE Alaska, the only public docks with 100LL *on the water* are in Ketchikan and Juneau.... yikes!

Our plan was to arrive Petersburg and the [Lloyd R Roundtree Seaplane Facility \(63A\)](#) in time for the [Little Norway Festival](#), which is held annually for several days around the third weekend of May (18–21 May in 2023). We had a couple of spare days, which we occupied with a stay at the [Tongass National Forest's Kah Sheets Lake Cabin](#) (20nm SW of Petersburg). This is one of my favorite SE Alaska lake cabins as it has; 1) a floatplane dock, 2) a 3-mile trail to the ocean and, 3) a spacious cabin layout (inexplicably the lake is spelled "Kah Streets" on the sectional).

(Continued on Page 14)

Kah Sheets Lake – Cabin in background



After unloading and sorting our gear in the cabin, I discovered I failed to pack a single pair of pants.....shorts only! Now that is the definition of optimism in SE Alaska!! (*Editor's Note: Checklists aren't just for airplanes! Also packing!*) The three-mile walk from the cabin to the salt water is on a nearly continuous boardwalk composed of 2"X12"X12' rough milled/treated wood planks with hundreds of supporting planks. Curious, I did the math and came up with a total count of approximately 2,300 planks (111,000 board feet). That is a lot of lumber!



There are two boats available for rowing at the cabin. With the weather holding beautifully, we enjoyed many hours exploring the lake. At times it was even hot out!!

A Section of The Board Walk – it would be heck walking in bog without it!

Super Cub at one of the Petersburg ramps. Our 182 on the dock end in the background.



We spent three nights at Kah Sheets Lake before launching out for the short flight to Petersburg and the [Lloyd R Roundtree Seaplane Facility \(63A\)](#). The main seaplane dock in Petersburg is in pretty good shape and well sheltered. There is a single spot at the end of this dock that is available for overnighting and is out of the way of transient planes. A single Beaver operated by [Petersburg Flying Services](#) is based here. I prefer this dock to the barnacle-encrusted and lightly used wooden ramps that are also available at Petersburg. My personal experience with this type of ramping has not been very good (they are also at Wrangell and Sitka) but that may be just me not being used to getting on and off without going swimming. (*Continued on Page 15*)

While at Petersburg, we met up with longtime friends Kurt and Marcia Hanson who had boated up from Seattle earlier in the month. The [Little Norway Festival](#) is a real hoot with many interesting activities. A good old-fashioned parade, Native arts and crafts, traditional Scandinavian lunches, tug-of-war contest, herring toss (great to observe but not recommended to participate in), live music, and concludes with an excellent fresh fish barbeque.



Above: Little Norway Festival Parade. Below: Some interesting characters. Kurt Hanson photos.



(Continued on Pg 16)



One of the goals for this trip was a stay at one of the premier lake cabins in the Tongass system, the [West Turner Lake Cabin](#). West Turner Lake is heavily booked, especially in the peak months. The month of May, less so, but I still booked several months ahead. While in Petersburg, I received a call from the Forest Service concerning our upcoming stay at the cabin. I was advised the floatplane dock at the cabin was still in its winter storage position (i.e. not connected to the shore) and, by the way, Turner Lake is reported still frozen! This last bit of news was a real surprise. Turner is well shaded in a very deep valley and close to the huge Taku Glacier so, even at less than 100 feet MSL, it takes a while to shed its winter ice.

The day following the conclusion of the Little Norway Festival, we prepared for departure north (translation, more fuel can shlepping!) There is a tank farm with 100LL (\$8.33/gallon) run by [Petro Marine](#) just across from the Petersburg floatplane dock access road (about a 10-minute walk from the floatplane dock). We borrowed a baggage cart from the marina to shuttle fuel jugs back and forth several times. After my experience in Ketchikan my philosophy became “a bird in the hand” and I wanted full tanks out of Petersburg (notwithstanding the apparent availability of 100LL in Juneau).

Left: Fuel jugging it in Petersburg. Natala Goodman photo.

The day prior to departure for Turner Lake, I contacted one of the floatplane charter companies in Juneau to find current information on the ice conditions. I was assured by one of the pilots that the west end of the lake was now largely ice-free and I should be able to land without difficulty. Docking remained a question mark, however.

The one-hour flight to Turner Lake was accomplished in good visibility but unstable air. As reported, the west end of Turner was largely ice-free, and we landed without difficulty. We were also able to tie to the dock that, while not connected to the shore, allowed for a short hop and wade to shore. We used one of the two cabin rowboats to short-shuttle our gear from the dock to the cabin.

(Continued on Page 17)

The [West Turner Lake Cabin](#) was built by the Civilian Conservation Corps (CCC) in the 1930s and is of unique design and construction relative to nearly all other lake cabins in the Tongass. It sits on a point of solid granite bedrock which I suspect was blasted to create a level foundation. A massive stone fireplace and chimney make up one wall. Supplemental heat is now provided via an oil heater (bring your own stove oil). It was cool in the evenings and mornings, so the oil heater was much appreciated (we burned 4 of the 5 gallons of stove oil we had brought with us during our three-night stay).



West Turner Lake Cabin – a spectacular setting.

The second day of our stay, a Forest Service crew came in via motor skiff from Juneau and the ½ mile long trail from the ocean to the cabin. Amongst other things, the crew reattached the ramp from the dock to the shore.



Forest Service crew securing the dock ramp for the summer season. Natalia Goodman photo.

(Continued on Page 18)

During our stay, we enjoyed walks to the ocean and rowing on the lake. I find the lake cabin boats often not great rowers for various reasons (big and heavy, lousy oars/oar locks, lousy rowing technique, etc.). On a big lake like Turner, you do not want to get very far downwind before determining that heading back upwind is going to be difficult, if not impossible. We enjoyed watching a patch of meandering remnant ice until it appeared it may block our departure or, could we be an icebreaker?!?!



I thought of plowing through the ice for fun..... then thought better of it!



During day two of our stay at Turner Lake, we flew 25 NM SSW to visit the [Pack Creek brown bear viewing area](#) (Seymour Canal). Reservations in advance are required to visit this preserve. Being outside of the salmon running, getting a reservation was not difficult. With some trepidation, the rangers let us tie the plane to an anchored pulley system which tenders boats off shore during the guided tours. Despite being off-peak season, we saw several females with cubs and a few juvenile males. The bears are very comfortable around humans. The rangers are super careful with anything that will attract the bears, so there is no association of food with humans. The resident rangers live on a nearby island.

USFS photo.

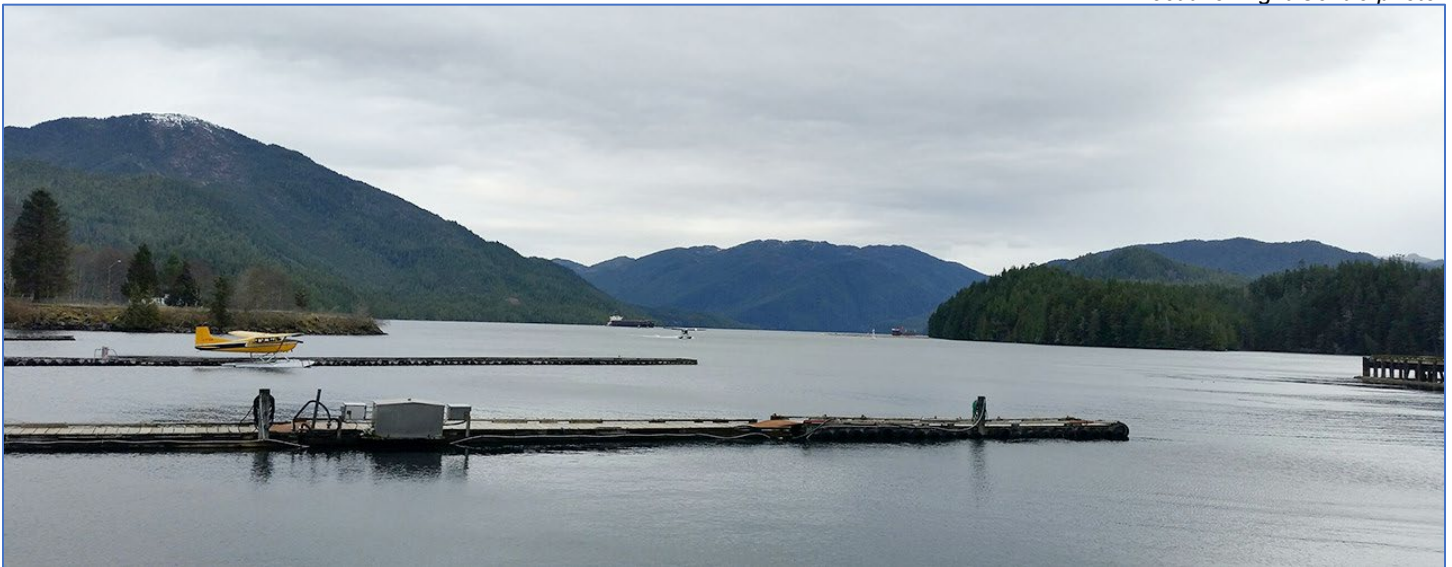
(Continued on Page 19)



We reluctantly departed Turner Lake a day early, due to forecasted incoming weather. Our plan was to make for Prince Rupert, BC which was forecasted to be south of the incoming weather system. Rather than go to Juneau for fuel, we decided to return to Petersburg for a pleasant lunch and another round of fuel canning it to/from the Petro Marine tank farm. We took on enough fuel, with a healthy reserve, to make Prince Rupert (I had called ahead to confirm 100LL availability on the water at Seal Cove).

On the coast below Turner Lake – view looking west across Taku Inlet

Executive Flight Centre photo.



We arrived at the [Prince Rupert/Seal Cove Seaplane Base \(CZSW\)](#) in the late afternoon. Having flown by Prince Rupert many times, this was our first visit. There are a couple of commercial operators here, but plenty of docking. Surprisingly, [Executive Flight Centre](#) had the least expensive fuel of the whole trip (US equivalent \$6.18/gallon). There is a nominal overnight docking fee. It is a short taxi ride into town (there is also a bus, but I could not figure out the timings). We enjoyed a half-day visit to the [North Pacific Cannery National Historic Site](#), a 35-minute taxi ride south of town. The cannery is a fantastic step back in time from a long-gone era of seemingly endless supplies of fish. It is also a reminder of unscrupulous employers and blatant discrimination.

Two pleasant days in Prince Rupert passed quickly. We reluctantly headed south the morning of the 27th, cleared customs at a crowded [Friday Harbor Seaplane Base \(W33\)](#) returning to our [Lake Samish \(93WA\)](#) base mid-afternoon. Another great adventure in SE Alaska!

Don Goodman, Secretary, WSPA; 3 September 2023


History

Our Washington Seaplane Pilots Association & Our Roots

Bruce Hinds, VP, WSPA

In my many years with the WSPA, I've often found it necessary to explain the difference between WSPA and SPA. In doing so, I'll note that we are unique to the history of seaplane associations, and ours actually predates SPA by a few years. During the mid-1960s, our access to the Alpine Lakes was being threatened, as legislation was moving forward to close them. Although it was too late to stop the closure, this was what pushed seaplane pilots to form the WSPA to stand against future efforts.

Don Kyte was my mentor for the Seabee Club and had quite a history regarding our WSPA. Don moved to Washington in the 1960s, just prior to the Alpine Lakes closure as access was being threatened, and legislation was moving forward quickly. Although the Alpine Lakes are not mentioned in the following brief history, it was happening concurrently. It was a big factor in moving us from just a club to an association. I think I have some more information on all that, but not sure where it might be. Any old timers out there who remember or have access to any of this, please get in touch.

Don passed away several years ago, but I'd like to share a piece with you that he wrote, which highlights the spirit and enthusiasm these pilots shared. These were the people who formed the WSPA. 

History of the Seattle Seabee Club

Don Kyte

I purchased my Seabee, N6144K, in 1964 while I was living in the Chicago area. I learned there was a Chicago Seaplaner Club run by George Mojonner, and so I contacted him. While it was open to anyone with any kind of seaplane, nearly everyone in the group owned a Seabee.

They had dinner meetings once or twice a month at various restaurants. Besides being pilots, a number of them were also mechanics. All of them were very knowledgeable about Seabees and were a great help to me, particularly George Mojonner. Over the next few years, they helped update my Seabee with a number of modifications and taught me how to avoid making the same mistakes that had befallen them. The Club members got together for "splash-ins" nearly every weekend somewhere.

In August of 1967, I moved to a home I bought on Lake Sammamish near Bellevue, Wash. This was perfect Seabee country and Kenmore Air Harbor on the north end of Lake Washington did most of the Seabee maintenance in the Seattle area. Kenmore had been the dealer for Seabees since they were first built in 1947 and always had eight or ten parked around their hangars.

I was surprised to learn that no one had formed a club for Seabees in Seattle. I obtained an owners list from the FAA and sent out a letter to everyone to have a dinner meeting with me at El Nido restaurant on the edge of the Bellevue Airport near my home. We held our first meeting the evening of January 12th, 1968. I had insisted that everyone bring their wives as well. My wife, Mackie, set up a desk and collected the cost of the dinner from everyone and made out name-tags. We had 25 at that first meeting, about double the number the Chicago Group usually had.

After dinner, I started the meeting by asking everyone to stand up and tell us who they were and a little about themselves. I think it was the third or fourth owner who mentioned that they had the distinction of having been towed through the locks leading from the Puget Sound to Lake Union and on into Lake Washington. After a few more short stories from people down the table, another man stood up and said he ALSO had been towed through the locks.

(Continued on Page 21)

Six or seven more owners talked about themselves, and then a man stood up and said he didn't own a Seabee but was planning on buying one. He said the first thing he planned to do was to GET TOWED THROUGH THE LOCKS to get that out of the way! This set the tone for our group, and we had a great time getting to know one another. We agreed to meet again the following month.

There was a Seabee Club in Vancouver, BC. They had pooled together to rent a tie-down area along one of the main runways. They charged dues and had regular meetings and "Splash-ins" whenever the weather allowed. They heard that we had started a club in Seattle and started coming down to our meetings. We all enjoyed each other and soon we started attending their meetings and "Splash-ins" as well.

In the beginning I would write a newsletter each month and made mimeographed copies that I would mail to all the members. Before long, I contacted the Editor of the *Northwest Flyer* newspaper, who invited me to put my newsletter in the *Flyer*. This saved me lots of work and the expense of mailing it. This had the side benefit of exposing our group to the flying public, and we frequently had other pilots attending our meetings as well. It wasn't long before the Vancouver Seabee Club wanted to host our Club every other month, so from then on for all intents and purposes, we were one group.

Over the next few years, I was contacted by so many Seabee owners from all over that I decided to form the Canadian American Amphibian Association. I called it Can-Am Amphibs for short. I knew the editor of *Sport Flying Magazine*, who invited me to write a Can-Am Amphib column each month in the magazine. This was read by pilots all over the world, and hardly a day went by when I didn't get a phone call or letter asking for something to do with Seabees.

The workload became so great that I decided to enlist Seabee owners, who showed interest in helping out, in various parts of the country. This is how I met Richard Sanders from Ft. Worth. I had asked each of the Reps to send me news from their section of the country so I could include it in the magazine. Richard was the only one who regularly responded, however.


About five or six years later, I moved to California and turned the club over to someone else. I met some wonderful people through the Seabee Club and consider those years as some of the happiest times of my life.

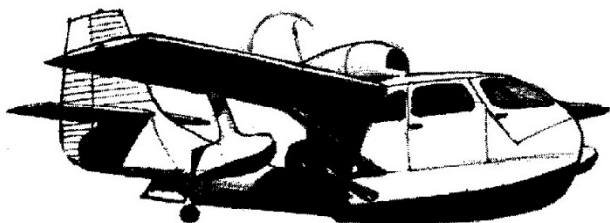
Beginning of SPA

A United pilot, Ed de Chant, decided to start a seaplane club at Little Ferry, New Jersey. This was shortly after I had established the Seattle Seabee Club. He contacted me about it, for my comments. His idea was to charge dues for a membership. He had a modest response and built up enough in the treasury that he felt warranted to tap it for some trips he made to promote his USSPA (United States Seaplane Pilots Association).

This quickly depleted the treasury and Ed dropped out. One of the members there decided to take it over (I can't recall his name offhand) and developed it into the organization it is today (after a series of leaders, each of which contributed to its development).

The guy I'm trying to remember worked at a studio in New York where they copied TV tapes they sent out to TV stations all over the country. I visited him at the studio once. I joined USSPA (later, SPA) but didn't get involved in a leadership role, as I had my hands full with my own operation.

Years later I accepted the role as a Field Rep on the West Coast, but this was transferred to Walt Windus after our first big Splash-In at the Orville Dam. Walt, with help from Jim Sorensen, established the event at Clear Lake. As you know, Walt has run the West Coast operation for many years now. 



WSPA Board Update

Meet Bayan Towfiq

Bayan Towfiq has been a member of the WSPA board for a while now, but we hadn't gotten a chance to give him a proper shout-out in our newsletter. Welcome aboard, Bayan!



Bayan Towfiq is a tech innovator and entrepreneur who has founded telecom and internet infrastructure businesses. He lives on Lake Sammamish with his wife Kirsten, 8-year-old daughter Lily, and 5-year-old son Nuri. He is passionate about aviation, has single land and sea ratings, and spends time flying his 1977 SIAI-MARCHETTI SM1019 warbird on amphibians (see *photo on Page 35!*). He believes in the mission of WSPA to protect and grow seaplane access and share the joy of seaplane flying. 🛩️

Chuck Perry Leaving WSPA Board

Quinn Dillon, CFI, Kenmore Air Flight Instruction Team

On behalf of the Washington Seaplane Pilots Association, we would like to thank Chuck Perry for his invaluable service to the board over the last six years. We appreciate his unwavering dedication and commitment to our seaplane community.

Chuck Perry has been a seaplane pilot for 35 years. He is somewhat of a legend in PNW and SE Alaska floatplane circles. Raised in Ketchikan, Chuck learned to fly in the challenging weather of Southeast Alaska. For 16 years, he flew his Cessna 180 floatplane around Southeast Alaska and the Yukon. In 1997, he was hired by Taquan Air as a part-time pilot. He worked for the original Taquan and later became the Director of Safety at Promech Air in Ketchikan. Before arriving at Kenmore Air, Chuck served as an Alaska State Trooper and still gives his time to educate local first responders in seaplane rescue techniques and considerations.

Chuck came to work for Kenmore Air in early 2002, ostensibly for just one summer flying season. Over the next 22 years, Chuck served Kenmore Air as Assistant Chief Pilot, Company Flight Instructor, Company Check Pilot, Chief Pilot and is now wrapping up his fulltime career as Director of Operations for Kenmore Air Express. Honoring Chuck's legacy, a Kenmore Air Turbine Beaver bears CAPT. CHUCK PERRY on its doors.

Chuck is a lifetime member of SPA and holds ratings for ASEL, ASES, AMEL, AMES, and Instrument Airplane. In his "spare" time, Chuck will enjoy gardening, riding his Harley, and touring in his RV.

We thank you and wish you all the best in your future endeavors, Chuck! 🛩️



Welcome New WSPA Board Member Quinn Dillon

Quinn will replace Chuck Perry as WSPA Industry Representative

Quinn Dillon is the Assistant Chief Pilot, a company flight instructor, and a check airman for Kenmore Air. He's serving his inaugural year as Industry Representative for the WSPA. He started learning to fly in 2015 at Northway Aviation on Paine Field. In 2016, Quinn began working at Kenmore Air as a line crewman and quickly advanced to roles in flight dispatch, flight instruction, and eventually a spot flying the "line" for Kenmore's Part 135 operation. He grew up in Maine but relocated to Washington in 2011 to connect with family. He enjoys skiing, mountaineering, trips in his E350 adventure van, and spending time with his wife (Kelsey) and their dog (Merlin). 🛩️



WSPA Scholarship Program: Grants to Grads Update

Jack Jacobson, WSPA Treasurer

Owen Teodoro

Owen Teodoro is our newest Seaplane Rating Scholarship winner. Owen, a 2023 graduate of Raisbeck Aviation High School, has been accepted into the University of North Dakota (UND) Commercial Aviation program, which he started last fall. He achieved his Private Pilot Rating in April of 2023, which entitled him to begin training for his Instrument rating upon entering the program at UND. In addition to his curriculum at Raisbeck, Owen enrolled in the Aeronautical Sciences Pathway program sponsored by Green River Community College and earned college credits transferrable to UND. On top of all his accomplishments, he served as summer camp counselor, sponsored by the Federal Way Community Center. Owen began his Seaplane rating training at Kenmore Air in late July. Please join me in congratulating Owen.



Last summer Owen reported to the WSPA, "I just wanted to update you and let you know that, thanks to the scholarship, I was able to earn my seaplane rating July 26, 2023! I've had so much fun doing it and the opportunity will continue to benefit me in the future. I also found out that the University of North Dakota has their own Super Cub on floats so I'm hoping to get the chance to fly it sometime soon!" On Jan. 10, Owen sent us this update: "I am doing very well at the University of North Dakota! I had a blast first semester, learning to fly the Piper Archer and getting used to the new airspace and challenges of flying in North Dakota. In that time, I was able to work simultaneously on my instrument and commercial ratings. I am just a few months from getting my Instrument rating, and I plan to get my Commercial rating this summer. In the few months I have been here, I

have gained over 60 hours at UND, bringing my total to 200 hours."

Garrett Griner

On December 8th, 2023, Garrett Griner became our latest WSPA Scholarship winner to obtain his seaplane rating. Garrett, a graduate of Raisbeck Aviation High School in Seattle, is currently a student enrolled in Purdue University's Aviation Management program and is working on his Instrument rating. Pictured left to right are DPE Michelle Cowan, Kenmore Air CFI Madi Vanderploeg, and WSPA Scholarship winner Garrett Griner. Please join me in congratulating Garrett and wishing him well in his aviation career.



Our Program

Over the years, WSPA has provided several seaplane rating scholarships to students possessing a private pilot's license. Scholarships are funded largely through contributions by our major sponsors and Kenmore Air.

CFI Corner

5 Safety Refresher Tips

Quinn Dillon, CFI, Kenmore Air Flight Instruction Team
WSPA Board, Industry Representative

Hello, fellow seaplane pilots!

As we welcome the new year, we also welcome new opportunities to explore the beautiful and diverse waters of the Pacific Northwest. Whether you are flying to a remote fishing lodge, a scenic island, or a favorite mountain lake, you know that seaplane flying is a unique and rewarding experience.

However, seaplane flying also comes with its own challenges and risks. That's why it's important to refresh our skills and knowledge regularly, and to follow the best practices of safe and responsible seaplane operations.

Here are five refreshers for flying floatplanes in the Pacific Northwest that we hope you will find useful and informative.

1. Check the weather. While it may sound obvious, conditions in the Pacific Northwest can change quickly and dramatically, especially in the winter months. Fog, rain, wind, and snow can affect your visibility, performance, and landing options. Always check the weather before you fly and be prepared to divert or cancel your flight if the conditions are unfavorable. You can use the NOAA Aviation Weather Center to get the latest forecasts and reports.

2. Know your waterways. The Pacific Northwest has hundreds of waterways that are open to seaplanes, but also some that are closed or restricted. You should familiarize yourself with the rules and regulations of the waterways you plan to use, and respect the rights and interests of other users, such as boaters, fishermen, wildlife, and residents. You can use the Washington Seaplane Pilots Association website or the national [Seaplane Pilots Association Water Landing Directory app](#) to find information on seaplane destinations, access, and advocacy in the region.

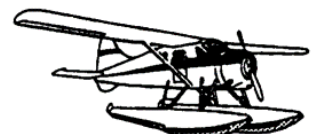
3. Inspect your floats/ hull. Your floats are your lifeline when you fly a seaplane, so you should inspect them thoroughly *before and after every flight*. Look for any signs of damage, leaks, corrosion, or contamination. Check the water rudders, pump out all float compartments, and ensure all lines are in good shape. If you find any problems, fix them as soon as possible or contact a qualified mechanic.

4. Master your takeoffs and landings. Takeoffs and landings are the most critical phases of seaplane flying, and they require skill, judgment, and practice. You should always consider the wind, waves, current, obstacles, and traffic when choosing your takeoff and landing direction and path. You should also adjust your technique according to the type and condition of the water surface, such as glassy, rough, or choppy. You can review [the FAA Seaplane, Skiplane, and Float/Ski Equipped Helicopter Operations Handbook](#) or take a refresher course with a seaplane instructor to improve your takeoffs and landings.

5. Be prepared for emergencies. Even if you follow all the safety precautions, you may still encounter an emergency situation while flying a seaplane. You should always have a plan and the necessary equipment to deal with emergencies, such as engine failure, water landing, ditching, or fire. You should also have a survival kit, a first aid kit, and a means of communication and signaling. You can learn more about emergency procedures and survival tips from the [US Coast Guard Boating Safety](#) website.

We hope these refreshers will help you enjoy your seaplane flying in the Pacific Northwest more safely and confidently. Remember, we are all part of the seaplane community, and we have a common goal of keeping our waters open through safe seaplane flying. Let's work together to protect and grow our seaplane access, and to share the joy of seaplane flying with others.

Happy New Year and Happy Flying! 🛩️



Maintenance Corner

Aircraft Winterizing

Eric Ellison, A&P, IA

VP & Director of Maintenance, Kenmore Air Harbor

With the return of the colder weather, airplanes tend to get less utilization. It's important to think about how much you intend to fly between November and March and winterize your airplane accordingly. A little prep can greatly extend the useful life and help keep maintenance costs down.



Starting with the outside of the aircraft, a thorough soap-and-water wash and full wax will help prevent the buildup of corrosive pollutants from the atmosphere. The wax will help prevent paint oxidation from UV exposure and mitigate the growth of moss, which is a common problem in the Northwest. To protect the interior plastics from UV damage, a reflective sun shield or external window cover is a good choice. If an external window cover is chosen, it must be installed tightly so that it cannot work against the plastic windows. If installed too loosely, dirt can accumulate under the cover and act as an abrasive.

If possible, make sure the aircraft is parked with the nose within 90 degrees to the prevailing wind and install control locks. Wind on the nose will not deflect the flight controls like wind from behind the aircraft. Control systems can be easily damaged if control surfaces are allowed unrestricted motion with wind on the tail.

Moss and mildew can be a problem on the interior of the aircraft as well as the exterior, so measures should be taken to keep the interior as dry as possible. If the airplane is to be stored outside, like most floatplanes, the interior should be checked for signs of window leakage. Make the check after a rain and feel the side panels and floor covering for wetness. In Cessnas, it's not uncommon for a side window to leak and for the water to run forward along the floor, making it appear to be a windshield problem. Sealing up any window leaks before the rainy season could make a significant difference.

Remove as much of the interior as you can and store it in a dry place. Just taking out the seats and the floor covering is a good step if the airplane will be sitting outside. If the aircraft is near a power source, consider using a boat-style dehumidifier such as the ["Electric Air-Dryr 1000" available from Fisheries Supply](#). This product has no moving parts, so it's a no-spark device.

If the airplane will sit without running for 2 weeks or more, it's a good idea to disconnect or remove the battery. Many aircraft will have some small parasitic load that can drain a battery over time. Even the small current created by a parasitic load can accelerate corrosion in the airframe. If power is available at your moorage, a small battery tender will keep the battery healthy during periods of inactivity. If no power is available, consider taking the battery home and keeping it on a tender until needed again.

100LL is a relatively stable fuel and doesn't absorb water like the ethanol in car gas. The tanks should be topped off so there is no room for condensation to form at the top of the tank. On De Havilland Beavers, it's a good idea to completely drain the tip tanks and leave the sump drains open to drain any water that might make its way in.

The engine should be run for at least one hour, at operating temperature, every two weeks. If the interval must be longer, measures should be taken. An oil change before any period of inactivity is a good idea, as used engine oil contains corrosive acids. If the engine won't be run for several months, have your mechanic drain the oil and add a preservative oil, such as Aeroshell 2F. Do not move the propeller during a period of engine inactivity, as it will wipe the oil coating off the internal components of the engine. Cylinder dehydrating, or "Protek" plugs contain a silica gel that will help protect the cylinders. They start blue and turn pink as they absorb moisture. A bag of silica gel can be placed in the intake and exhaust and taped over as well. Just make sure there is a streamer attached, so they're not missed during de-preservation!

Future Seaplane Base?

Crista Worthy, Editor

Information, photos, and diagrams provided by City of Bellevue, Washington

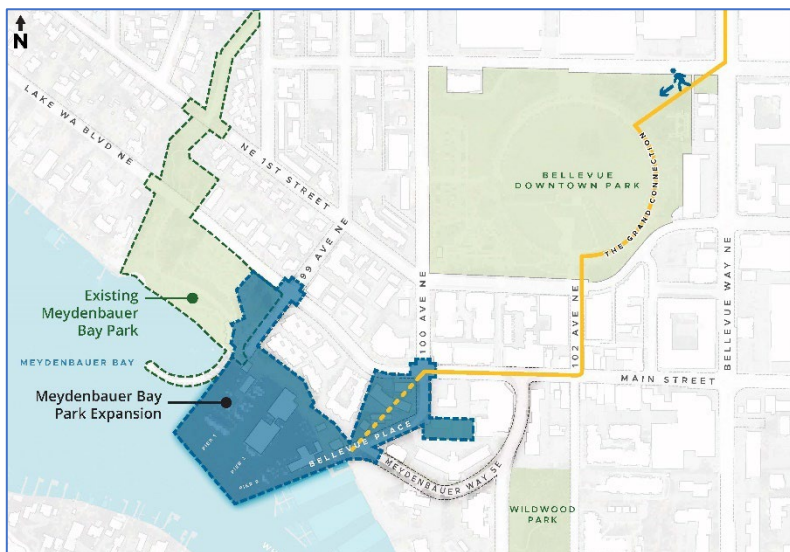


Take a look at this photo. Wouldn't you just love to see a seaplane base here, as part of this project?


[Meydenbauer Bay Park](#) was established by King County in the 1930s and incorporated into the City of Bellevue in 1953. As public property, the park has protected public access to Lake Washington for almost 100 years. A [two-minute video](#) will show you how the space has evolved into its present form.

On Dec. 13, 2010, the Bellevue City Council adopted the [Meydenbauer Bay Park and Land Use Plan](#) as a guiding document for the expansion of the park. In 2019, the first phase of the expansion of Meydenbauer Bay Park was completed. This expansion provided an expanded beach, children's playground, pedestrian pier, public bath house, expanded parking, and more.

Planning for Phase 2 of the expansion of Meydenbauer Bay Park began in Fall 2023. The dark blue shading in the diagram at right outlines the Phase 2 expansion project area, and the yellow line shows the City of Bellevue's Grand Connection. The City sought public input over the last few months; that survey is now closed.



However, another survey will take place this summer. **You can advocate for a new base yourself! [Sign up for email updates](#) to get notified when the City shares early design concepts and offers its next survey feedback opportunity this summer.** We'll have more on this subject in our next issue.

This project will serve as the western-most terminus of the Grand Connection. [The Grand Connection](#) is Bellevue's signature downtown place-making initiative, and functions as a series of cohesive, connected, and memorable spaces and pedestrian-focused experiences through the heart of downtown Bellevue. Meydenbauer Bay Park is the last stop of the Grand Connection and is considered a major pedestrian draw for the area. The next phase of the expansion will include pedestrian-focused considerations in alignment with the Grand Connection's goals, which are: 1-Remarkable & Memorable Shoreline Experience. 2-Spectrum of Activities. 3-Complementary Land Uses. 4-Increased Physical & Visual Access. 5-Pedestrian Priority. 6-Economic Vitality. 7-Superior Design. 8-Environmental Stewardship. 9-History. 10-Neighborhood Enhancement & Protection. 11-Coordinated Planning Process. 12-Commitment to Implement. 

“Five Forces - Air Wing” Seeks Volunteer Floatplane Pilots

In mid-December 2023, WSPA received the following request from Mr. John Irick, Five Forces SPC:



I am inquiring about a pilot with a seaplane who might be interested in working with us on our AirWing innovation. We have created a new means of delivering cargo from aircraft called the AirWing. We borrowed the design from silver maple seeds, which many people call helicopter leaves as they descend, spinning, from maple trees. Thus, we have created basically a flying box.

In the event of a devastating emergency such as an earthquake, major storm, or widespread power outage, the AirWing can carry resources such as food, water, shelter, tools, medicine, surgical supplies, satellite phones, and more. Unlike traditional airdrops that typically drop one payload so that people in need must travel to receive aid, the AirWing is dropped in a mass

deployment in multiple locations, able to reach multiple population centers. These items are desperately needed after a major event, due to the creation of “micro islands,” places where people have become trapped without access to food or aid, because of unusable infrastructure where roads and bridges become unpassable. We have patented the physics of this innovation and are working with several counties to use it for natural disaster response.



We are still doing a great deal of testing and are looking for a pilot and seaplane to assist us. If you are interested in participating, please contact me; I would greatly appreciate it.

Kind regards,
John Irick

Five Forces SPC/AirWing

www.FiveForces.co

(Editor’s note: No, the “m” is not missing. It’s .co, not .com.)

206-972-5141

John@FiveForces.co

Grumman Goose Crash

Crista Worthy, Editor

On December 18, a Grumman Goose aircraft from [Wilderness Seaplanes](#), based in Port Hardy, BC, crashed shortly after departure from the Bella Bella airport. Fortunately, the four passengers and pilot escaped with only minor injuries. The five were able to walk from the crash site to a road. They were checked into a Bella Bella hospital and released.

The passengers were fish-farm employees on their way to Port Hardy.



Wilderness Seaplanes photo.

“The aircraft appears to have suffered an engine(s) failure and descended into the trees about half a mile from the airport,” Wilderness Seaplanes Operations Manager Vince Crooks told the *Victoria Times Colonist*. Despite major damage to the aircraft, the fuselage remained intact. “It’s a testament to the strength of the aircraft,” Crooks continued. “They were built very, very solid, which is why they’re still here.”

Wilderness Seaplanes is one of the last commercial operators of the Grumman Goose and has three of the historic aircraft, originally developed in 1935. The company serves about 50 coastal communities and resorts, carrying both passengers and cargo. Roughly 30 of the total 345 that were built are still flying, mostly owned by private operators.

The Boys in the Boat UW Shell House: It Started out as a Navy Seaplane Hangar

Scott Cooper, WSPA Board Member



I've been rowing for years, but when the film [The Boys in the Boat](#) premiered in December, I had to see it. One star of the movie is the Shell House, where the rowing crews and their 60-foot rowing shells head out to practice on Lake Washington. But the structure was nearly lost to history, much like the memory of the 1936 Olympic gold medal victory won by the junior varsity rowing team (JV was much faster than the varsity boat).

Just a few feet from the Lake Washington shoreline, the old building's exterior looks remarkably unchanged from historic photos, when crews from nearly a century ago stood outside the massive sliding doors under ASUW Shell House lettering. (The building was run by the Associated Students at the University of Washington).

Built by Navy Captain Luther E. Gregory, one year after the completion of the Montlake Cut in 1918, the navy hangar was used to store seaplanes and train pilots and maintenance crews during the final months of World War I. At that time, the UW campus was the site of a massive Naval training camp headed by Commander Miller Freeman.



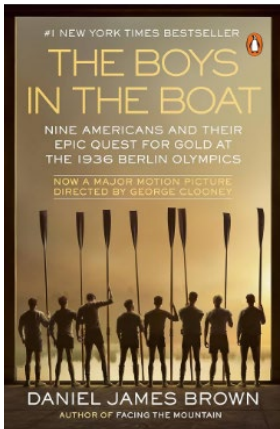
(Continued on Page 30)

One of only two surviving wood hangars from WWI, this was the only one to house seaplanes. After its glory years, the Shell House was used for rental canoes, an apartment, UW women's crew team headquarters, and lastly as a storage facility, before it fell into disrepair and was nearly torn down. The building is now dwarfed by the 70,000-seat Husky Stadium. Preservationists saved the structure with a National Register of Historic Places designation in 1975 (due to its Navy seaplane hangar heritage, not 1936 Olympic gold medal win). Not long after this, the building fell into obscurity for more than three more decades. Its "National Register" status protected it from the wrecking ball but did not provide a means of preservation.

In 1918, seaplanes were small enough that several could be stored in this 12,000 square foot hangar. The B&W photo at the top of this article shows several aircraft. On the left is a Curtiss N-9 Trainer. N-9s were designed and built by the Curtiss Aeroplane Company, and others were produced under license by the Burgess Company. On the right is a Curtiss HS-2L Flying Boat.

Richard and George Pocock built the racing shells for the Husky teams and many other colleges in the early 1900s. Their presence in Seattle was due to a road trip and meeting with UW rowing coach Hiram Conibear (named for the "new" UW Rowing Complex) who was instrumental in bringing the Pocock brothers down from Vancouver, BC, where they had a shell house on Coal Harbor. At one point, 80% of all college racing shells were built by the Pococks. Local Western red cedar on oak frames made for a lightweight and very fast rowing shell. The gold medal "Husky Clipper" had most of its parts made in a nearby Alaska-Yukon-Pacific Exhibition building which had several saws (and lots of saw dust) and a steam box for bending frames, but final assembly was in the Shell House loft.

Bill Boeing was impressed by the Pocock brothers' work and hired them to develop and build pontoons for his start-up business, Pacific Aero Products, later changed to the Boeing Aircraft Company. After a few years in aerospace, each brother returned to building racing shells.



The runaway 2013 bestselling book [The Boys in the Boat](#) brought attention to the true story of the scrappy eight-oared racing shell crew that inspired a country slogging through the Great Depression. The book focuses on the lives of the eight crew members of the junior varsity team that beat the UW varsity rowing team, several Ivy League college teams, and finally a dramatic upset victory over crews from Hitler's Germany and Mussolini's Italy. Local author Dan Brown, of Redmond, Washington, revived the story after talking to his neighbor, Judy Rantz—crew member Joe Rantz's daughter. Judy would frequently tell Dan that he needed to write about her father's gold medal in rowing. Dan was hooked on what already was a good story but spent six years researching the details. When the book was released, it was on the New York Times Bestsellers list for two years. The movie rights were first secured by actor/director Kenneth Branagh, but later obtained by George Clooney. The film based on the book was released in December of 2023.

The book saved the Shell House and enabled millions to be raised for the structure's restoration. The "ASUW Shell House, the Next 100 Years" project announced in December that it met its fundraising goal. Microsoft President Brad Smith and his spouse, Kathy, both contributed to the campaign, though neither are alumni, rowers, or Seattleites; they just thought the building had a great history. Contributions are still being accepted at asuwshellhouse.uw.edu.

Plans for the space include interactive exhibits, waterfront event space for students, and local community groups (WSPA?) What if WSPA could lend some help in finding the right seaplane for display in the Shell House? Could we plan a summer event in there? How about a splash-in? Don't you want to see it? Send me your thoughts.

PilotCooper@gmail.com.



Icing: Watch it Like a Hawk

Crista Worthy, Editor



Wipe all snow or frost off your airplane before takeoff. Then watch it like a hawk! Crista Worthy photos.

As winter bears down upon us, it's worth reviewing some basic principles of icing. **Certainly, your goal should always be to quickly exit an area of icing, even in a FIKI (flight into known ice) approved airplane.** Icing can occur if (1) per AIM 7-2-21, the temperature is below 3°C, (2) you are in a cloud with liquid water, (3) the droplets are large enough, and (4) you stay in the cloud long enough. The rate of ice build-up may depend upon what type of cloud you're in. Ice can build up twice as fast in cumulus clouds with high water content, but the extent of icing in cumulus clouds is normally not as long as a stratus cloud, so as you move through, or climb or descend, the time spent in icing conditions could be small. Another important thing to remember about clouds is that the greatest amount of liquid water generally occurs *near cloud tops*, due to the cooling and condensing with height above cloud bases. Similarly, the chances of icing are greater *just below the freezing level*; at colder temperatures water droplets are tinier, and as the temperature continues to fall water droplets are more likely to become ice crystals. One dangerous condition can cause icing even if you are not in a cloud: freezing rain or drizzle can exist down to ground level below a cloud deck, causing ice to form during takeoff, landing, or ground ops if the surface temperature is below freezing.

As ice accumulates, it can decrease your aircraft's performance and alter its handling characteristics. The effects are directly related to the amount and shape of ice formation. In flight, air molecules stream above and below the wing, or airfoil. As the airfoil approaches water droplets in a cloud, there is a battle between the tendency of the droplets to follow the airstreams above and below the wing, and the inertia of the droplets to strike the airfoil head-on. Smaller droplets tend to follow the airstreams unless they hit the wing dead-on, whereas larger droplets, with more mass, may strike the wing several inches back on the upper or lower surface. Thus, at lower temperatures with small droplets, ice tends to build more evenly. At temperatures near freezing, however, with larger drops, water often runs back and freezes slowly and irregularly, sometimes with flat or concave surfaces and protuberances facing the airstream on either side of centerline.

The rate of ice build-up can also depend upon the cross-section of the airfoil. A thick airfoil pushes more air ahead of it, and water droplets have more room to move out of the way. Because tailplanes have smaller leading-edge radii and chord length than wings, they can collect more ice, more quickly.

As icing alters the leading edges aerodynamically, lift and stall angle are decreased, while drag and stall speed are increased. Particularly as you fly at higher altitudes in a normally-aspirated aircraft, ice-induced drag can decrease your margin between cruising speed and stalling speed. Eventually you may find the only way to maintain aircraft control is to descend, possibly even with full power.

(Continued on Page 32)

Icing can reduce total available lift by as much as 50%. With less lift, you need a higher angle of attack (AOA) to maintain level flight, which means closer to stall. Additionally, the ice causes the wing to stall at a lower AOA. Of course, *that means the plane will stall before your stall horn goes off, since it's set to a different AOA.* You won't have the other usual warnings of a stall either. Normally, a wing reaches maximum lift shortly before the stall, then lift decreases, then the wing stalls, so you have time to react. By contrast, an iced wing can frequently go from max lift to almost none—no warning, and you're in uncontrolled flight. Additionally, the thinner wingtips may accumulate more ice and stall first, leaving you without aileron control.

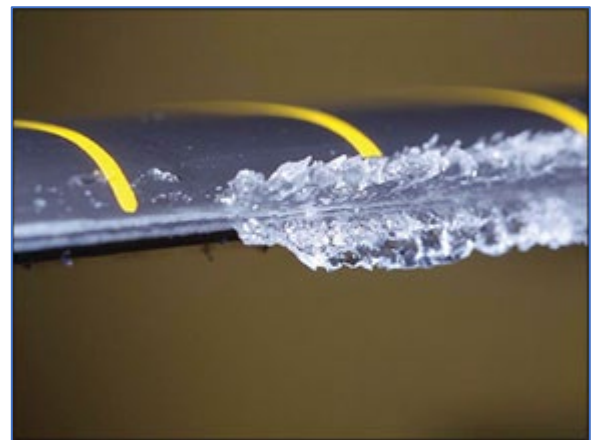
If your wings are iced up, your tail is probably worse, with its thin leading edge. If the stabilizer is contaminated, there can be some airflow separation and reattachment (bubble) on the underside of the airfoil. Remember, the tailplane acts like an upside-down wing, producing downforce to counteract the heavy aircraft nose. Tailplane ice can become critical during the landing process, as flaps are added. Flaps increase wing downwash, so relative wind comes more from above, increasing the AOA of the tail. Flaps also shift the center of lift back, increasing the tendency for the nose to pitch forward, requiring more downward "lift" from the tail, which further increases its AOA. Increased thrust aggravates both of these problems. As the separated air (bubble) moves aft, the stabilizer becomes less effective.

Critical to recognizing an impending tailplane stall is that buffeting will be felt in the *yoke*, not the airframe—pitch excursions, pilot-induced oscillations, difficulty trimming, and the yoke pulsing or vibrating are all warnings (an autopilot can mask this, so it should be turned off if you collect ice). If the bubble moves back past the hinge, it will now affect the movable elevator: negative pressure under the elevator will drive it down so suddenly it may actually slam the yoke full forward.

Recovery is the exact opposite of a normal stall. After much study by NASA and others, the procedure is to retract flaps, pull back fully on the yoke, and reduce thrust as needed.

From NASA: https://aircrafticing.grc.nasa.gov/1_3_4_3.html.

Unless you can quickly escape to warm air, you'll have to plan a zero-flap approach and landing. Try for an ILS with a continuous descent (bonus—a runway with an ILS should be long enough). You'll have to come in fast, and this is no time to calculate the safe speed; do it at home. Ice can increase your stall speed by 40%, so take your clean, max gross stall speed and add 40%. Fly your approach at 1.3 times that speed, slow to 10 kts over that speed at the threshold, and don't pull to idle until you are low enough that a sudden stall would be acceptable. Skip the flare, use the brakes, and count your blessings—after you pat your plane on the windshield.



Shutterstock photos.

We had a rule: we simply NEVER flew in clouds when temps were at or near freezing. It's a good rule. 🛩️

2023 Events Recap

Lake Whatcom Splash-In: June 11, 2023

Don Goodman, WSPA Board Member

At the kind invitation of Mark Schoening, this year found us gathering back at [Floathaven \(0W7\)](#) on beautiful Lake Whatcom. This was the first WSPA splash-in of the year.

The morning started a bit gloomy, delaying arrivals, but the skies cleared around 1300. Eight seaplanes (representing seven manufacturers) and one helicopter (a first!) enjoyed a sunny afternoon of hangar flying and catching up at the season opener. Headcount totaled around 25, as several members drove in and neighbors from Sudden Valley dropped by for a visit.

President Ratzlaff gave us a brief “state of the union” and we enjoyed meeting the new Aquatic Invasive Species Manager for the City of Bellingham, Meghan Bugaj. Meghan provided an update on the AIS program for lakes Whatcom and Samish. Meghan also took the opportunity to learn more about seaplanes and the differences between the various makes and models.

Special thanks to Mark Schoening, Floathaven Manager, for opening his seaplane base to us and sponsoring the lunch and beverages. Shout out to Brian Schoening and Elias Perdomo for much appreciated on-site support and Dan Older (Old Aire) who prepared the parking areas, helped me close the grass runway with a big “X” and let amphibians use his seaplane ramp.

WSPA Member Simon Butler took some terrific photos, samples of which are included below.



Chris Duffel - Lake Renegade

(Continued on Page 34)



Kevin Ware – Cessna Skywagon



David McRoberts – Lake Renegade

Bruce and Janie Hinds – SeaBee



Ross Mahon and Karen Stemwell – Gweduck



(Continued on Page 35)



Bayan Towfiq – SIAI Marchetti



Stephen Ratzlaff – De Havilland Beaver

(Continued on Page 36)



Alex Jobe – Hughes 369D

Simon Butler Write-Up:

The 2023 Lake Whatcom Splash-In was my first WSPA event and I was excited to check it out. I was so sure it was going to be interesting that I brought my dad and my son along with me. I wished we were flying in, but my plane is on wheels for the foreseeable future.

However, as we set out driving north from Marysville, the low overcast was making us worry that flying in might be tough for *anyone* that morning. The clouds didn't get any higher as we drove through Alger, almost at our destination. In hindsight, this might have been helpful for me. We arrived just before 11 a.m., before any aircraft. I had brought my camera, and this let me capture each aircraft as they landed.

It didn't take long for the intrepid seaplane pilots to start finding their way through the weather. The assortment of airplanes that came in were amazing. Renegades, a Beaver, a Marchetti, a Gweduck(!), a Seabee. So many different types, and many that I'd never seen flying or on the water in person before.

All the pilots, Floathaven staff, and WSPA organizers were very friendly, and answered all the questions my dad and I had. I didn't have to worry about neglecting my dad as I snapped photos, because every time I checked, he was in a conversation with someone and having a good time.

After eating our fill and talking about AIS and upcoming events, we watched everyone depart and I got more photos of all the incredible aircraft. By this time the sun had fully come out, and the beauty of the location was on full display.

My thanks to Floathaven, the WSPA, and Dan Older, for all their work to make this event happen. It exceeded my already high expectations, and I hope I'll be splashing in for future events instead of driving! 🚁

Simon Butler

Simon Butler is a Boeing employee from Everett, Wash. He flies a 1977 172N out of KAWO and is a commercial-rated ASEL and ASES pilot. He flies for fun with his son and friends, and dreams of upgrading to a seaplane of his own someday.

Felts Field River Runway Safety Seminar – May 24, 2023

Amy Fenwick, WSPA Board Member



In May, the WSPA hosted its first ever seaplane safety seminar on the East side of Washington State. The event was held at Felts Field in the hangar of Pemberton and Sons Aviation.

Speakers included Lifetime Member and accomplished aviator, Addison Pemberton;

Spokane River Rowing Association Club President, Gayne Sears; and WSPA Board Member and event organizer, Amy Fenwick. The event was inspired by communications to the WSPA from Sears, who recognized an opportunity to enhance understanding between users of the river, given its many functions as a recreation hub for the surrounding community. Some of the functions addressed included the river's use as a practice course for rowers and water skiers, a swimming and boating destination for homeowners and the community, and Spokane's only water runway for seaplane pilots.

The event was well attended, with 57 participants representing the Spokane community, Parks and Recreation, the Spokane River Rowing Association, Spokane River Homeowner's Association, and Felts Field seaplane



pilots. Information and strategies for sharing the space were provided, and discussions inspired new ways to collaborate across groups to enhance safety in operations. Aviators who are new to landing on the water at Felts Field should be sure to review Addison's presentation, as he provides a comprehensive discussion, complete with diagrams highlighting a successful take-off, landing, and aborted landing with a go-around procedure in the event of a hazard on landing.

The WSPA would like to thank our presenters for sharing their time and expertise with the community. We would also like to thank all who participated in this important discussion.

This will most certainly be the first of many events to be held at Felts Field, and we look forward to future opportunities to bring together our group with the community at large. [The full presentation and slides from the event are available for download here.](#) For questions or a list of attendees and their contact information, please feel free to contact [Amy Fenwick](#).

Lake Isabel Cleanup & Toilet Maintenance: June 15, 2023

Editor's Note: Each year, WSPA volunteers fly to Lake Isabel to clean up and stain the toilet for visitors, and de-limb the beaching area. In 2022, this was accomplished by Jack Jacobson and Don Goodman. In 2023, Don and his wife Natalia made the trek.

Don Goodman, WSPA Secretary

Natalia and I spent a couple hours at Isabel on June 15th. The lake was lowering, such that there was about 10 feet of beach available. We stained the toilet and added lime to aid in composting. There is a large log across the trail to the toilet. We de-limbed it so that passage is reasonable. It is not a difficult cut, but will require a chainsaw. I always bring a garbage bag. The only thing I could find was a rusty tent peg.....very clean. The large log framing the beach (on pilot's right as you approach) moved 10 feet to the left over the winter. Must have been super high water to re-float that monster!



Photos courtesy Don Goodman.



WSPA Annual Tanglefoot Splash-In: June 23–25, 2023

Amy Fenwick, WSPA Board Member

Photos courtesy of Amy & Stuart Fenwick, Jan McRoberts, and Ramona “Skychick” Cox

Captions by Crista Worthy, Editor

Our sixth annual splash-in at Tanglefoot SBP was held June 23–25, 2023. The weather, planes, people, and presentations were all more than we could have asked for, leaving memories that are sure to last us a lifetime. To recount the entire weekend would require a lot more space than I have available, so I'll let the photos speak mostly for themselves and give you a quick recap of the event, with many hopes that you will choose to join us for our 2024 splash-in, June 21–23rd!

Planes. In total, we had 35 aircraft—a diverse array that included an Italian Marchetti, a Cessna 195, the Gweduck, an X-Cub on amphibis, and an Icon A5, which we so conveniently stored wings folded beneath the wing of a Mallard! Also present were a handful of SeaReys, a few Seabees, including Pete Norman's 2011 Oshkosh Grand Champion Seabee (rocketship?) with a 500 HP Corvette engine and multiple modifications...five Super Cubs, at least seven Lake amphibians, three De Havilland Beavers, two Kodiaks, and one surprise Hughes 369D Helicopter, piloted by Jeff and Alex Jobe of Seattle. A Beech 18 on floats also joined in on the fun at the north end of the lake. In addition, we enjoyed having three of four Grumman flying boats on the ramp: Two Mallards owned by hosts Loel and Olson Fenwick, Addison Pemberton's immaculately restored Grumman Goose, and a Grumman Widgeon, piloted by Nikita Clark and family from southern Idaho. In 2024, I've made it my personal goal to add an Albatross to the mix...Wish me luck! Not a single strike of hangar rash was reported in the marshaling of all these aircraft over the course of three days. This is all thanks to Jack Jacobson, WSPA Board Treasurer, who, over the years, has perfected his craft in playing Tetris with aircraft. “Airboss” is one of the most demanding challenges one can take on during a weekend like ours, and Jack manages it all so well. Thank you doesn't cut it, Jack - we appreciate all you do!

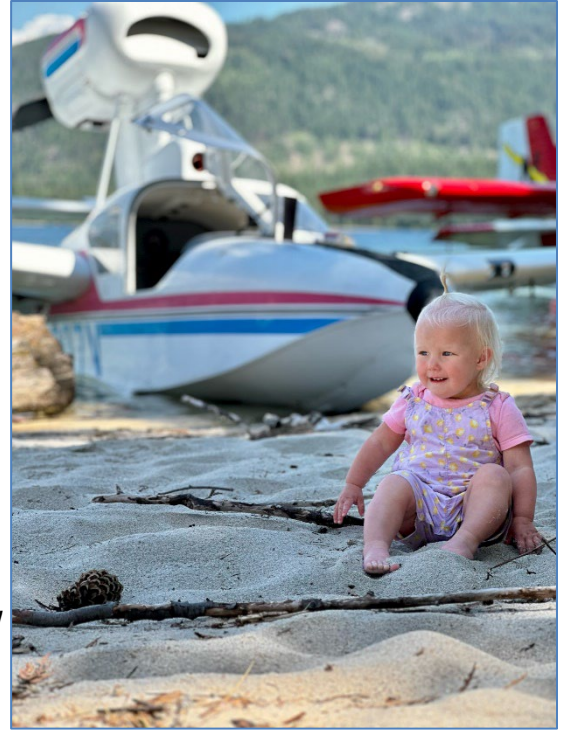
The ramp at Tanglefoot, with Priest Lake behind.





That's Bayan Towfiq's Marchetti in front. What a lineup!

Little Charlie Fenwick will grow up with seaplanes!



Two friends enjoying sandwiches on the beach, on a perfect day. Dr. Lawrence "Larry" Becker, left, and his friend, Hayes Bryan, flew over in Dr. Becker's Lake LA-4 Buccaneer.



People. A special thank you to the 150+ guests who attended our event. A weekend-long event is difficult to plan, but it can be even harder to fit it into an already busy family calendar. The planning required to journey across the Cascades (or further) is so appreciated by our group. One very special guest flew in from Florida—he left his Super Cub at home—and we were very happy to finally have a chance to welcome to Tanglefoot the Seaplane Pilots Association’s Executive Director, Steve McCaughey! For years, Steve has been subjected to enticing promises of perfect weather, a glacial lake with crisp, clean water, a protected sunny bay, a ramp built for seaplanes, and a group of aviators with the most diverse experiences. It seems this year we delivered on those promises, and Steve assures us that he will be back! As an added surprise, the RAF was celebrating their 20th anniversary at Cavanaugh Bay Airstrip that weekend, so various members of the RAF community joined in for dinner and presentations Friday and Saturday night. Thanks to all for making the weekend so much fun.



Charlie & Stuart Fenwick.



Verla Olson
And
Olson Fenwick



Hannah Franklin and Melissa Neighbors.



Don and Natalia Goodman.

*Pete Norman's Seabee, 2011 Oshkosh Grand Champion.
With a 500-HP Corvette engine and multiple mods, it performs like a rocket ship coming off the water!*





The Brooke's Seaplane Service Twin Beech 18 is based out of Coeur d'Alene, Idaho.



Camping on the helipad, atop the big hangar, offers quite the view!



What's a fly-in without a little flying?



Tom Hamilton (Aerocet, Kodiak, and Glasair designer) speaks to a full house.

Brian Fleming's C-195 and John Cuny's Seabee



SPA Executive Director Steven McCaughey and Ramona "Skychick" Cox



Presentations. We gather not only to share in our love of seaplane flying, but to inform and enhance our collective aviation experience. As such, we aim to include presentations that both inspire and inform, in the name of innovation and safety. Friday evening, Don Goodman, WSPA Board Secretary, shared the story of his journey through Washington’s 39 counties—which he and his wife Natala conducted in a single day in his C182 on straight floats! This fantastic undertaking was a blast to relive with Don, and a challenge for others to consider repeating!

L to R: Loel Fenwick, Kate Williams, Olson Fenwick, Paul, von Gontard, Amy Fenwick, Charlie Fenwick, Stuart Fenwick

Saturday morning characteristically features a safety seminar, and this year, we enjoyed presentations from Chris Popov and Mike Kincaid, North Idaho’s FAA Safety Representatives, and Kevin Heiss, CFI and 28-year career pilot in the US Navy, who spoke about how to survive a seaplane crash. Stuart Fenwick and Jack Jacobson led the mandatory splash-out safety briefing before a pre-lunch departure to Mosquito Bay, emphasizing waypoints and safety considerations for the brief trip. If you haven’t been here, Mosquito Bay is a white sandy beach on the north end of the lake where we eat lunch and walk along the beach to admire the multiple aircraft beached tip-to-tip. We enjoyed a surprise upgrade to our sacked lunch with Board Member Kevin Franklin’s Traeger grill and sausages, decked out with all the fixings, and huckleberries to top them off! Later, back at Tanglefoot, Loel Fenwick welcomed guests Saturday evening with Olson and family by his side at the annual cocktail party on the patio. Tom Hamilton of Aerocet captured the crowd’s attention as our keynote speaker Saturday evening, and one could hear a pin drop in the hangar, with the attention he was afforded. He inspired us all with the dreams he’s brought to life and left us with a teaser of what’s to come next. Thank you to all for sharing your time, sharing your insights, and for inspiring ongoing discussions the whole weekend through.





Ramona "Skychick" Cox poses on Nikita Clark's Widgeon.



Emma and Alanis Bobo chill out.



Robert McCormick relaxes on Nikita Clark's Widgeon.



Amy Fenwick and her BFF Kate Williams.



Ramona Cox and Rob Dehoney aboard his Cessna 185.



Widgeon pilot Nikita Clark's family L to R: Zori, Lana, and Zandtfer



No way around it; Kevin Franklin's "Black Betty," aka Whiskey Zulu is Badazz!

Pilots and co-owners Dr. Rod Tataryn and Scott Chaffin, of Spokane, Wash., help push their Icon5, which fit beneath the Mallard with inches to spare. Don Goodman (in neon yellow vest) keeps a close watch!



To wrap things up, I'd like to thank the multiple volunteers who jumped in to lend a hand. Many hands make light work, and our members and guests showed us just how true that adage rings. Thank you to our event sponsor, Aerocet, Inc., for the multiple ways they have contributed to our event. Aerocet provides financial support to purchase t-shirts, the event banner, and ice for our beverages, and provides a 6–8-member crew to ensure registration and transitions between activities within the weekend to occur in a seamless manner. We could not do this without Aerocet's team, and we cannot thank them enough for their support and contributions year after year. Finally, we would like to thank Dr. Loel and Olson Fenwick for their generosity in sharing their home and seaplane base with our group, and for hosting the cocktail party on Saturday evening. Each year we return, more people get to experience how truly special Tanglefoot is, and we are overwhelmed with gratitude that we are granted the opportunity to host this fine event there year after year. Thank you!

More photos may be found on our website and on social media. To listen to a recap of the event recorded Sunday of the splash-in weekend, Listen in to [Episode 18 of the Waterflying Podcast](#).



Aerocet founder and President Tom Hamilton & Aerocet customer care rep Michelle Cape.



Mike Kincaid spoke about "How to survive a seaplane accident."



Michelle Petrina fires up the Traeger grill at Mosquito Bay, where Kevin and Hannah Franklin cooked sausages on the beach.





Jack Jacobson driving Kevin Franklin's half-truck.



L to R: Karin and Garry Fowler of Spokane and Rebecca Mort.



Jan McRoberts, David McRoberts, Olson Fenwick, and Shawn Elston.



Steven McCaughey & Kevin Franklin





Left to Right: Bill Montgomery of Stillwater Landing just north of Whitefish in Montana, Scott Cooper, Pete Norman, and Ede Cooper.



Above right: Kevin Wyman (at left) with Sue and Gary Drean of Spokane



Above left: Saturday safety seminar speaker, Kevin Heiss and his wife, Linda, with Rob DeHoney and Alan Bobo. Alan has been a tremendous help every year at the splash-in!

Bottom left: Bayan Towfiq and Jim Schoegg (Gweduck passenger & WSPA Member).



Nice panel (and who's on it!) in Rob Dehoney's Cessna 185.



One of a kind: Serial number 1, Gweduck; Ellison-Mahon Aircraft, Inc.; owners/designers/partners Ben Ellison and Ross Mahon.

Yes, Jeff Jobe (with son Alex) landed his Hughes 369D on the beach!

All these airplanes moved, without a scratch!!



Don't miss
Tanglefoot
2024! 📍

Lake Isabel: The Good, The Bad and The Ugly

Don Goodman, WSPA Secretary

Lake Isabel in Washington State has several distinctions: 1) it is the only lake in Washington within the boundaries of a designated Wilderness Area that is open to seaplanes, 2) it is accessible only by foot or seaplane, 3) at 2,850 feet MSL it is a truly “alpine” lake, and 4) it has a demonstrated ability to inflict pain and suffering on the untrained, unprepared, or unlucky seaplane pilot.

WSPA has been actively engaged with the US Forest Service concerning seaplane operations on Lake Isabel. WSPA successfully campaigned to grandfather the lake for continued seaplane operations when the Wild Sky Wilderness was created in 2008, collaborated with the Forest Service on the installation of a backcountry pit toilet near the beaching area in 2017, and helps with the ongoing preservation and maintenance of the beaching area at the lake.


An internet search for “Lake Isabel floatplane” will result in many YouTube videos of planes landing, departing, and beaching at the lake. Yes, it is a beautiful lake with a beautiful, secluded beach, tucked deeply into a mountain valley and, despite the fact that it is only 3 miles in a straight line to US Highway 2, it offers visitors the feeling of being in the remote heart of North Cascades National Park.

So, where is “The Bad” in this equation? Simply, a flight to Isabel demands competency in mountain flying, precision landing and take-off, higher performance aircraft (short lake/density altitude) and, most importantly, initial instruction from a CFI or pilot experienced in Lake Isabel operations. In addition, all pilots intending to land at Isabel must be prepared to spend the night unassisted. If payload does not allow the inclusion of an aircraft repair kit and emergency overnight gear (shelter, additional clothing, sleeping bag(s), food, etc.) do not attempt to land at Isabel. There is no cell coverage at Isabel. As such, satellite-based communication devices are a must-have item. Walking out of Isabel is very difficult, if not impossible for many, as the trail to the lake is at the opposite end of the lake from the typical beaching location (and there is no trail around the lake). If the trail can be reached it is a steep, rough tread that requires good navigation skills and backcountry footwear.



Now for a sampling of “The Ugly” (there are several other examples over the past 20 years). In the late fall of 2022, an experimental seaplane attempted a downwind takeoff from Lake Isabel which resulted in a departure stall and subsequent hard water landing. The pilot and passenger were unhurt, but the wings and fuselage were substantially damaged. It was late in the day. The pilot and passenger had a very unpleasant and potentially life-threatening bivouac in the open. The next day, the pilot and passenger were rescued by helicopter. The onset of winter-like conditions and other complications prevented the aircraft’s extraction in 2022. WSPA was substantially responsible for the eventual extraction of the aircraft in the summer of 2023.

Several years ago, Bruce Hinds and Austin Watson collaborated to create the following guidance for Isabel. This information is intended to be used in conjunction with assistance from a CFI or other pilot with Isabel experience.

(See next page.) 

Lake Isabel—Tips on Flying In, but Caution Warranted

Bruce Hinds, WSPA VP & Austin Watson

Here's a shot of Isabel (frozen) from about 4,500–5,000 feet. The Lake level is 2,850 feet MSL. In the picture the Aircraft is headed WSW and had flown over the NE rim of the boxed canyon. The pilot could have done a very steep decent to get in after crossing the ridge. But, that's not the preferred way. Lake length is about 1.25 miles.



The preferred way is to enter the canyon the opposite way—from the SW. It's a narrow box canyon but widens once you get back in there (under the aircraft in the picture), then the bottom climbs rapidly! Best advice is to go in high, about 4,300 feet, or a little more, along the south rim (left side of the picture coming toward you in the picture).

If all looks well abeam mid-lake, you can start your descent as you continue back into the canyon, it will open up so you can do a nice descending left turn back toward the lake. (I have to S-turn and slip.) If you need to abort, you can simply fly back out over the spillway. **Warning:** If you go in low, you are committed, because there is no way to turn around....so landing straight in is not a good idea. *Really: try this first with an experienced instructor!*

Leaving, use the whole lake for takeoff to the SW and climb along the north wall (right side of the picture) at Vx. If the engine quits, you can turn back to the lake if it's soon enough but remember that the canyon narrows at the spillway. The idea is to get enough altitude on climbout so if you get toward the spillway when the engine quits you can clear the spillway and have about 3,000 feet to the canyon floor to figure out what to do next.

Mornings are best when the winds are less, and air is cool. Afternoons can get gusty and if winds are out of the east (rarely), pick another day, the down drafts off the hills can be a killer. They usually blow in over the spillway and that makes a nice updraft along that north wall for climb out. 🛩️

Destinations

Puyallup & Tacoma, Washington

Crista V. Worthy, Editor, WSPA Admin/Membership and Social Media

Welcome to the "Destinations" section, where we offer vacation destinations for adventurous aviators across the U.S. Share this section with your family members and plan your next adventure together today!

In upcoming issues, I have so many exciting adventures planned to share with you: spectacular float flying in Canada's Far North, big splash-ins back East, even all the way to the Caribbean. But today we'll start with something a little closer to home, especially if you plan to attend our [Grounded Hogs Banquet](#), followed by the [Northwest Aviation Conference & Trade Show](#) in Puyallup. In addition to Aviation, Tacoma offers you Autos and Art Glass—some of the finest anywhere!

What began as a simple day of safety seminars with a few booths has grown into one of the largest annual aviation events in the Northwest. The Showplex exhibit space fills 122,000 square feet of booths, aircraft static displays, avionics, and other demos, and offers more than 350 vendors and 75 hours of aviation seminars—even an FAA-approved [IA refresher clinic](#). All in all, this is a great way to kick off the flying year.

Flying In?

The trade show is not held at an airport; it's at Washington State Fair Events Center in Puyallup (free parking is just across the street). But you have two GA options nearby. How about a little flightseeing on the way?



Tall, isolated volcanic peaks rise south and east of the Seattle area. Unless you're solidly IMC, you can't miss Mt. Rainier, which rises to 14,410 feet MSL just southeast of the SEATAC International (SEA) 30 nm Mode C veil. Mt. Adams rises to 12,276 feet MSL, 41 nm south of Rainier. Mt. St. Helens (pictured here) is 29 nm west of Mt. Adams. If the weather is good and you're in the area, a flyover is in order. You'll see how the entire north side of the volcano was blasted away in the catastrophic May 18, 1980, eruption. Millions of trees lie like sticks in Spirit Lake; over three decades later, the area still looks barren from above. Photo by Crista Worthy.

Your destination airport depends on your itinerary and equipment. If you simply want to fly in for the Trade Show and don't need Jet-A, Puyallup's Pierce County Airport—Thun Field (PLU) is the closest, just a 10-minute drive south of the Showplex, with a free shuttle to and from the Trade Show as well as rental cars. PLU is untowered with a single GPS approach. At right: photo courtesy Field News Tribune.



If you need Jet-A and/or plan to visit Tacoma and perhaps stay overnight there, you might prefer Tacoma Narrows Airport (TIW), still only a 26-minute drive west of the Puyallup Showplex. TIW is towered with ILS, RNAV (GPS), and NDB instrument approaches, often needed in Seattle's rainy weather. Photo courtesy Pierce County.

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Seaplane pilots can land at the north end of the Thea Foss Waterway. It's the westernmost narrow strip of water shown just north of the Tacoma Dome reporting point on the Sectional. Do not confuse this with the [new Tacoma seaplane base](#) shown on the sectional in Commencement Bay; that's owned by the Puyallup Tribe, and where Kenmore Air (see photo at left) brings passengers for [scenic flights](#) during the summer months. At the northwest end of the Thea Foss Waterway, there is a barge-type dock you can tie up to. However, two staffers from the nearby Foss Waterway Seaport (see below)

told me there are usually many people fishing or gathering on the dock who don't get out of the way and seaplanes have left without docking. So don't count on being able to use the dock.

Sights Along the Thea Foss Waterway

The Thea Foss Waterway used to be a reflection of Tacoma in general...the unofficial armpit of Puget Sound. No longer!! A major cleanup of the waterway and subsequent development of museums, parks, and restaurants makes this a perfect place to visit if you have a half or full day to spare. [Metro Parks Tacoma](#) announced recently that construction has begun on a \$4.7 million waterfront park on Thea Foss Waterway, with completion anticipated in spring 2024. The goal is to connect waterfront walkways between the Museum of Glass, Thea's Park, and the new Melanie's Park.



In the meantime, don't miss the [Foss Waterway Seaport](#), a new heritage museum that features hands-on displays, a wooden boat shop, as well as a functional dock (boats only). A faithfully restored 100-year-old building now houses the greatest collection of marine history in the South Sound. The seaport museum today is equal parts education facility, boat shop, maritime museum, dock, moorage, and iconic events venue; open Thu–Sun 10 a.m.–4 p.m., plus every 3rd Thu of the month for FREE 4–8 p.m.

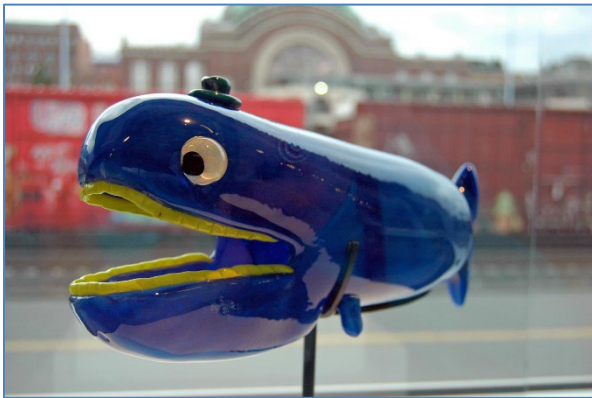
Below Left: The Museum of Glass hot shop cone's modern form contrasts with the old brick cereal mill building. Behind it rise the towers of Tacoma's East 21st Street Bridge. Photo by Crista Worthy.

Around the waterway area, ancient brick buildings contrast with the ultra-modern East 21st Street Bridge and the [Museum of Glass](#), an iconic tilted, glass, cone-shaped building designed by award-winning Canadian architect Arthur Erickson.



On the plaza outside the Museum of Glass, you can admire the glass cone hot shop building as well as the Martin Blank sculpture "Fluent Steps," made in the hot shop. Hundreds of clear glass jellyfish-shaped forms are mounted on stainless steel rods that stand in a 210-foot-long reflecting pool. Crista Worthy.





The Museum of Glass has a growing collection of objects created by glass artists who have interpreted drawings that have been submitted by children and selected by Museum staff. This body of work celebrates the rich imagination of children while documenting the interpretive skill of the glass art community. This photo also shows railroad cars and the Washington Museum of History, just past the Museum of Glass. Photo by Crista Worthy.



This photo reveals portions of the Tacoma Art Museum, Union Station, Chihuly Glass Bridge, Museum of Glass, old cereal mill brick building, East 21st Street Bridge that crosses the Thea Foss Waterway, Tacoma Dome, and Mount Rainier. Crista Worthy photo.



Feel the heat as you watch a team of artists create masterpieces from molten glass in the West Coast's largest Hot Shop—housed inside the iconic 90-foot stainless steel cone at the Museum of Glass. Photo by Mac Donnell.

When it comes to glass blowing in the United States, the Seattle area is ground zero. This is mostly due to renowned Tacoma native [Dale Chihuly](#), whose massive and fantastical glass sculptures have been installed around the world and whose artworks sell for hundreds of thousands of dollars. The museum itself is rather small, although I enjoyed browsing the exceptional gift shop. The hot shop fills the cone building. Wander in to watch glass artists at work; an emcee explains what's going on.

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The Venetian Wall, described on the next page. Crista Worthy photo.



From the Glass Museum, you can cross I-705 and the railroad tracks by walking west across the [Chihuly Bridge of Glass](#). This pedestrian bridge links the Museum of Glass to downtown Tacoma and its cultural corridor. In fact, even if you don't have time/interest in visiting the museum, **don't miss this bridge!** On one side, you'll find the *Venetian Wall*, and 80-foot installation that displays 109 fanciful glass Chihuly vases in cubicles. These are some of the largest blown-glass works executed in the history of the medium. To the right stands one of the Crystal Towers, which rise forty feet above the bridge deck and serve as beacons of light for the Chihuly Bridge of Glass. The Crystal Tower elements are monumental forms that appear as if taken from frozen alpine lakes. The bridge provides a means for the internationally-renowned studio glass pioneer Dale Chihuly to contribute to his hometown in a very public way. The overpass ceiling, *Seaform Pavilion*, is gorgeous, with 2,364 colorful glass objects reminiscent of those in the ceiling of the Bellagio Las Vegas lobby, but here the light comes through from the top—it's almost like being inside a kaleidoscope!



Views from the bridge give you a feel for this vibrant area, a mix of gritty industrialism and modernity at its best. Walk across to the [Washington State History Museum](#) and Beaux-arts brick [Union Station](#), topped by a copper dome. Built in 1910 and listed on the National Register of Historic Places, Union Station is now a U.S. courthouse. The 90-foot dome, white marble, and skylight are all breathtaking from inside, as is the 20-foot blue Chihuly chandelier consisting of over 2,700 pieces of cobalt glass, plus four other huge, colorful glassworks. In 2017, [Chihuly officially donated](#) all five sculptures to the people of the United States as part of the National Fine Arts Collection.

Hungry? [Devil's Reef](#) is a kitschy Tiki hideaway—Jack Sparrow would be right at home. Tropical drinks, Asian fusion dishes, and a good time, just two blocks east of Foss Waterway Seaport.

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Unique shops and restaurants line Pacific Avenue, including the Asian-fusion [Indochine](#) (left). The University of Washington Tacoma campus, with more beautiful brick buildings, is here too. At the end of the block, the [Tacoma Art Museum](#)'s collection of more than 4,500 works emphasizes the art and artists of the Northwest and broader western region, including the world's finest collection of [Dale Chihuly glass artwork on permanent display](#). If you brought kids, walk another block to the [Children's Museum of Tacoma](#), filled with playscapes for fun and learning. There's [more](#): a Theatre District, Antiques Row, and one of the world's largest [totem poles](#). Purchase a [Tacoma Museum Pass](#) online, valid for all the above museums.

Inside the lobby of Hotel Murano, gaze upwards and you'll find, suspended above the Grand Corridor, three giant Viking boats created by Danish artist Vibeke Skov from stained glass that depict the Norse creation myths. Photo courtesy Hotel Murano.



The Forbes four-star-rated [Hotel Murano](#), on a hill just north of the Tacoma Art Museum, offers wonderful views of the waterfront, but I couldn't take my eyes off the colorful, ultra-modern décor and [museum-worthy glass art](#) everywhere. Onsite [Bite](#) restaurant is worth a visit even if this isn't your hotel. Like B&Bs? A bit of Italy in Tacoma—that's the luxurious [Villa Bed and Breakfast Inn](#), with five unique rooms and views of Tacoma's historic district and the Olympic Mountains.

Now, you didn't think I'd forget one of America's greatest auto museums, did you? Perched above Tacoma's waterfront, the [LeMay—America's Car Museum](#) celebrates America's love affair with the automobile. Washington native Harold LeMay built successful businesses and used his fortune to amass a Guinness Book-record collection of more than 3,500 vehicles. Shown here is a rare De Tomaso Mangusta. Photo courtesy America's Car Museum.

The largest automotive museum in North America, the silvery building houses an astounding collection and exhibits up to 350 cars, trucks, and motorcycles. ACM opened in June 2012 and boasts majestic views of the Tacoma skyline and Puget Sound. [Special events](#) are held throughout the year like their [Concours de Elegance](#) (at right) and annual [Wheels and Heels Gala](#). [Several hotels](#) offer special rates during the Aviation Conference, so don't miss your chance to visit the area. Come see for yourself the new, vibrant Tacoma!



GA/Seaplane News of Note

Crista V. Worthy, Editor, WSPA Admin/Membership and Social Media

Vickers Amphib Flies

Have you heard of the [Vickers WAVE](#)? Paul Vickers, owner of the New Zealand-based company says, “We have been building the WAVE for 14 years, have a full production facility and will begin deliveries in 2024.” He also said that U.S. investors have 60% of the company and there are plans to build the plane in the U.S. The plane first flew last summer (see YouTube video [here](#)). The airplane resembles the ICON A5, is powered by a Rotax 916 engine, and the company claims a 120-knot cruise, 1,100 fpm climb rate, 1,100 nm range, and 750-pound useful load out of a total weight of 1,850 pounds. Its powered folding wings can be used while on the water. It also has water thrusters in the hull. Not only that, Vickers claims to have solved one of the biggest safety issues with amphib: he says the WAVE pusher amphib will not flip if the pilot forgets to raise the landing gear before a water landing. He wouldn't elaborate, citing proprietary technology, but said it's among a host of innovations the plane offers. Vickers' background is in boat manufacturing, and he said the plane is designed with materials and processes that improve manufacturing efficiency and make the aircraft more durable. For example, the fuselage is a single piece and includes hinges and other fixtures right out of the mold. Flight testing was completed in November and the company says the WAVE is ready for production. The first three production models are under construction in New Zealand and initial output is projected at about 35 per year. However, he said the plan is to move production to the U.S. to take advantage of the new MOSAIC rules for Light Sport aircraft, likely in one of the southern states. 🛩️



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Icon A5 Amphib Gets FAA Primary Category Type Certification



Christmas was good to [Icon](#): on December 26, the company announced it had received FAA type certification in the primary category for its light sport A5 amphibious aircraft. Icon may now leverage reciprocal agreements with other nations' aviation authorities to open international markets, including Europe, Asia, Australia, and South America. 🛩️

Oak Harbor Now DeLaurentis

'[Zen Pilot](#)' [Robert DeLaurentis](#) is mostly self-financing improvements to the former Oak Harbor airport on Whidbey Island. Still [charted as \(OKH\)](#) it's now [DeLaurentis Airport](#) and the author/adventurer is building hangars and has plans to improve the runway (badly needed). He's a new WSPA member and owns a float-equipped C-182, so maybe some seaplane facilities can be built, too! 🛩️



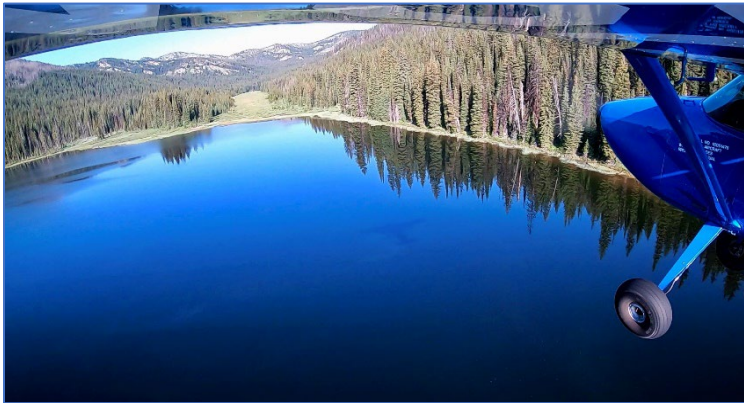
History

Tom Emerson

Crista V. Worthy, Editor, WSPA Admin/Membership and Social Media

Museum of North Idaho photos, unless otherwise noted.

Recently, I wrote a book titled [Images of Aviation: Idaho Aviation](#), published by Arcadia Publishing. The book covers all aspects aviation in Idaho and the Northwest, with special emphasis on the incredible feats of the brave pilots who worked in remote forests, carrying mail, mining supplies, passengers, and the occasional cow, cougar, or kitchen sink! Nick Mamer, who is memorialized at Felts Field in Spokane, figures prominently. In upcoming issues, I'll share photos and stories, many of which didn't make it into the book (if you want a personally autographed copy, email admin-editor@WashingtonSeaplanePilots.org!)



Fish Lake approach, Chris Aasen photo.

mail, emergency groceries, took sick people to the hospital, and on a rare day off, he might get to go hunting himself.

In late November 1947, he forgot to change shoes and got this doe in his dress shoes, out in the snow. He tied it to his float to get it home and called his friend Jack Rottier, a free-lance photographer, to snap a photo. Why? It was the sequel to a fiasco the men had a few weeks earlier, that got them in the newspaper: They intended to land on Upper Priest Lake, but lowering visibility drove them down onto the water at the north end of the main, or lower, Priest Lake. They began to taxi north up the Priest River, figuring they could make it to Upper Priest Lake that way. After a while, they saw a cabin on their right, with smoke coming from the

This time, we'll start with Tom Emerson, whose autobiography I read while researching my book. Emerson came to mind as I perused the wonderful photos from the Tanglefoot Splash-In last June on Priest Lake, Idaho. Tom Emerson, a young, energetic, and ambitious adventurer fresh out of World War II, purchased a Taylorcraft on straight floats and set about building a business teaching others to fly floatplanes. He also ferried hunters into the backcountry at places like Fish Lake. Bringing them and their meat out of tight spots often required multiple trips in freezing weather. Emerson delivered



chimney. They pulled over, tied up, and met with a group of hunters who had shot a trophy buck and were in fine spirits. Emerson and his buddy decided to go hunting, too, but they got lost and finally had to camp without emergency supplies—Hey, people back then often didn't plan as well as we do today!—Well, they lit an old, burned-out tree on fire, and that bonfire burned all night, keeping them cozy until the next morning when they sheepishly slunk their way back to the cabin and a hot meal. To aid the hunters, Emerson tied their boat to his floatplane and towed it, big buck and all, to their truck upstream. This photo and the two below, all taken by Jack Rottier, were put into the paper a few days later.

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Here is Tom Emerson, step-taxiing on the Priest River, same day. A sharp businessman, Rottier realized that his and Emerson's hunting fiasco on the Priest River would make a great story. He was right; he sold his story and photos to the *Spokane Daily Chronicle*, and they sold a lot of papers!

At right, Emerson takes off from the Priest River. Rottier noted that Emerson was in the air before the next curve in the river, but it was obvious there was not much space to spare. Emerson missed the tops of the trees by a narrow margin.



Below: Emerson's home on Lake Coeur d'Alene.



Winters were rough. With straight floats, he couldn't take on students when the lake was frozen, or worse, half-frozen. In January 1949 during extreme cold he discovered he could actually land, maneuver, and take off from the solidly frozen lake, so he resumed teaching and flying. That year he also made emergency grocery deliveries to stranded lake residents, including George and Martha Smoots stuck in their Glen Eyrie boathouse. Upon landing, Emerson discovered the ice at that location was covered in rough snow. Subsequent deliveries were air-dropped!



Membership Update

Welcome New 2023 Members!

Lauren Metz	Chris Popov	Ed McNeil	David Wellman
Lindsey Alberts	Rod Colvin	Slade Rosamund	Calvin Bamford
Katie Pribyl	Mark Baker	Brad Fuller	David Adams
Chuck Wiplinger	Steve Guetter	Gary Gaston	David Castellanos
Harry Shannon	Steve Williams	Dan Dufault	Walter Fellows
John Pratt	John Leenhouts	John Drury	Weston Meise
Gordan Richardson	Alex Jobe	David Witham	CJ Costanti
Adam Phelps	Kevin Thomson	Jenne Breen	Greg Murphy
Amy Gesch	Dan Gutz	Armando Stetner	Keith Anderson
Jonathan Buss	Robert DeLaurentis	Mike Schuerman	Wayne Werner
Bennett Mykland	Byron Dover	Chad Lundy	Charlie Finck
Charles O'Farrell	Phillip Tsui	Philip Baldwin	Kenneth Ware
Rod Tataryn	Mark Ceccarelli	Lawrence Pavlinovic	Geoff Stevenson
Scott Chaffin	Rob Dehoney	Alan Bobo	Jeff Poschwatta
Carl Buck	Don Morse	Charlie Goldbach	

New Lifetime Members!

Aaron Huston
Tim Kelly
Bayan Towfiq

To all our members and event attendees who provide lift to WSPA's efforts, THANK YOU for your support!

[Not a member? Join us today!](#) 

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.

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Washington Seaplane Pilots Association (WSPA)

Newsletter Content Submission Guidelines

Updated January 14, 2024

For general questions, send an email to Crista Worthy at: Admin-Editor@WashingtonSeaplanePilots.org. If you have questions, photos, or interesting stories you would like to share, we'd love to hear from you!

Review our Content Submission Guidelines below:

The types of articles appropriate for the WSPA newsletters range from the following:

- Short features on specific topics (e.g., safety, destinations, legislative changes, aircraft specifics), step-by-step how-tos, consumer product reviews, and practical advice. These are generally between 600 and 1,200 words in length.
- Long-form features supplemented with real-world experience, analysis, or research. Compelling first-person or personal stories and opinion pieces are also welcome. These pieces are generally between 1,500 to 2,500 words in length.

Recurring pieces sought for publication include destination-focused articles for our “Logbook Reveries” series, as well as our Flying Funnies, which include comics or humorous brief tales about seaplane (mis)adventures. Our members and readers are diverse in industry and aviation experience—but they all share a passion for seaplane flying!

Consider the following as you craft your piece:

- Readers seek content that is useful, important, and relevant. Does the article offer value in the form of information, best practices, tips, advice, analysis, or resources?
- First impressions count. People decide within seconds whether to continue reading something. Not sure how to start your article? Try beginning it with an interesting anecdote, statistic, or problem statement.
- Try to be clear and concise in your writing and use bullets, lists and short sentences and paragraphs where appropriate. Be sure to answer the five W's and H (who, what, where, when, why and how) in the opening paragraphs.
- Include any figures/pictures/images that will enhance your piece or illustrate complex ideas for your reader.
- Don't forget to include a conclusion. Wrap up your thoughts or reiterate the lessons you learned or the next steps.
- If the topic is complex, you might want to suggest additional resources or offer a contact for more information at the end.
- Cite sources and provide references to quotations and facts when used.

Submitting Your Article

- Please submit articles in Microsoft Word.
- Include a short bio about yourself, and a photo, if you like!
- Articles may be copyedited for clarity and style.
- Please send your article or any question to Editor@WashingtonSeaplanePilots.org.

We love to hear from our Members!

Would you like to see an article on a particular topic? Destination?

Got a question? Got a correction?

Email or call!

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