

Washington Seaplane Pilots Association Newsletter

January 2023



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President's Column

Stephen Ratzlaff, WSPA President

Greetings from your WSPA Board of Directors! The holidays are in the rear-view mirror and I'm optimistic that 2023 is going to be great! We are very excited as we will be holding our first Grounded Hogs dinner in three years! Once again, we will be at the Museum of Flight and are thrilled to be hearing from our guest speaker, Doug DeVries. Doug is a Lifetime WSPA member and will be telling tales of his famous Grumman Goose. The date is Friday, February 24th. As always, this will be the kickoff to the NW Aviation Conference in Puyallup. Click [here](#) to register!



We need your help for one very important thing: We need to know a lot sooner how many people are

planning to attend, so we can reserve a large enough space. For that reason, we have instituted a change to encourage everyone to sign up sooner. We will allow anyone to cancel up to one week prior, with no penalty. We will refund 100% of the ticket price, no questions asked! In the past we would see the bulk of ticket purchases right up to the deadline, and that was fine then, but now we need to know sooner. Therefore, please purchase your tickets before January 31. If we don't receive enough signups by then, we may need to limit the number of available seats and cut off registration early. [So get your tickets now!](#)

This has been a difficult year for float flying. We all were heartbroken over the Otter crash at Whidbey Island. And there have been other accidents which left us with unanswered questions. We want to recognize those pilots, passengers and operators involved. In particular, we were so sorry to lose Jason Winters, who was pilot of the Otter and offer our condolences to his wife and family. On behalf of our members, WSPA made a donation to his family on their [GoFundMe site](#).

Among other news, this past year we worked with the national Seaplane Pilots Association to complete the Amphib Training and Certification Program. This program combined a video and quiz, with a certificate for those who pass. We would like to see 100% completion from all of our WSPA members before the aviation show in Puyallup. Please click [here](#) if you have not completed it. You might be thinking, "I'm a straight float pilot and it doesn't apply to me." Actually, the procedures with verbal checklists still apply and we want to get all of our pilots trained in this approach so that we have broad adoption. After you complete it, please send me an [email](#) and let me know what you think.

* * * * *

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 council 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
Chuck Perry, Board Member, Industry Representative
Stephen Ratzlaff, WSPA President
Rob Spitzer, Chief Counsel
Kevin Wyman, Board Member, Idaho

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

Thank you,

Stephen Ratzlaff,
President, Washington Seaplane Pilots Association
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Getting Ashore in Desolation Sound

Bryan Thompson, WSPA Member



Sophia on the water at Chatterbox Falls in Princess Louisa Inlet, BC

In writing this piece, we are just back from two weeks in Desolation Sound flying a Cessna 185 with Aerocet 3400 amphibious floats. While planning the trip, I did a number of local experiments with various strategies for getting ashore in tidal waters. We finally went ahead with an 11lb bruce style anchor, 6' of chain, 200' of $\frac{3}{8}$ " rode (7:1 scope with 28' of depth at low tide), two inflatable rafts ([Kokopelli Packraft XPD Packraft](#)), and a bridle formed by having eyes in the end of the forward float ropes (I had these made up, but you can always tie a bowline in the end of the lines).

To anchor in less depth, I simply tied a [bowline with a bight](#) in the middle of the rope. I was a bit paranoid with the anchor and chain, but I really did not want to be worried about the anchor dragging.

We were able to inflate and deflate these rafts while standing or sitting on floats. The rafts have compression straps and can be stuffed into dive bags. We generally just stuffed them back into the float after use, then washed them off and applied the compression straps when back on land. The rafts are quite durable. They have a single air bladder, but we were wearing life jackets for backup. You can get a little usb charged device ([Feather Rechargeable 12V Pump](#)) to inflate them, but we just used the bundled pump. You **do** want to secure the attachment for the inflator to the hose with some string so it does not drop overboard. It is best to study how the raft is folded originally and then fold the raft so you do not force a bend in the place where the fin mounts.

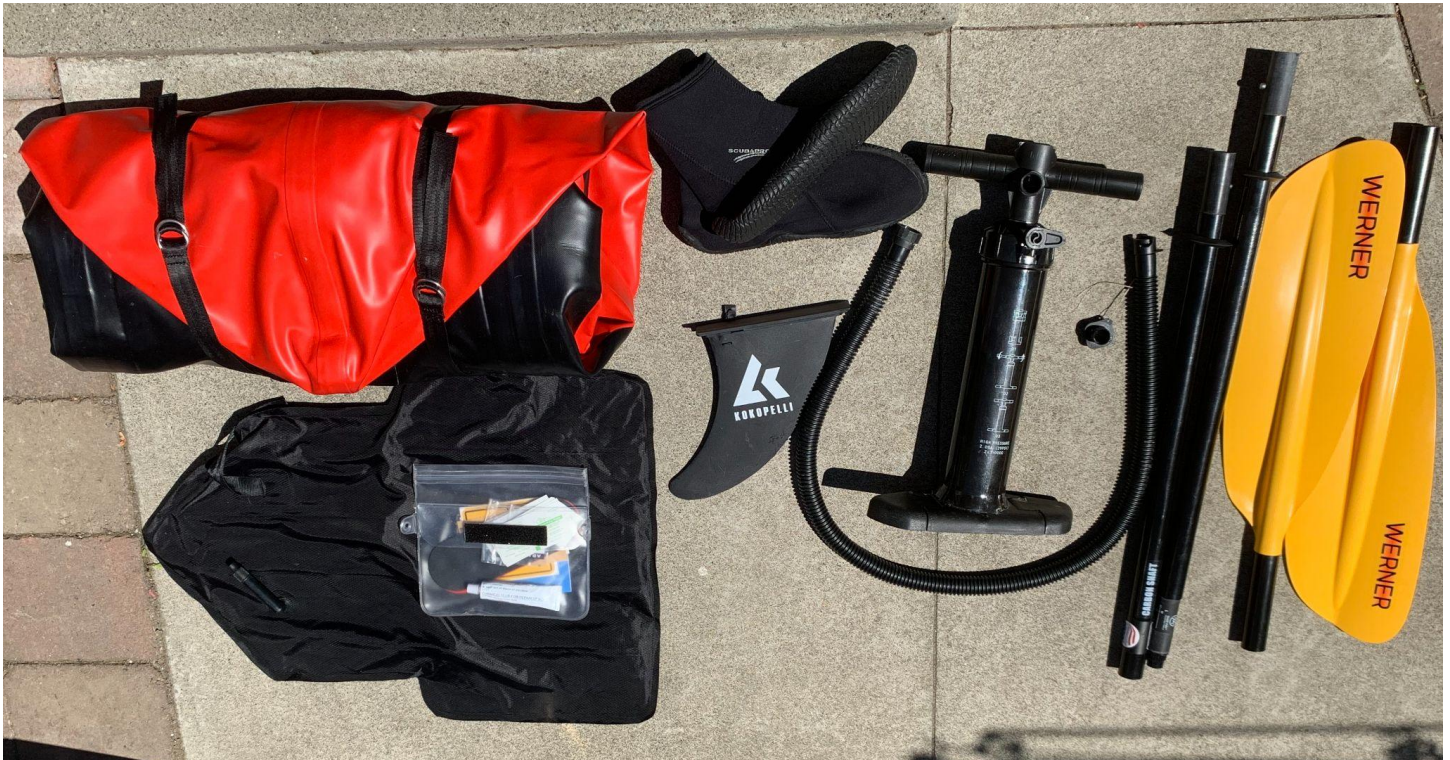
You really want to carry kayak style paddles with them. Using the float plane paddle they are just a bit too difficult to steer. They do have a fin (for steering), but the fin can be a pain (grounds out earlier than the rest of the raft when beaching). (If you use the fin, it is wedge shaped, so be sure to mount it the right way or it sticks.) The rafts are perfectly functional for getting to and from the shore or just fooling around on water. They still hunt around a bit even with the fin and kayak paddles and they do have a lot of exposed surface area in winds.



Bryan relaxing off Marina Island in Desolation Sound with the plane in the background.

On the trip, we had two piece kayak paddles. This was a bit inconvenient as they had to be stored in the luggage compartment and could only be accessed from the pilot's float. I have since replaced them with a 4-part paddle ([Werner Skagit 4-Piece Kayak Paddle](#)). These paddles assemble and disassemble easily and can be stuffed into the same dive bag as the raft.

The full kit (raft, pump, dive boots, paddles, dive bag) is 25lbs (29" long x 12" round). Pretty comfortable for noodling around on the water. The rafts are about \$800 at REI and the paddles were about \$200 each. I found them somewhat easier to work with than a SUP: no side stays, room to have some gear with you if you adjust your legs, 300 lbs rated capacity, but clearly able to display more than that in a pinch.



The raft with inflatable seat, fin, pump, patch kit, dive boots, and paddles.

We launched from the floats, from a beach, and from a dock. No real surprises. The plane is on the water off Marina Island in the background of the previous image. There were a lot of oyster beds. We wore scuba dive boots after the first day to protect our feet from the razor sharp shells.

Aquatic Invasive Species (AIS) Update

Now in its fourth year, WSPA's Aquatic Invasive Species program in 2022 produced a total of 173 certificates with a year-after-year test taking improvement of 123.57%!

Seaplane AIS Training Stats	2021	2022
Total Certificates Issued	140	173
Average Score	9.4	9.4
Average Test Duration	14:49	6:07
Year after year test taking improvement:		123.57%

Since May 2019, we have been proud to offer an annual training program that is fully approved by the Washington Department of Fish and Wildlife to train pilots to inspect and decontaminate their seaplane when commuting between bodies of water. The process couldn't be easier: Simply watch the training video, take the test, print your certificate, log your visits, and engage in the practice of cleaning and decontaminating to keep our waters free of AIS. Visit our website: <https://www.seaplaneaistraining.com/> to learn more.

**“CLEAN, DRAIN & DRY”
ARE THE WORDS WATER MANAGERS WANT TO HEAR!**



**STOP AQUATIC
HITCHHIKERS!™**

Be A Good Steward.
Clean. Drain. Dry.



QUALIFICATION REQUIREMENTS:

1: Watch the training video

2: Take the test (only accessible after the video)

3: Print your certificate – carry it with you or keep it on display in your aircraft.

4: Keep a log of waters visited within the last 30 days and include a record of cleaning and/or decontamination.

5: Check State Requirements Page to see if permits, stickers or registration may be required.

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](#), washingtonseaplanepilots.org/events.

Grounded Hogs Gala Dinner - February 24, 2023

Get ready for an evening of fun, camaraderie, and adventure as we meet again for the first time in three years for our annual fundraiser! We will return to the Museum of Flight on Friday, February 24, at a gathering unlike any other. This year's event features our world famous raffle, cocktail hour, dinner, and a presentation by Doug DeVries who will discuss his adventures in his immaculately restored turbine Goose! Registration is open and will close when we are at capacity - This event sells out each year and brings together aviation enthusiasts from around the world who are attending the Northwest Aviation Conference and Tradeshow. We recommend registering early to ensure you have a seat! Visit Groundedhogs.com and look for announcements on social media and email as the event nears. We look forward to seeing you then!

2023 Spring Rust Remover Safety Seminar - April 2023

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. Northwest Seaplanes hosted our 2022 event, which turned out to be our best turnout so far. Look out for updates via emails and event announcements through our website and social media early this year.

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

We are looking forward to another excellent event at Tanglefoot Seaplane Base (D28) on Priest Lake in North Idaho. Our 2022 splash-in proved the dedication of our membership and we couldn't be happier with our post-COVID reunion. 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 23-25 - 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!

2022 Events Recap

WSPA Spring Rust Remover Safety Seminar - May 11, 2022

Jamie Madonna, WSPA Board Member

This year's Rust Remover in May, graciously hosted by Shane Carlson and NW Seaplanes, was a great way to enter the flying season! With 44 attendees the group ate pizza, drank cold beverages and talked about flying. The topics discussed this year included many of the local float plane landing spots in the area and procedures for operating in those locations. While not all pilots operated identically for each location, I appreciated the dialogue and understanding of how other pilots approach these and other locations. We discussed operations in places like Friday Harbor, Roche Harbor, Lake Isabel, Lake Union and Priest Lake, to name a few.

In addition to open discussion about our favorite landing locations, we were thankful to have Karl Neiders talk through his accident into Lake Washington. Hearing Karl talk about the entire flight, including the often-overlooked non-flying variables, was extremely informative. Karl was interested in presenting the information on his accident in hopes it prevents someone else from having a similar experience.

Thanks again to Shane for hosting and Karl for his open discussion. Links to the materials are provided on our website, and at the links below. Standby for more information on our 2023 Rust Remover!

[*Rust Remover Recording*](#)

[*Introduction, Amphib Lessons Learned & Procedures, Friday*](#)

[*Harbor, Roche Harbor, Lake Isabel, and Ross Lake*](#)

[*Lake Union & Priest Lake*](#)

[*Ross Lake Procedures Document*](#)

WSPA Annual Tanglefoot Splash-In - June 10-12, 2022

Amy Fenwick, WSPA Board Member, Photos courtesy of Amy & Stuart Fenwick and Molly Loukus



After a two-year COVID-induced hiatus, in June we gathered at Tanglefoot Seaplane Base (D28) on Priest Lake for our fifth annual seaplane splash-in. The event was held June 10-12, with a few early arrivals who wanted to beat the questionable weather forecasted for the weekend. While we had a great response to our call for registration, Mother Nature had her own plans of low ceilings, rain, and thunderstorms forecasted for the weekend. This left many on the West side of the state in a “no-go” position. Nonetheless, numerous pilots traded their wings for wheels and made the hours-long drive in support of the event - consequently, the weekend was fantastic!



We had 19 aircraft and over 80 registered guests for one of our best weekends in aviation in years! Friends and neighbors of Tanglefoot SPB, as well as pilots looking to earn FAA WINGS credit for attendance at our Saturday Safety Seminar brought our total participation to over 100.



The weather at Priest Lake was mostly clear in the afternoons and evenings, and temperatures remained relatively warm, which made for comfortable flying and increased safety throughout the weekend.

A total of seven speakers provided information on topics that spanned stories of some of the bravest and most technical flying one could imagine, to considerations for safely navigating waterways in the area. On Saturday morning we held a seaplane safety seminar. FAA Safety Team members, Chris Popov and Mike Kincaid discussed the



practice of flying right to avoid an unnecessary collision with other aircraft overflying common water. Eric Johnson of Dauntless Air reviewed helpful tips for flying in areas with active fire fighting aircraft at work nearby, and CFI Kevin Heiss provided an overview of river flying operations which inspired in depth discussions on a technical skill set not often employed by the typical seaplane pilot. Last, Bonner County Water Sheriff, Mark Ashley joined in to discuss proper procedures for sharing waterways on the busiest summer days.



Additional event highlights included our Board-prepared breakfasts on Saturday and Sunday, and our Saturday splash-out to Mosquito Bay for lunch on the North end of Priest Lake. We appreciated the array of unique aircraft and their owners who graced us with their presence.

A few that come to mind include William Johnson in his Top Cub, Jay Pemberton and friends in Pemberton's Piston Goose, and Bayan and Adib Towfiq in Bayan's Siai Marchetti SM1019 on amphib floats! All three of these aircraft are shown in the photos that follow.

Kevin Heiss presents on River Ops.

We especially enjoyed a cocktail hour hosted at the home of Dr. Loel and Olson Fenwick that provided a space to kick back and connect with our hosts and fellow aviators. This was followed by an awe inspiring and unforgettable presentation by Dick Rutan, who discussed how he, in 1986, piloted the Voyager aircraft on the first non-stop, non-refueled around-the-world flight with co-pilot Jeana Yeager.



Tom Hamilton of Aerocet, our event sponsor, gave an inspiring introduction to Dick's presentation, providing insight into current innovations in aviation manufacturing and Aerocet's role in enhancing safety and increasing service opportunities for pilots with a mission of helping others.





While I could go on about the incredible time that was had at this year's splash-in "reunion" I'll let the photos provided within this piece speak for themselves and encourage you to join us in June when we welcome everyone back again for our 2023 event.



On behalf of the WSPA Board of Directors and our members who attend this event, I want to extend our deepest gratitude to Loel and Olson Fenwick for hosting our group year after year at their seaplane base, and for opening their home and sponsoring the cocktail hour on Saturday. We would also like to thank Dick Rutan for sharing his story and inspiring us all to be better and challenge ourselves to do more in aviation.



Thank you to the Aerocet team, led by Matt Sigfrinius and Jamie Dockins, who provided a level of support that ensured the event went on without issue, and that we had what we needed to make the weekend a success. They provided t-shirts, our banner, and unlimited hands on deck that we couldn't do without!



Thank you to Millie's Catering and to our volunteers for taking a load off of our Board by preparing food and helping manage the numerous needs of attendees, including the all important task of marshaling of arriving and departing aircraft. Finally, thank you to our members for your attendance over the years which makes this event worthwhile. We look forward to seeing you again in June!



More photos may be found on our WSPA Website and on social media, Facebook and our new Instagram account!

Lake Whatcom Splash-In - Sudden Valley - 23 July 2022

Don Goodman, WSPA Secretary, Photos courtesy of Christopher Duffell



We had a close to perfect day for this year's splash-in on Lake Whatcom. Eleven aircraft brought 20 people and 10 arrived via land. Aircraft ranged from a J-3 Cub to a Twin SeaBee. In fact we had two "Bees", Jack in his very rare Twin and Bruce in his beautiful stock model (well, not really stock.....right Bruce!!).

Steve brought his Icon A5 from Renton and we had the usual collection of Cessna's, Lake's and a couple home-build's. A beautiful sight on the beach!





Teagan Ward from the City of Bellingham Aquatic Invasive Species team was not able to meet with us this year but we collectively reviewed AIS procedures in general and the unique procedures relative to Lakes Whatcom and Samish.

Sky Terry from DART/EVAC discussed the programs involving GA aircraft in disaster response and how GA pilots can participate. Thank you to all who participated.



Lake Isabel Cleanup and Toilet Maintenance - 24 June 2022

Jack Jacobson, WSPA Treasurer & Don Goodman, WSPA Secretary



Nestled in a canyon above Gold Bar Washington sits Lake Isabel. At 2,800 MSL, this quintessential alpine lake is a float plane pilot's dream. Close to civilization but remote enough that you rarely encounter other human beings, it has become a favorite destination for our seaplane community. The Washington Seaplane Pilots Association (WSPA) has long been a steward of this lake given our unique access. Those of us who have the privilege of flying there feel responsible for maintaining its pristine nature each time we land and beach.

Some number of years ago WSPA arranged through the US Forest Service to establish a backcountry toilet at the lake. Under the leadership of Board member Don Goodman, a team of individuals sited and constructed the toilet. Annually in the spring, Don and Natalia Goodman service the toilet with lime and stain the wood exterior. Accompanied this year by the author, the task makes for a great outing and a chance to survey the area for trash inadvertently left behind by visitors.



Next year, most likely in the spring, WSPA plans to airlift for the Washington Trail Blazers another round of fry trout into the lake.

If you haven't been to Lake Isabel, it is well worth the flight although a note of caution for first timers as the approach requires some flying skill. It would be wise to seek out those who have flown into the lake for their technique and cautions.

Happy flying,
Jack Jacobson



McMenamins Kalama Harbor Lodge - 22 October 2022



On October 22, 2022, WSPA Member, Brian Fleming, and WSPA Board Member, Kevin Franklin organized a fly out to McMenamins Kalama Harbor Lodge, located on the Columbia River. Weather did what weather sometimes does, and low ceilings made it hard for some registered attendees to arrive. Still, four seaplanes carrying a total of 11 people made the journey: a Cessna C-195, Stinson, De Havilland Beaver, and Lake LA-4 Buccaneer. Everyone had a great time with fellow pilots and enjoyed a delicious meal. See below for photos provided courtesy of Nathan Vanderslice and Stephen Ratzlaff. We have also provided some links to helpful websites as well, in case you wish to visit the Lodge on a future adventure.

[McMenamins Kalama Harbor Lodge Website](#)
[McMenamins Kalama Harbor Lodge - Google Maps](#)
[River monitoring for current and water data at Port Westward](#)



Logbook Reveries: When Things Go Bad in the Backcountry

Don Goodman, WSPA Secretary

Our float equipped aero machines give us access to some wild, beautiful, and potentially very remote places. Those of us who fly to those remote places are aware of the implications of a mechanical problem, aircraft incident/accident, party injury/incapacitation, etc. and prepare accordingly. In some circumstances assistance may be many hours or days away, if available at all. Preparedness and a degree of self-reliance is required when operating in the backcountry.

This reality became very clear to me this summer. My wife, Natalia, and I along with lifelong friends, Dave and Greta planned a two week float trip to British Columbia including stays at Nimpo Lake, Coldfish Lake, Scoop Lake, and Timothy Lake with numerous logistical stops in between. Our transport for this adventure is a C182 on straight floats.

On Sunday, 7 August 2022 we departed our base at Lake Samish, WA (93WA). A 20 minute flight brought us to Bedwell Harbor (CAB3), where we cleared customs. From Bedwell we navigated the complex Vancouver/Victoria airspace staying low over the Strait of Georgia to begin a gradual climb over the Malaspina Strait, past Powell Lake and on to Bute Inlet. It was a beautiful day with Mt. Waddington filling the windscreen to the northwest and the Homathko Icefield to the east.



Mt. Waddington Group, BC Coast Range

Photo – Greta M.

Two flight hours later we landed at Wilderness Rim Resort, Nimpo Lake. Trudy greeted us at the dock and we got settled into a two bedroom cabin. Wilderness Rim is a great base camp for exploring the area with the added benefit of Avgas on the water, a precious commodity in this neck of the woods.



At Wilderness Rim Resort, Nimpo Lake

Photo – Don Goodman

Our plan was a three night stay at Wilderness Rim with day trips to the local alpine lakes. On Monday our itinerary included first the glacial Jacobsen Lake followed by Ape Lake both of which are approximately 40nm southwest of Nimpo. The Jacobsen Glacier calves directly into Jacobsen Lake making landing amongst icebergs especially exciting. We beached, secured the airplane, and started on a planned three hour hike across polished granite slabs to a spectacular viewpoint approximately 1.5km from the aircraft. We had a pleasant lunch, took lots of photos and Dave flew his drone. No one had any contemplation that our idyllic day outing was about to dramatically change.



Jacobsen Glacier and Jacobsen Lake, BC

Photo – Dave A.

Dave started back to the airplane first with me a few steps behind. Dave was on a slight slope covered with pea sized gravel when his feet shot out and he tumbled onto his side. My initial thought was that was going to result in a pretty good hip bruise, but nothing more than that. I approached and offered to help Dave up. He quickly dispatched that idea stating very matter-a-fact like, “I think I broke my ankle!” We cautiously removed Dave’s left boot and sock to reveal an obviously distorted ankle. Dave’s comment, “I’m bugged”. When a situation like this occurs, where there is no immediate life threatening condition, the first thing to do is.....nothing. Gather your collective thoughts and ask yourselves; how is the rest of the party, what are our strengths and weaknesses, what equipment/tools do we have or don’t have, what are potential or pending environmental hazards (changing weather, remaining daylight, etc.). Taking time for this thought process leads to the natural next step; what are our options?

In this circumstance, our discussion focused on the options for the safe transport of Dave to medical attention. We had tents and sleeping bags in the aircraft so we could overnight if we had too. Six hours of daylight remained and the weather forecasted to be good for the balance of the day and the next day. We had both satellite communication devices (inReach and Spot) and a satellite phone.

The aircraft was 1.5km from us with mixed terrain in between. I could bring the aircraft closer but it was very steep directly below us and securing the aircraft at that location looked difficult. A helicopter could land within 200’ of our location but we had no idea how practical that solution was or how long it would take to organize. We weighed the options and decided to try to get Dave back to the aircraft. Our “Plan B”, call for help. Greta and Natala took the pack weight while I assisted Dave as he hopped, slid and crawled along. It was a tedious and painful two hour journey back to the aircraft with Dave near the end of his rope when we arrived. The departure from Jacobsen was uneventful arriving at the Wilderness Rim dock around 1700.



(Above) Helping Dave negotiate slabs (airplane in background)

Photo – Greta M.

(Left) Almost There

Photo – Natalia G.



Trudy, her husband Sean, and a guest assisted Dave to our cabin. Now, more options to weigh. There is a small clinic at Anahim Lake but limited facilities. Bella Coola is better equipped but that is a two hour car ride. Whilliams Lake has a hospital with an emergency room and Trudy's sister, Tabby, offered to meet us at their dock on Whilliams Lake, a 60 minute flight. We chose the latter option with Dave, Greta and I off Nimpo for Whilliams at 1830. Tabby and her husband Brian were awaiting our arrival, lent us a vehicle, and escorted us to the hospital.

The Cariboo Memorial Hospital ER was a busy place upon our 2030 arrival. Dave completed the intake process, received x-rays and was ultimately seen by the ER staff at 0200 the next day. The x-rays revealed multiple fractures and a dislocation that was reduced by the ER team. The recommendation was for further orthopedic

evaluation likely followed by surgery. More options to weigh. We concluded the least invasive and likely fastest solution was to fly back to Nimpo, retrieve Natalia and the rest of our gear and head back to our home base at Lake Samish which we reached mid-afternoon on 10 August. It was two weeks before Dave got his surgical repair. On the mend now he boasts of having plenty of titanium in his now bionic ankle.



Lots of Expensive Titanium

Photo – Joe Xray

While an unfortunate incident for Dave, circumstances were in our favor for a positive and timely outcome. Complete incapacitation, changing weather, darkness, etc. could have dramatically changed the options available to us. It was a good reminder of the challenges one can face when things go bad in the backcountry.

Don Goodman
Bellingham, WA

WSPA Scholarship Program: Grants to Grads Update

Jack Jacobson, WSPA Treasurer

Annually, the Washington Seaplane Pilots Association awards a scholarship entitling the recipient to a seaplane rating. This year's scholarship was awarded to Garrett Griner. A Bothell native and a 2022 Raisbeck Aviation High School graduate, Garrett is currently enrolled in the Big Bend College Commercial Pilot program. Therese Tipton, Principal of Raisebeck said in part "This year's recipient is truly an outstanding young man. He knew from as long as he can remember that he wanted to be a pilot - flying in a Cessna at the age of 3 and getting the flying bug!"



Upon graduation from Big Bend, Garrett plans to complete his education at the University of Washington and then seek employment as a commercial pilot for a major airline. In his off time, he works for an FBO at the Grant County Airport refueling a variety of interesting civilian and military aircraft. Garrett's is also starting the process of joining the Air Force National Guard with the intent of becoming a fighter pilot.

Garrett is scheduled to complete his seaplane rating in December of this year. Please join me in congratulating Garrett.

Membership Update 2022

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

Welcome 2022 New Members!

Kurt Holstein

Brad border

Steve Barber

William Johnson

Kristi Stephens

Simon Butler

Ty Frisby

Christopher Armstrong

Stan Kasprzyk

William Bensinger

Len Eagon

Greg Lewis

Brandon Meadows

Glenn Lubbe

Pete Norman

James Anderson

Clifford Mort

Paul von Gontard

Kevin Kovacich

Zachary Horn

Matt Travis

Michael Wallitner

Herb Lingl

Brad Schuster

Jeff Jorgenson

Rocky Kolberg

Lauren Metz

New 2022 Lifetime Members:

Scott Spanier, April 2022

James Tassini, October 2022

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!](#)

End of the WSPA/SPA Dual Membership Option

In February 2022 due to a need for increased administrative assistance to support it, a decision was made to end the WSPA/SPA dual membership. Those members who were a part of this membership group were automatically changed to an annual WSPA membership and should purchase a separate membership with SPA at the time of renewal if electing to be an active member of both organizations. If you purchased your membership through SPA, we have already changed your membership in our system and you will receive a renewal notice from both organizations. We appreciate your understanding and look forward to continuing our efforts on behalf of all members.

Annual Membership Cost Increases March 1, 2023

On March 1, 2023 the cost of an annual membership with the WSPA will increase by \$10 to \$45. It has been over 4 years since the last fee increase, and the current increase is consistent with the increased costs associated with carrying out our mission as an organization. The cost of a lifetime membership will remain at \$700.00 until further notice. If you wish to change your membership level or to purchase additional years of membership at the current rate, [contact us](#) and we will be glad to assist!

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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At Large Amy Fenwick	amykfenwick@gmail.com	(562) 508-7939
Newsletter Ed., Scott Cooper	pilotcooper@gmail.com	(206) 409-0293

Calling all Historians

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

For general questions, send us an email to admin@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.

Washington Seaplane Pilots Association (WSPA) Newsletter Content Submission Guidelines

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-to's, 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 also are 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

Articles may be submitted in Word or Google Docs format. 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 questions to admin@washingtonseaplanepilots.org.

Thank you to this edition's SkyWriters: Bryan, Don, Jack, Jamie, and Stephen.

This issue's guest editor was Amy Fenwick.