

MES in the AirCam

How to Think About Amphibs

Campgrounds Unlimited Adventure Guaranteed

15046F

Fly to your next great adventure with the confidence that your aircraft is floating on the most durable, safest and easiest-to-operate aircraft float on the market.

For over 30 years, Aerocet has worked to perfect the art of manufacturing Fiberglass & Carbon Fiber Aircraft Floats. It's the loyal and happy customers that keep us going, and we are honored to exceed their expectations.



take you?



HANDMADE IN NORTH IDAHO



September / October 2020 · No. 241

FEATURES

Multiengine Sea Training in theAirCam By Mark Twombly

Motivated by a long-held desire to earn the MES rating and having heard so much about the AirCam's performance and extreme fun factor, the author thought going for a rating that few pilots possess in that big dragonfly of a seaplane just seemed the right thing to do.

The Amphib Pilot's Survival Instinct

By Burke Mees

If using the checklist isn't enough to avoid landing on the water with the landing gear extended, what more do we have to do to protect ourselves from this mistake? To start with, we can make the checklist more effective by doing it at a specific time and in a specific manner.

DEPARTMENTS

- 2 Exec. Director's Message
- **<u>4</u>** SPA in Action Member Meeting
- <u>6</u> Water Landing Directory Updates
- 9 SPA Field Directors Listing
- 10 Mailbag So Long, Blue!
- 12 Briefs Surfside Celebrates
- 16 CFI Sea Tragedy over the Lake
- 38 Splash-in Marion Lake
- 40 Calendar Complete Schedule
- 44 Snapshots Back from the Hunt

COVER: AirCam in close formation with photographer's boat on Lake Jackson in Sebring, Florida. Photo by Brad Fuller.









To say this has been a challenging year, full of turmoil for most, would be an understatement.

However, I never lose my admiration for the resilience of our seaplane community. I continue to hear inspiring stories of our members taking people for their first seaplane flights, witnessing competitive seaplane manufacturing companies unite with SPA to address seaplane safety issues, and having volunteers such as Mark Wrasse step up to aggressively improve the updating of the Water Landing Directory. Thank you all. You are an inspiration.

Given the continuing situation



with the coronavirus, I had to make a gut-wrenching decision to cancel my appearance at the Minnesota Seaplane Safety Seminar. My deepest apologies to Steve Guetter and everyone at the Minnesota Seaplane Pilots Association, which hosts the annual event. We have a very small team of staff members at SPA headquarters in Winter Haven, Florida, and simply cannot afford to have any one of us fall ill or be forced to quarantine. Now just is not the time for me to be involved in a significant gathering.

So much news... Peter Christie has finished the long, laborious task of scanning the entire catalog of *Water Flying* magazines and we are in the process of uploading all 239 issues to the new SPA website. Christie Kenyon has departed the staff to pursue new horizons outside of aviation, and Abbie Kellett has joined our team to pick up where Christie left off. Also, the Australian SPA has a new president, a great mate and friend, David Geers.

I am so pleased with this issue of *Water Flying*. Mark Twombly has joined the ranks of a mere 3,000 or so multiengine seaplane pilots, and as you see on the beautiful cover photo shot by Brad Fuller, Mark has chronicled his MES training experience for our cover story.

Also in this issue Burke Mees has revisited the all-important topic of "The Amphib Pilot's Survival Instinct"—a highly relevant subject given the recent rash of gear-down water landing incidents that have afflicted the community. Burke offers some interesting strategies on how pilots of amphibious seaplanes can avoid a very unhappy arrival on the water. It begins with the very way we think about amphibious seaplanes: are they primarily wheelplanes, or seaplanes? The distinction is critically important, as Burke explains.

The annual SPA Member Meeting is an event I look forward to each year. It brings together members, SPA board members, and staff to review the state of the association and look ahead at opportunities to enjoy, promote and grow seaplane flying. The 2020 Member Meeting is set for November 7 but, regrettably, it will be held virtually rather than the traditional in-person format. No surprise, the pandemic is responsible for this decision. We have to provide formal notice of the annual meeting far in advance, and it is just not possible to predict that by early November recommended restrictions on public gatherings will have eased. Safety is primary in aviation, and it should be in our personal lives as well. Safety dictates that we make these tough decisions on attending and hosting seaplane events. We very much look forward to resuming normal activities in the near future.

Until next time be well, be safe and keep flying, my friends.





3859 Laird Blvd. Lakeland, FL 33811 Toll-free: 888/SPA-8923 Voice: 863/701-7979; Fax: 863/701-7588 steve@seaplanes.org www.seaplanepilotsassociation.org

SEAPLANE PILOTS ASSOCIATION

OFFICERS

EXEC. DIRECTORSteven McCaugheyCHAIRMANPhil LockwoodPRESIDENTHarry ShannonVICE PRESIDENTChuck WiplingerTREASURER/SECYJohn Pratt

BOARD MEMBERS

John Drury John Gowey Steve Guetter John Lites Leenhouts Edward McNeil Steve Ratzlaff Matt Sigfrinius Stephen Williams

SEAPLANE PILOTS

FOUNDATION OFFICERS

CHAIRMAN	Phil Lockwood
PRESIDENT	Stephen Williams
TREASURER	Harry Shannon
BOARD MEMBER	Gordon Richardsor

SPECIAL ADVISORS

Robert Murray David Quam

Steven McCaughey	PUBLISHER
Mark Twombly	EDITOR
Susie Holly	ART DIRECTOR
Peter Christie	AD SALES
Ann Gaines	MEMBERSHIP MGR.
Abbie Kellett	ASST. TO DIRECTOR

Copyright © 2020 Seaplane Pilots Association. All rights reserved. Water Flying (ISSN:0733-1754) is published bimonthly (January/February; March/ April; May/June; July/August; September/October; November/December) by the Seaplane Pilots Association, 3859 Laird Blvd., Lakeland, FL 33811. Periodicals postage paid at Lakeland, Florida and additional mailing offices. Postmaster: Send address changes to Water Flying magazine, 3859 Laird Blvd., Lakeland, FL 33811. Membership fees for the Seaplane Pilots Association are \$59 a year, of which \$25 is for annual subscription to Water Flying. Send all manuscripts to Editor, Water Flying magazine, 3859 Laird Blvd., Lakeland, FL 33811. Reasonable care will be taken in handling scripts, but the magazine assumes no responsibility for material submitted.

Water Flying magazine is accepting articles and photos for publication!

Technical articles especially welcome. Email editor@seaplanes.org

Spreading the Wings of Insurance Protection to Seaplane Owners and Operators.

Falcon Insurance Agency and the Seaplane Pilots Association have joined forces to spread the wings of insurance protection to Seaplane Owners and Operators. Our new Seaplane Insurance Program offers members the most comprehensive insurance solutions available, with enhanced coverage, a variety of underwriters, and dedicated professional service.

This program is distinguished from the pack by higher limits of liability, competitive prices, and available coverage for commercial operators. Call us today at 866-217-4SPA (4772) or visit our web site at www.falconinsurance.com to learn how we can help you.



Non-Owner (Rental) Insurance Now Available!

1-866-217-4SPA

PO Box 291388, Kerrville, TX 78029 www.falconinsurance.com



Seaplane Pilots Association

This Insurance Program is brought to you by Falcon Insurance Agency and the Seaplane Pilots Association

ANNUAL MEMBER MEETING

The 2020 Seaplane Pilots Association Annual Member Meeting will be held November 7 at 1:00 pm EST/10:00 am PST. In consideration of recommended restrictions on public gatherings due to the COVID-19 pandemic, the meeting will be held electronically. (See GoToMeeting information below.)

The annual member meeting will include a review of the state of the association and major accomplishments including the office move to Winter Haven, a major overhaul of the SPA website, creation of a digital library and the impact of the pandemic on the seaplane community, among other issues.

The review also will cover association advocacy initiatives including formation of a new safety group and continuing efforts to mitigate the effects of invasive species on seaplane access to public waters. Membership and financial reports will be presented, and member feedback on SPA's performance over the last year will be solicited.

2020 Seaplane Pilots Association Member Meeting

Saturday, Nov 7, 2020 1 - 2:30 pm (EST)

Please join meeting from your computer, tablet or smartphone:

- https://global.gotomeeting.com/join/214447949
- You can also dial in using your phone: 312-757-3121; Access Code: 214-447-949

NEW MARYLAND FIELD DIRECTOR

Jeremy DeBons has been named SPA's Maryland Field Director. DeBons is the founder of Southern Maryland Seaplanes (www.somdseaplanes.com), a part-time flight training and sightseeing operation based at Wingfield Seaplane Base (MD01) in Dameron, Maryland. He is an active-duty Naval Aviator having completed two operational tours in the F/A-18 Hornet and Super Hornet, a graduate of the French Test Pilot School, an instructor at the U.S. Naval Test Pilot School, and has flown more than 3,800 mishap-free hours in more than 100 different aircraft.

Having earned his single-engine sea certificate in 2018, he jumped right in to create a small business to share his passion with others and to restart seaplane operations around the Chesapeake Bay. His seaplane flying incudes experience in the Piper PA-12, Cessna 172, Maule M7, Republic RC-3 Seabee, Canadair 415, Grumman Albatross, and the ShinMaywa US-2. His civilian flight instruction expertise is in tailwheel and seaplanes and he enjoys sharing the magic of flight with others.

DeBons can be contacted at 301-957-7930, email somdseaplanes@ gmail.com.

MARYLAND SEAPLANE FLYING

By Jeremy DeBons, SPA Maryland Field Director

All state-controlled waters in Maryland including the Chesapeake Bay and its navigable tributaries are open to seaplane takeoffs and landings with very few exceptions.

Maryland has a rich history in seaplanes, ranging from the Glenn L. Martin factory at Middle River to the extensive flight test operations at Naval Air Station Patuxent River's three seaplane basins. Maryland generally is considered seaplane friendly, but with constraints that one would expect with high population density and busy commercial waterways. The state has few usable inland bodies of water, all of which require permission from the controlling agency or political subdivision. All state-controlled waters including the Chesapeake Bay and its navigable tributaries are open to seaplane takeoffs and landings with very few exceptions. Those are located near narrow channels and busy marinas; the specifics can be found by searching for the latest Code of Maryland Regulations (COMAR) applicable to aviation.

Current seaplane activity is limited as the water is brackish until you are north of the U.S. Highway 50 Bay Bridge, with salinity levels varying during the year. At Pt. Lookout on the southern tip of Maryland on the western shore, the



Jeremy DeBons operates a seaplane business in Dameron, Maryland, near where the Potomac River empties into the Chesapeake Bay.

salinity levels range from 8-12 parts per thousand throughout the year.

Several restricted areas including the Washington DC SFRA, three Class B airports and charted wildlife refuges can make the airspace seem daunting and prohibitive. But with proper preflight planning and a call to the sector approach controller, you will find you can fly and splash around quite a bit. Water landings are permitted inside the DC SFRA's



2020 CORN ROAST MUGS

Don't let 2020 be the gap year in your SPA AirVenture Corn Roast mug collection. Wipaire is offering its traditional Corn Roast 15-oz glass beer mug in special Wipaire 60th Anniversary 2020 COVID livery. All proceeds from the sale of this limited-edition mug will benefit SPA. The mug is priced at \$15 and shipping is free. To order see https://www.lakeandair.com.



All state-controlled waters in Maryland including the Chesapeake Bay and its navigable tributaries are open to seaplane takeoffs and landings with very few exceptions.

outer ring, but seaplane operations are explicitly prohibited inside the Flight Restricted Zone within 10 miles of DCA. From time to time there has been talk of establishing commercial seaplane service to the Washington DC metro area, but the Seaplane Pilots Association is cautious about this from a security threat perspective and the potential for even the perception of a threat, which would have the potential to show seaplanes in a very negative light.

The state has limited seaplane-friendly shore facilities and any stops require careful planning. There are no commercial seaplane bases, although 100LL fuel is available at Wingfield (MD01) and Essex Skypark (W48) with prior coordination. Most marinas have ethanol-free gas but may not have suitable parking available near the pumps. Most shorelines near restaurants and marinas are constructed with large rocks to prevent erosion or have tall pilings on the fixed piers. If you find suitable sites for seaplanes, please update the Water Landing Directory and contact me at somdseaplanes@gmail.com. Have fun exploring!

The Hartzell Propeller Top Prop Conversion Program Hartzell Propeller's Top Prop Program now offers the **longest propeller warranty** available in general aviation through 1st overhaul.



For the adventure and freedom of water flight, you need a prop that will never let you down. Hartzell Top Prop offers propeller performance conversions for American Champion, Cessna and Aviat.



SPA in Action

LISTING	ТҮРЕ	STATE	WATER	INFORMATION	
Update	Lake	AZ	Alamo Lake	Updated acres	
Update	Lake	AZ	Apache Lake	Update contact, acres	
Update	Lake	AZ	Bartlett Reservoir	Updated status, notes	
New	Lake	AZ	Long Lake	New listing	
New	Lake	AZ	Lyman Lake	New listing	
New	Lake	AZ	San Carlos Reservoir	New listing	
New	Resort	AZ	Fishers Landing	New resort listing	
New	Lake	CA	Coyote Lake	New closed listing	
New	Lake	CA	Anderson Lake	New closed listing	
Update	SPB	со	Lake Meredith	Phone, ID, notes	
Update	Flight school	СТ		Updated address/type	
New	Lake	FL	Spring Garden Lake	New listing	
New	Restaurant	FL	Spring Garden Lake	New restaurant listing	
New	Lake	GA	Chatuge	New lake, destination	
New	Lake	GA	Lake Nokomis	New open listing	
New	Lake	GA	Allatoona Lake	New open listing	
New	Destination	GA	Holiday Harbor	New resort listing	
New	Destination	GA	, Lake Allatoona Inn	New B&B	
Update	SPB	ID	Lake Pend	Phone #	
Update	River	ID	Oreille River	Coordinates	
Delete	Destination	ID	Trinity City Beach	Bird Museum moved	
Update	Lake	ID	Redfish Lake	Change to open	
New	Lake	ID	Little Redfish Lake	New restricted lake	
New	Flight school	ID	Genavco Air	New school listing	
New	Lake	ME	West Grand Lake	New open listing	
New	Lodge	ME	Leens Lodge	New lodge	
New	Lake	MI	Plum Lake	New Listing	
New	Lake	NY	Sodus Bay LK Ontario	New lake	
New	Destination	NY	Pleasant Beach	New resort	
Update	Lake	ОН	East Sandusky Bay	Permits not req.	
New	Destination	TN	Watts Bar Lake	New details	
New	Destination	TN	Nickajack	New information	
New	Lake	WA	Lake Sawyer	New open listing	
Update	Lake	WA	Ross Lake	Updated contact info	
Update	SPB	WI	Winnebago	96WI	
New	Lake	WI	Ottawa Lake	Closed	
Update	Lake	WI	Pleasant Lake	Closed	
New	Lake	WI	Winnebago	Open	
Update	Harbor	WI	Neenah Harbor	Coor. & phone	
Update	Flowage	WI	Cox Hollow Lake	Closed per DNR	
Update	Lake	WI	Devils	Closed per DNR	
Update	Lake	WI	Mauthe Lake	Closed per DNR	
Update	Lake	WI	Big Cedar	Closed	
Update	Lake	WI	Amy Bell Lake	Closed	
New	Lake	WI	Mami	New listing	
New	Resort	WI	Bents	New	
New	Restaurant	WI	Bootleggers	New listing	
New	Lake	WI	Plum Lake	Open with restrictions	
Update	lake	WY	lake De Smet	Updated lake info	

WATER LANDING DIRECTORY UPDATE

A prime benefit of membership in the Seaplane Pilots Association is access to the Water Landing Directory, a mobile-device application that is the only comprehensive source of information about the status of seaplane operations on water bodies across the country, and seaplane base information.

SPA has agreed to work with all states to obtain information on aquatic invasive species (AIS) and publish the information in the Water Landing Directory (WLD). New updates to the WLD will be published in each issue of *Water Flying*, with a special emphasis on AIS

This issue we present a collection of updates to the Directory compiled by Mark Wrasse, SPA's Wisconsin Field Director. The table to the left shows the type of listing affected—seaplane base (SPB), lake river, etc; whether it is a new or updated listing; state; body of water; and the information that has been added to the Water Landing Directory.

2021 SEAPLANE CALENDAR

The Seaplane Pilots Association is putting together its 2021 Seaplane Calendar, and we'd like to feature seasonal seaplane pictures from throughout the U.S. and worldwide. If you have photos that you would like to be considered for the SPA Calendar, please let us know.

Anything seaplane related, whether it's an aerial or water shot will be considered. Multiple or single seaplanes in the photo or perhaps people, pets, or scenery in the background are a plus. We also are looking for unique angles on the aircraft.

Please indicate what type of aircraft is in the photo as well as the location, time of year, and event (if applicable). We also need the name of the person who took



As with the 2020 SPA Calendar, the 2021 edition will feature photos submitted by members.

the photo and type of floats, if known.

Please understand that we will not be able to use every photo submitted, so be sure to send us your best, sharpest, most colorful and highest-resolution photo for consideration.

Email photos to Ann Gaines at anng@ seaplanes.org. The deadline for entries is October 15, 2020.

NEW SPA STAFFER

Abbie Kellett has joined the SPA team at its Winter Haven, Florida, headquarters. She replaces Christie Kenyon, who is pursuing other opportunities in California where she resides. Abbie will assist Membership Manager Ann Gaines and also undertake special projects for Executive Director Steve McCaughey.

After graduating from the University of West Florida, Abbie flew Cessna Caravans in the northeast as a first officer for Shoreline Aviation. "I knew that my passion for seaplanes was something I wanted to share, so I became a flight instructor," she said. Most recently she



has been instructing at Jack Brown's Seaplane Base in Winter Haven, where she will continue on a part-time basis. "There is so much enthusiasm surrounding seaplanes, and I'm elated to have the opportunity to promote this special type of flying," she commented.

AUSTRALIAN SPA HAS NEW LEADER

Despite a relatively small population of around 25 million people occupying a land mass roughly the size of the United States, the Australian Seaplane Pilots Association (SPAA) ranks as one of the largest seaplane organizations in the world. The association recently named David Geers as its new president.

Seaplanes have enjoyed a long history in Australia. The first seaplane flew off the country's waters in 1914. In 1938 Qantas airlines helped establish Australia's first international airport—the seaplane base at Rose Bay in Sydney, where they operated Short Empire flying boats. In World War II PBY Catalinas operated from RAAF Rathmines, the largest flying boat base in the South Pacific. Today seaplanes are used for recreation, tourism, scheduled service, commercial applications and fire suppression throughout the country.

A passion for seaplanes led David



Geers to become involved with the SPAA committee for the last 10 years. His twomonth circumnavigation of Australia's coastline in 2014 with five other seaplanes was an adventure of a lifetime.

The SPAA has 170 paid-up members and another 304 social members. The association faces the same challenges as the U.S. SPA, and high on the list of priorities for the new committee is protecting water landing privileges, which has been a battle over the last few years. SPA and SPAA have enjoyed a growing relationship for the past 10 years, and SPA is committed to assisting SPAA in its advocacy efforts and helping to grow their community.

The Association organizes several

splash-in throughout the year culminating in a biannual conference. The next one is set for April 29-May 2, 2021 in the Whitsundays on the Great Barrier Reef.

Also on the planning board for 2024 is a circumnavigation of Australia to celebrate the 100th anniversary of the first seaplane to accomplish that feat. It would be great if we could get some of our American friends to come over and celebrate this seaplane adventure with us, so pencil April 2024 into your diary to visit Australia and join this exciting event.

Should you be planning a trip to Australia, please don't hesitate to visit the SPAA website at https://www.seaplanes. org.au and reach out to them as they love entertaining fellow seaplaners.



Have a question about a waterway or some other seaplane issue specific to your area? Ask your SPA Field Director!

STATE	NAME	E-MAIL	PHONE
Alabama / Georgia	Troy E. Wheeler, Jr.	troy.wheeler@lanierflightcenter.com	(404) 702-7766
Alaska	John Pratt, Jr.	pas@alaska.net	(907) 274-2990
Arizona	Tod V. Dickey	toddickey@aol.com	(602) 525-5916
Arkansas	Maj Gen (ret) Craig Gourley	deltaspad@cox.net	(817) 798-2518
Arkansas / Louisiana	Lyle Panepinto	lyle@southernseaplane.com	(504) 394-5633
California	Jim McCloud	jim@foothillaviation.com	(408) 375-8935
California	Steven Price	steve@seaplane.com	(415) 850-5200
California / Nevada / Utah	Walter B. Windus	wwindus@msn.com	(408) 255-1917
Colorado	Ray Hawkins	ray@soaringhawk.com	
Colorado (Southeast)	Cade Sallee	cadesallee@yahoo.com	(719) 251-3921
Colorado (Northeast)	Darrel Dilley	dldilley@aol.com	(970) 590-6426
Colorado (Southwest)	Bruce Bishop	737hodag@gmail.com	(970) 764-0096
Colorado (Northwest)	Jason Krueger	jason.krueger@cncc.edu	(970) 759-0955
Colorado (South Metro)	Carl Mattson	carlmatt@aol.com	(303) 884-5884
Colorado / New Mexico / Wyoming	David Nagler	david@newlinecapitalllc.com	(505) 989-7211
Florida	Jon Brown	seaplane@gate.net	(863) 956-2243
Central Florida	David Hensch	floridaseaplanes@hotmail.com	(386) 248-2010
South Florida	Rob Ceravolo	rceravolo@flytropic.com	(800) /6/-089/
Florida/Missouri	Chris Hinote	chris@flyingfishseaplanes.com	(340) 514-1680
Florida/Missouri	Mike Kinesid	linesidmd11@gmail.com	(314) 249-0080
			(208) 001-1088
Indiana	Pandy Strobig	seaplaneAuvocale@gmail.com	(815) 222-9209
Kontuolov	Brad Expeter	htenster@flytheshark.com	(200) 424-0371 (950) 251 0202
Louisiana /Taxas	David Lowic	davidy lowic@gmail.com	(009) 001-9290
Maina	Stenhen Williams	swilliams@mecoseal.com	(207) 350-2120
Maine	Dave Latham	wingput/952@gmail.com	(207) 446-6286
Manle	Jeremy DeBons	somdseanlanes@gmail.com	(301) 957-7930
Massachusetts	Rob Valleau	rob valleau@tvpx.com	(978) 835-4004
Michigan	Brian Van Wagnen	vanwagnen brian@gmail.com	(517) 764-4193
Minnesota	Mary Alverson	m.alverson@hotmail.com	(612) 240-0123
Minnesota	Steven Guetter	steve@penguinflight.net	(952) 484-9457
Minnesota	Randy Schoephoerster	randv@airtreknorth.com	(952) 594-1184
Missouri	Chris Hinote	chris@flyingfishseaplanes.com	(340) 514-1680
Montana	Peter Gross	airportenterprises@gmail.com	(406) 270-0910
Montana	Stephan Robinson	stephans.robinson@gmail.com	(406) 581-9702
Nebraska	Jessy Panzer	freebirdjes@yahoo.com	(719) 210-4397
Nevada/California	Robert Lober	rlober59@gmail.com	(775) 843-7908
New Hampshire	Ken Costa	nhseaplane@gmail.com	(603) 630-0076
New Jersey	Trevor Forde	4captnt@gmail.com	(646) 430-0628
New Jersey	Larry Higgins	larry@stateinfoservices.com	(908) 337-1164
New Jersey	Vincent Pipitone	vinnypip@yahoo.com	(973) 985-9003
New York	Cameron Dunlap	cam@gate.net	(607) 936-2200
New York	Steve Kent	nyspapilot@gmail.com	(914) 202-5506
New York	Christopher Wall	cwall@worldflight.com	(585) 653-8521
North and South Carolina / Virginia	Ed "ET" Tello	etseabee@yahoo.com	(704) 491-3152
North and South Dakota	Jeff Faught	j-faught@msn.com	(701) 250-8081
Unio	Jim Priest	Jpriest451@aol.com	(216) 390-3942
Oklahoma	Steve Robinson	steve@grandseaplanes.com	(918) 289-3940
Oregon	Runald Ems	nkems@comcast.net	(971) 340-3993
Dependencie	Cilli Gerber	diwarmE0@aal.aam	
Pennsylvania	Don Williams Robert Stuckert	djworm50@aoi.com	(814) 397-7974 (727) 997 9107
Toppossoo	Rill Duoineki	husing@aal.com	(724) 007-0197
Toyas	Gordon B. Pichardson II	gordon@gbrlifoinsurance.com	(713) 821-1700
Texas / Oklahoma	Herbert K Hagler	bkbagler@me.com	(713) 521-1700 (214) 566-4476
Texas	Michael Fires	meiras@m1aviation.com	(512) 739-0794
Vermont	Douglas W Smith	doug@flyyfa.org	(802) 324-5464
Virginia	Steve Harris	sgharrism7@gmail.com	(301) 606-0723
Washington	Karen Stemwell	kstemco@aol.com	(206) 232-1644
Wisconsin	Mark Wrasse	wi.spadirector@gmail.com	(920) 202 1044
Wyoming	JT Grainger	itg307@gmail.com	(307) 365-2626
Bahamas	Nick Veltre	nveltre@flytropic.com	(800) 767-0897
Canada	Bill Gillespie	billpigillespie@hotmail.com	(807) 475-5600
Canada	Doug Ronan	doug@dougronan.com	(705) 327-4730
Mexico	Carlos Gottried	carlosgottfried@gmail.com	52 55-43492400
France	Derry Gregoire	derry.gregoire@wanadoo.fr	33607541172
Italy	Cesare Baj	c.baj@corrierecomo.it	

Mailbag

SO LONG, BLUE!

That is a great story about the Searey. ("So Long Blue!" July/ August 2020, *Water Flying*, page 36.) I'm glad you and Steve got to get experience in it. Wow, 40 hours round trip to Oshkosh. I used to think 12 hours round trip to the seaplane base from Piqua, Ohio, was a long haul in my Zenith CH-701 on amphibian floats. If a person reads your story closely

there are words of wisdom in there about light-weight, light wing-loaded aircraft. They are great fun but there is a learning curve and a different set of go/no go weather decisions to make than with larger airplanes. The same as a CH-701. *Larry Zetterlind*

500-FOOT RESPECT

The article that appeared in *Water Flying* about staying 500 feet away from persons or things is inaccurate and does not match the rules of Part 91, Section 119 Minimum safe altitudes. (See "500 Feet and a Little Respect," May/June 2020, page 10.) I may be missing something, but I think the FAA is hoodwinking us into believing their nonsense. You may correct me if I am wrong, but the FAA tried twice to bust me for this.

91.119 Minimum safe altitudes: General. Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

(a) Anywhere. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.

(b) Over congested areas. Over any congested area of a city, town, or settlement, or over any open-air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

(c) Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.



First and foremost, the first sentence starts with "EXCEPT" which negates everything below that sentence. When a seaplane is taking off or landing, there is no restriction against lateral or height as it relates to persons, vessel, vehicle, or structure.

Then we come to "a." which begins "Anywhere.". Notice the period behind anywhere. As long as a seaplane can make a safe landing, it has no restrictions.

This entire section relates to land planes. If you have the time and we actually have the LakeFest this year, I am presenting two PowerPoints concerning the heavy-handed illegal tactics of the FAA into grouping us with land planes as this section applies to us.

Dave Walter, reefmaker@gulftel.com

Rick Durden, an aviation attorney and the author of "500 Feet and a Little Respect," responds:

Part 91 applies to all aircraft operations from balloons to seaplanes-with limited exceptions for helicopters, powered parachutes and weight-shift aircraft. There is no exceptional language saying that 91.119 does not apply to seaplanes. Because it specifically gives exceptions for some types of aircraft, if there were an exception for seaplanes, it would be listed. If there is some writing that excepts seaplanes from the regulation, I'd certainly like to see it because I've been giving seaplane instruction for over 20 years and have worked with a number of CFIs and FAA folks and none of them ever said that seaplanes did not have to comply with 91.119.

The reader is partially correct regarding that "except" sentence that opens 91.119. It sets out that the minimum safe altitudes apply at all times except when taking off and landing.

(a) Anywhere. Yes, there is a period. And it sets out that anywhere a seaplane flies it must fly at an altitude allowing a landing without undue hazard. That may be six inches up over a lake and it may be 20,000 feet over mountains where there are no decent spots to land. 91.119(a) only applies to altitude above the surface.

(c) is the big one-while it starts out talking about minimum altitude, it goes on to state that "the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle or structure." That is one of the challenges with the FARs, the title of a section may not include everything that is addressed in a section and not reading all of the language in a section has brought a lot of pilots to grief. While most of 91.119 talks about height above the surface, a portion establishes a minimum distance from man-made things and humans. Each boat in a lake exists in a 500-foot radius, 3-D bubble that cannot be legally penetrated by any type of aircraft except helicopters, powered parachutes and weight-shift aircraft—unless the aircraft is taking off or landing.

The heavy-handed enforcement tactics of the FAA pretty much went away with the introduction of "Compliance Philosophy" a few years back. The FAA has taken the approach that pilots who inadvertently violate a reg- admit it and show evidence that they want to comply-will be counseled and maybe have to take some dual instruction rather than being hit with a violation. CP has worked. The number of violation actions against pilots has dropped off like a book off of a table. I used to get about one call a month from a pilot facing a violation action. Now it's maybe one call per year. As an example, a friend was cleared to land on one runway and landed on another. He sure didn't mean to. In the past, that would be a violation and his ticket would have been suspended for 30-60 days. Under Compliance Philosophy he had two telephone conversations with an FAA inspector and took an hour of dual in

operations at controlled airports and the FAA closed the file.

The other side of the coin is that a pilot who intentionally violates a reg-and low flying is a big one-such as buzzing a beach with people on it will get the book thrown at him by the FAA. I've looked at low-flying cases where the pilot tried to claim that he was landing and made a go-around. If he didn't have the gear down, the defense didn't work. If it was a fixed-gear airplane or a seaplane, if the pilot flew level for several hundred feet at low altitude before pulling up to make a "go-around" the defense didn't work.

§91.1 Applicability.

(a) Except as provided in paragraphs (b), (c), (e), and (f) of this section and §§91.701 and 91.703, this part prescribes rules governing the operation of aircraft within the United States, including the waters within 3 nautical miles of the U.S. coast.

(b) Each person operating an aircraft in the airspace overlying the waters

between 3 and 12 nautical miles from the coast of the United States must comply with §§91.1 through 91.21; §§91.101 through 91.143; §§91.151 through 91.159; §§91.167 through 91.193; §91.203; §91.205; §§91.209 through 91.217; §91.221, §91.225; §§91.303 through 91.319; §§91.323 through 91.327; §91.605; §91.609; §§91.703 through 91.715; and §91.903.

(c) This part applies to each person on board an aircraft being operated under this part, unless otherwise specified.

(d) This part also establishes requirements for operators to take actions to support the continued airworthiness of each airplane.

(e) This part does not apply to any aircraft or vehicle governed by part 103 of this chapter, or subparts B, C, or D of part 101 of this chapter.

(f) Except as provided in §§107.13, 107.27, 107.47, 107.57, and 107.59 of this chapter, this part does not apply to any aircraft governed by part 107 of this chapter. (Part 107 is small unmanned aircraft systems)

91.1(b) makes sure that 91 applies to AIRCRAFT in airspace overlying waters off the coast for certain distances.

Part 91 applies to all aircraft, including seaplanes. Where there are seaplane exceptions, they are specifically spelled out. One of the seaplane exceptions is in 91.113 where it says-first thing-that it doesn't apply to aircraft operations on water. That makes it clear that the FAA regulates seaplane operations in Part 91. Besides, if 91 didn't cover seaplane operations, there would have to be a separate section for seaplanes just as there is for skydivers (Part 105).

500 feet away is a reg that applies to seaplanes. Also, in my opinion, not complying is not showing respect for others, and one of the reasons I get to fight noise complaints and attempts to ban seaplanes from waterways is because pilots that act as if they can go anywhere, without any consideration for others and that the rules don't apply to them create some of the biggest headaches we face in aviation.



FAA TSO-C72C

CALL: 863-701-7979 EMAIL: SPA@seaplanes.org

VISIT: go.switlik.com/WATER



SURFSIDE CELEBRATES 50

Surfside Seaplane Base (8Y4) marked an impressive anniversary this year— 50 years of ownership and management by Bruce Hanson. The seaplane base, located on Rice Lake north of Minneapolis-St. Paul, Minnesota, is one of the busiest in the nation.

The seaplane base was founded in the late 1940s, and Hanson and three partners bought it in 1970. Hanson bought out two of the partners a few years later, and the third in 1980. Hanson lives on the property, which also includes Seaplane Services aircraft maintenance, Surfside Flight Training, several storage hangars, aviation fuel and a 2,000-foot grass strip. The SPA Water Landing Directory lists two water lanes on Rice Lake for takeoffs and landings, one oriented northeast/ southwest at 6,500 feet, and a second oriented north/south at 5,000 feet.

A 50th anniversary celebration that was planned in August had to be can-



celled. "COVID put a damper on it," Hanson said

Hanson, who turned 89 in July, was hospitalized earlier this year for an illness. While he was recovering at home 60-70 people came to the seaplane base and cleared hundreds of trees from the property. Hanson's daughter, Cheri Burger, also works at the seaplane base, and Hanson says Seaplanes Services owner Bob Timm and his staff also help out.

Hanson said Seaplane Services is busy

with inspections and maintenance, but "it hasn't been a barn-burner year" for seaplane activity at the base because of the pandemic. "A lot of airplane owners want to go to Canada but can't cross the border," he said. "At least seven have property in Canada and didn't put their aircraft on floats this year."

The seaplane base closes when the lake begins to freeze over, but the grass strip is plowed and the maintenance shop is open year round.



Flying activity at Surfside is off this year, in part because people are not able to fly to Canada. As a result, some Surfside-based owners have not floated their aircraft. Seaplane Services is busy with maintenance, however.



Hanson said he has not flown his aircraft yet this year, but "I feel like I should be out there doing some water work. I know this: we'd like to have a celebration, but maybe we'll have to wait until our 51st year.

JONES BROS. CELEBRATES DECADE

When Rob Galloway bought Jones Brothers & Co. Air and Seaplane Adventures, he had plans: expand the business, expand the fleet, add a charter certificate, gain recognition as a premium seaplane training provider, and give back to the community. Those plans are proceeding apace.

Jones Brothers today is busy providing seaplane training, sightseeing and excursions out of the Tavares, Florida, seaplane base (FA1), with a pair of Cessna 206s, a pair of Cessna 185s, and a Progressive Aerodyne Searey. Training, which accounts for about half the company's activity, has evolved from basic SingleEngine Sea add-on ratings to include specialization in high-performance, complex, amphibious training. The company was founded 10 years ago by Eric Weaver and Ricci Rowe; Galloway has owned it for the last five years.

Jones Brothers had hoped to host a splash-in and large celebration to mark its 10th anniversary, but "because of the craziness this year we have tamed the event down some in order to not draw as large of a crowd," Galloway said, "but we will still be celebrating."

The more-modest event is all about the number 10: It will be held on the 10th of October (the 10th month of the year) beginning at 10:10 am. Jones Brothers will be offering 10-minute seaplane rides for \$10 per person or a \$10 per person contribution to Companions for Courage. Everyone who makes a \$10 or higher contribution will have 10 chances to win prizes during the course of the day, plus an entry into the grand prize: a Jones Brothers Seaplane Bar Hop, one of the company's most popular excursions.

The \$10 flights will be first come first served, and passengers can enjoy





Donations for seaplane rides during Jones Brothers' 10-year anniversary celebration will go to Companions for Courage, a 501(c)(3) non-profit organization based in central Florida. The organization consists of special therapy companion animals and their volunteer handlers who escort child victims of abuse into the courtroom, where the companion sits with the child in the witness box to provide comfort and calm.

C-53 BACK ON FLOATS



The Douglas C-53 based at the Greenville, Maine, Municipal Airport is going back on EDO floats. The airplane, which is the military troop transport version of the civilian DC-3, flew for a number of years on the big EDO 78-29400 amphibs until the floats suffered significant damage when a propeller went into beta on landing in Greenville more than a dozen years ago. The restoration project also includes rebuilt engines and props. The airplane likely will not fly until sometime in 2021. live entertainment while waiting for their flights. The Jones Brothers website (jonesairandsea.com) will have a banner on the home page for advance contributions, or contributions can be made at the event. You do not have to take a ride to contribute to Companions for Courage. All contributions will be entered into the grand prize drawing.

Galloway gives the city of Tavares a lot of credit for Jones Brothers success. "It is an enormous advantage to be in America's Seaplane City," he noted. "It's been a perfect symbiotic relationship. I don't see how we could do it elsewhere."

AERO CLUB COMO OPERATING AGAIN

Flying has resumed at Aero Club Como in Como, Italy. Cesare Baj, former president of the club who still is active, told *Water Flying* that "plenty of pilots from continental Europe" are coming to the historic facility on the north side of beautiful Lake Como in far northern Italy.

SPA had planned to make Aero Club Como the 2020 Member Adventure trip destination this October, but travel restrictions implemented as a result of the pandemic led to cancellation of this year's trip. Aero Club Como was the first Member Adventure trip SPA organized, and the success of that trip in October 2016 was the reason for a planned return visit. SPA will reschedule the Member Adventure trip when conditions permit.

New additions to Aero Club Como's fleet include a Cessna 172 on amphibious floats that was purchased in 2019 in Toronto, and a Republic Seabee. "Last week I had the chance to take a British photographer from Como to Cala di Volpe, a super-top location in Sardinia," Baj reported in late July. "In other words, we are recovering. Greetings to everybody, with the hope of hosting you and a group of SPA members soon."



The Kunlong is the largest amphibious airplane flying today.

CHINESE AMPHIB SEA TRIALS

The Chinese designed and built AG600 Kunlong, the world's largest flying amphibious aircraft, completed its first open-water sea trial in late July, taking off, flying over, and landing on the Yellow Sea just off of Qingdao in East China. The four-engine turboprop, which some say is modeled on Howard Hughes' H-4 Hercules Spruce Goose, made its maiden flight in December 2017 and its first water takeoff and landing in 2018 on an inland reservoir.

The Kunlong is intended to perform forest fighting, marine rescue and other special-mission objectives. In the maritime rescue role it can accommodate up to 50 people. In certain configurations it is able to loiter for up to 12 hours or fly 2,500 miles. The firefighting variant, expected to be operational in 2023, will be capable of carrying 24,000 pounds of water.





AIRCRAFT FINANCING

- Refinance, add New Avionics, add Floats
- Get Pre-Approved and Buy with Confidence
- Proud Sponsor of Seaplane



Seaplane Pilots Association



800.390.4324 • www.airfleetcapital.com

MIDAIR TRAGEDY ON LAKE COEUR D'ALENE

Mike Kindcaid

"On July 5, 2020, my family went on an exciting adventure on Lake Coeur d'Alene. None of them had been on a seaplane and they were so excited. Unfortunately, they did not come back. The loss for me and for this community is immeasurable. They all touched many people in many ways."

No one can express the horrific loss of her loved ones more clearly than the person herself. Those are the words of April L. Upchurch Fredrickson, as posted on Facebook.

Seaplaning above North Idaho's Lake Coeur d'Alene on a summer morning in silky smooth air can be a very pleasant adventure. From the bright yellow canola fields, towering lush mountains, sparkling clear azure water, the beachfront town and famous floating green golf course, surfing the smooth skies in a seaplane is the perfect way to top off the Fourth of July weekend.

Unlike most Independence Day celebrations in Coeur d'Alene, COVID-19-infected 2020 was pretty sleepy. No giant fireworks show launched from a barge on the lake, no crowds fighting for spots on the beach, no traffic jams in the quaint little downtown. Instead of the usual photos of the traditional parade, the July 4th front page of our local paper featured a Super Cub on amphibs proudly flying the American flag over the city beach.

On the 5th, my wife and I made a morning excursion with one of our favorite flight plans: dipping onto the Chain Lakes just over Coeur d'Alene Mountain, past the ghost town of Harrison, then back along the east shore to the airport. Our goal was to have the Cub tucked back in our hangar before the rising heat turned that smooth air into irritating bumps and thumps and before weekend warriors awoke to stir up pattern madness at the airport. Being a Sunday, there were plenty of boaters



Forward visibility in the Beaver is limited by air intake and large cowl over the radial engine, so pilots must maneuver the aircraft to effectively scan for traffic.

on the lake, but little chatter on the aviation frequency as the sun burned over the 4500-foot-tall peaks.

Approaching the narrowest part of the lake, about five miles from town and fifteen from the Coeur d'Alene airport, a scan to the most rear-left window of the Cub revealed the Brooks Seaplane Beaver, also headed north but on the west shoreline. As the channel choked to Arrow Point and knowing part of their tour often took them over a famous retired hockey player's house that was between them and us, we descended. Looking up through the skylight, we saw the big straight floats of the Beaver pass over us, then set up for a landing at their base by the city's beachfront.

Taxing back to our hangar at the Coeur d'Alene airport, we were surprised by a flock of warbirds parked on a ramp. The fleet included a B-25 Mitchell, an F7F Tigercat, a P47-D named "Dottie Mae," and "Pattie Ann II," a beautiful P-51B. The Cessna 206 parked tightly next to the amazing vintage fleet was something a bit more typical of our airport. When ogling the shiny planes, a hangar neighbor informed me I'd missed the show, as they'd made a fly-over of Lake Coeur d'Alene on the 4th. Around 2:10 that afternoon, the mini squadron of warbirds made a downwind departure in front of my office widow, with the Cessna 206 in trail.

On the afternoon of our flight, another family decided to take in the sights from a seaplane. By this time, the lake had become much more crowded. Neil Lunt, a retired airline pilot who had purchased Brooks Seaplane two years ago from Grant Brooks, son of Bill Brooks who founded the business in 1946, was at the controls of the Beaver. The bay in front of Coeur d'Alene was now populated with speed boats, water skiers, jet skis, a tour boat, and the parasail operator. Neil had to taxi between the watercraft and compete for a lane to take off in the choppy water.

Aboard the Beaver were PGA Golfer Sean Fredrickson and his children Hayden, Sofie and Quinn, of Oregon, all thrilled for their first seaplane ride. Joining them was David E. Sorenson, 57, of California. Brooks Seaplane's typical tour lasted about 20 minutes, with a flight south down the lake to Harrison and then back up to their base. The first part of the tour must have been a joy for the passengers as it was a perfect day with unlimited visibility and much to see. They would have just flown over the waterfalls of Black Rock golf resort when it happened.

Jay Cawley and his friend, Kelly Kreeger, had taken off in the 206 support plane after the warbirds, wrapping up a weekend of adventure with a tour around the Northwest. Jay, a corporate and backcountry pilot, was a supporter of the museum that organized the flight, Hangar180 in Lewiston, Idaho. Kelly Kreeger, from California, had retired from her career in the film industry six years ago, with her new passion being aviation, especially warbirds. As they trekked along the west shoreline of Lake Coeur d'Alene, Jay and Kelly's attention must have been drawn to the beauty below them.

About three hours after viewing the Beaver's underbelly, I got the call all pilots dread: "There's been a midair collision." The first report was that the aircraft included a small biplane and a bigger plane, both seaplanes. That was way too familiar, but the only biplane seaplane owners I know confirmed it wasn't them. Then I received calls and texts asking if I was okay.

There was no firm word on the seriousness of the accident, so the big question was, were there survivors? After confirmation of the location from sheriff dispatch, I headed back to the hangar, climbed in the Super Cub, and returned to Lake Coeur d'Alene. A flyover of the Brooks Seaplane base revealed the company's Cessna Stationair was docked. The Beaver was gone.

On the scene about 45 minutes after the accident, the only evidence of an aircraft crash I saw was a large oil/gas slick on the lake's surface, interior panels from a Cessna, and miscellaneous debris. I flew cursory sweeps of the area for survivors, but it was obvious those attempts were in vain.

News reports and updates from the sheriff's department delivered the bad news: six people in the Brooks Seaplane Beaver and two in a Cessna were feared dead. More media flashes reported the two planes collided with each other around 1420 hours local time. Two victims had been recovered by citizens and the aircraft sank in 127 feet of water with the remaining occupants.

Within about a week, all eight victims and most of the wreckage from both planes were recovered. Remains of the Cessna and the Beaver were barged to the beach of a nearby boat ramp and placed in containers for handling by the NTSB and insurance companies.

The NTSB preliminary report (WP20FA206B) states that both aircraft were operating under Part 91 rules and neither was equipped with ADS-B. Witnesses estimated both aircraft were flying at about 700 to 800 feet above the water's surface. A witness photo shows both planes converging head-on near the west shoreline, with the Cessna headed south (his right side of the lake) and the Beaver headed north (his left side of the lake).

A common contributing factor in mid-air collisions cited by the NTSB is the failure of both aircraft crews to exercise proper "see and avoid" procedures while operating under visual flight rules, a factor most likely to be applied to this accident.



Complicating the task of proper scanning in a Beaver is the difficulty in seeing over the nose of the big radial engine and the blind spots in the cockpit. However, although that may be an issue in the three midairs involving Beavers in the last year, it is something DH-2 pilots have adapted

to over the years by using enhanced scanning techniques such as making shallow climbs to help see over the nose, dipping the nose occasionally during level fight, regularly lifting each wing to look for conflicts, and keeping their heads out of the cockpit as much as possible. The bottom line is that Beavers have flown successfully around the world for more than 70 years, so the majority of accidents are not the airplane's fault.

The AOPA and FAA websites have some excellent material on avoiding midair collisions. A highlighted suggestion includes scanning an area at least 60 degrees left and right of your

TAKEOFF

intended flight path and pausing briefly in each small block of the viewing area. Critical tip: if you see another aircraft in your windscreen that appears to have no horizontal or vertical motion, it's likely on a collision course with you and evasive action should immediately be

Scan an area at least 60 degrees left and right of your intended flight path and pause briefly in each small block of the viewing area.

> taken. Any seasonal training refresher, or flight review, should include collision avoidance procedures.

> The week after the accident, fellow pilots at the Coeur d'Alene airport dis

cussed how this could have occurred in perfect VFR conditions. That led to the big question of what we can do to prevent further midair accidents in what has become very crowded airspace. Robert Ticknor, FAA Safety Team Manager at the Spokane FSDO, assisted FAAST

> team safety volunteers Chris Popov of Sandpoint, Coeur d'Alene airport's Steve Lohery, and me as the SPA Idaho Field Rep, to host a ZOOM safety session. On the agenda were midair collision avoidance procedures, proper radio terminology, traffic patterns, and review of actual midair accidents. The session was well-attended. with much appreciated feedback from participants. Suggestions for defen-

sive flying in the Lake Coeur d'Alene corridor discussed in the safety session include: flying on the pilot's right side of the lake, constantly scanning outside the aircraft for traffic, providing regular position reports by radio,





Book today at budget.com/seaplanepilots or call 1-800-527-0700. Be sure to use offer code (BCD) Z661800 when booking.







©2015 Budget Rent A Car System, Inc.



Make the most of your next trip with up to 25% off plus other great offers.

Reserve today at avis.com/seaplanepilots or call 1-800-331-1212 to make a reservation and use offer code (AWD) B256700.

Pilots

AVIS

activating all exterior lights on aircraft and investing in wig-wag (alternately flashing) landing lights. It was recommended that, since the price on ADS-B systems has become so reasonable, it's a no-brainer that it should be installed on any aircraft operating in congested areas even though it may not be required. This is especially true of ADS-B In, which provides the pilot with a visual display (on a cockpit electronic screen) of traffic in the area. Juan Browne analyzed the accident on his Blancolirio YouTube site, making the argument that many cars have anticollisions systems now, so why not aircraft.

Also, a Facebook page, "Coeur d'Alene Flyers," was initiated to focus on safety. Within a week there were more than 100 signed up for the FB group page, and the discussions have been productive. Links to the safety seminar's materials were posted for those who missed the session.

An article I wrote for *Water Flying* in 2002 (July/August issue) reported that Bill Brooks had operated his seaplane business for 55 years on Lake Coeur d'Alene without an accident. What has changed since then in our flying envi-

ronment and how can we improve?

With two similar seaplane collisions in Alaska in the past year, it's time pilots worked together to encourage improvements in techniques and procedures that will avoid midairs. Our goal should be to prevent the type of needless loss of life the widow of Sean Fredrickson and the mother of children Hayden, Sofie and Quinn sorrowfully related on social media.

Unlike most pilots, Mike Kincaid's introduction to aviation was witnessing a midair collision as an 8-year-old. It took a move to Alaska for a career change to turn his avoiding getting near an airplane into making aviating a big part of his life. After retiring from the Alaska Department of Public Safety, Mike and his wife moved to North Idaho where they started a momand-pop seaplane training business. Mike has trained seaplane pilots for about 30 years, is a former FAA Designated Pilot Examiner, has written a few books, and has flown in a couple of movies. After investigating aircraft accidents as a Trooper, flight instructing, and seaplaning for 42 years, Mike focuses on safety in flying his Super Cub on amphibs.





Multiengine Sea

The AirCam is an unusual airplane. With a big wing and a lo of Clamar amphibious floats for an unusually tall and imposing ramp

a Training in the AirCam

By Mark Twombly

Welcome to unusualness

ng, narrow fuselage it has an unusual, dragonfly-like look. Add a set presence. It has unusual takeoff performance thanks to 200 combined horsepower and a big, high-lift wing. The tandem, open cockpits at the pointy end of the long fuselage deliver an unusual pilot and passenger panoramicview experience. And if all of that is not enough to convince you of the AirCam's unusualness, check out this note on the Start-up checklist: "Rear seat occupant, remove and stow hat. Check shirt pockets to ensure they are empty." No doubt that advisory is the result of pens, pencils and scribbled notes succumbing to the swirling turbulence that rear-seat passengers experience at higher cruise speeds.

That was one of the gently delivered suggestions I heard early in my first flight in an AirCam. "When you go faster than about 70 mph it gets pretty windy back here," Jason Wilkinson diplomatically advised over the intercom from the rear seat when I leveled out in N51SC and began accelerating. Jason is a flight instructor for Sebring Aviation, which operates the only AirCam in the country authorized by the FAA for use in multiengine-sea (MES) instruction for pilots who do not own their own AirCam (see sidebar).

Sebring's AirCam is unique among multiengine-sea trainers in use today because it is certificated as an Amateur-Built aircraft in the Experimental category. Also, you won't find another MES trainer powered by a pair of Rotax 912 engines turning fixed-pitch Warp Speed carbon fiber composite props in pusher configuration, or with open cockpits and tandem seating.

Extreme Fun Factor

I'd long had a desire to earn the MES rating and having heard so much about the AirCam's performance and extreme fun factor, I thought going for the rating in that big dragonfly of a seaplane just seemed the right thing to do. Sebring Aviation tells prospective MES students that, based on an average of pilots from a variety of skill and proficiency backgrounds, it can take up to three days and five hours of flight training to prepare for the check ride. Fine.

My first contact to arrange for the training was Phil Lockwood, who designed the AirCam (see sidebar) and whose company, Lockwood Aircraft, manufactures and sells AirCam kits. (Full disclosure: Phil Lockwood is Chairman of the Seaplane Pilots Association Board of Directors.)

Phil put me in touch with Jason, who emailed me study materials including a detailed AirCam Training Guide syllabus; a weight-and-balance form in Excel format for N51SC, the AirCam we would be flying; three chapters from the FAA's Seaplane, Skiplane, and Float/ Ski-Equipped Helicopter Operations Handbook having to do with seaplane preflighting, takeoffs, performance, and landing; and the U.S Coast Guard Aids to Navigation. I also was able to download documents from the Sebring Aviation and AirCam websites (www.sebringaviation.com and www.AirCam.com) including an AirCam Pilots' Operating Handbook, a checklist for an AirCam fitted with Clamar 2180 amphibious floats and the Rotax 912-series engine Operating Manual. For good measure I also shuffled through various seaplane training manuals on my bookshelf before travelling to Sebring Regional Airport (KSEF) to get started.

We began with some paperwork, then turned to a briefing about the AirCam—specifications, performance, and the training syllabus. It being mid-June in central Florida, we wanted to get in a couple of flights before the air became uncomfortable due to sprouting afternoon thermals and the likelihood of developing showers and storms, so we pushed though the paperwork and briefing to get out to the airplane for the walkaround and first training flight.



AirCam designer Phil Lockwood with a quick-build fuselage structure.



Long and Tall

Approaching 51SC, I was struck by its physical size. The wing has a 36-foot span and six-foot chord, and the airplane is 27 feet long from nose to tail. Whereas the landplane version of the AirCam has a conventional tailwheel configuration and sits relatively low to the ground, the seaplane version on Clamar floats and retractable quad landing gear stands long and tall-the floats are 16 feet long and the tip of the rudder is 14 feet 4 inches above the ground. Fueling the AirCam's two 14-gallon tanks involves climbing a stepladder or standing in the cockpit to reach the filler port on top of each wing, and preflighting each of the two Rotax engines is done while standing on a float.

We checked the float compartments for water, and it being the first flight of the day there was none. The composite floats take on very little water, as I found out on subsequent flights including a photo shoot that involved at least a dozen touch-and-goes on the lake. After that flight, a sponge sufficed to soak up perhaps a cup of water in one or two of the six float compartments on each side.

The Clamar landing gear is all electric—no hydraulics—and each float incorporates two independent motors to drive nose and main wheels. The procedure for raising or lowering the landing gear calls for holding the panel-mounted toggle switch for about 10 seconds until the desired lights illuminate—blue for retracted, green for extended—then holding the switch in position for a five-second count to ensure each gear leg has moved beyond the over-center position and is locked in place. There is no emergency gear-extension system. If one or more gear legs is stuck in the extended position, you're going to make a land landing.

N51SC weighs 1377 pounds empty and has a maximum gross weight of 2,000 pounds, yielding a generous 623pound useful load to split among people, petrol and provisions. A large open area behind the rear-seat passenger can be used to stow cargo. In the new Gen 3 AirCam that space can be configured for a second passenger—three people total on board—but that option is not available on an AirCam on floats.

An Everywhere View

Once settled in the front cockpit, I surveyed the surroundings: stick for elevator and aileron control, throttles on

the left along with an adjacent panel with switches for the electric flaps, fuel pumps, engine primers and starters. Switches for lights and the avionics master are on the right side. And the view? Well, it's everywhere. No aircraft structure or component, other than the windscreen, within 90 degrees-plus either side of straight ahead to obstruct your vision.

We fired up the Rotaxes and taxied out for the runup and takeoff. The AirCam drives easily on the ground using differential braking. Winds were light so there was no weathervaning issue on the taxi out. Four wheels on the ground keeps the AirCam planted while taxiing, but if a crosswind proves to be too much while taxiing differential power would help counteract it.

The checklist calls for zero flaps for a runway takeoff. The three basic flap positions are flaps up for runway takeoffs and landings, flaps 25 degrees for normal and glassy water landings and all water takeoffs, and full flaps for confined area and rough water approach and landing and runway short-field approach and landings. However, the AirCam is not equipped with a flap position indicator so you must crank your head around to visually check the position of the flaps.





Preflighting the Rotax engines and fueling the AirCam call for some elevation.



(Left) Short green straw over landing gear = gear up. (Right) A sponge is sufficient for removing small amount of water in Clamar composite floats.



Front cockpit is the PIC's perch. Throttles and most function switches on left side.

"Flaps 25" in 51SC is selected by holding the flaps switch in the down position for a three-count (in later models it's five seconds), which should align the inner trailing edge of the flaps with the sweep cable stretching from the wing trailing edge to the aft fuselage.

Once lined up with the runway centerline it's throttles to the stops, and the potent combination of 200 horsepower and lots of high-lift wing makes for a short takeoff roll to the 40-mph rotation speed.

Normal climb speed is 60 mph. Confirm gear up with two blue lights on the panel and a glance out to the gear straws, one over the nosewheel and one over the main gear. Both should be short and show only blue paint. With the gear extended the gear straws will be longer and show green paint for a land landing.

Directional Stability

We headed to Lake Istakpoga, conveniently located just southeast of SEF, for water work. The short flight to the lake offered an opportunity to do some maneuvering to get a feel for the airplane. Given the AirCam's large ailerons and giant wing, I expected to apply generous rudder to overcome strong adverse yaw in turns. Not the case, as those long floats provide directional stability and dampen adverse yaw.

Both the AirCam Training Guide and Jason had given me a heads up that power adjustments require large movements of the throttles, and both are correct. Idle to full power is a good six-inch movement of the throttles. Cruise power, about 3800 rpm, is only about an inch ahead of the idle position. Aggressive throttle movement is followed by slight adjustments to sync propeller rpm. The AirCam has a single tachometer with two needles—one for each engine.

A prime consideration about flying the AirCam that is quickly learned is to pay close attention to airspeed, for two reasons. The first was mentioned earlier to keep your rear-seat passenger from getting cranky when you venture much above about 70 mph indicated, at which point it gets pretty blustery in the canopyless rear seat. 70 is good, 65 is better.

The second and more important reason for airspeed vigilance is AirCam Rule #1: never forget that it is a low-speed,

high-drag airplane. When the going gets real slow, which can happen with inattention or a loss of power, the real slow can get in real trouble real quick. The most likely scenario for a precipitous loss of airspeed is reducing the throttles to idle on approach to landing. Two windmilling props add considerably to the overall drag, and the airplane quickly slows. The official advice is to carry some power when landing, either on a runway or the water. Until you are proficient and confident in the airplane, attempting a power-off landing can result in plunging airspeed as you round out from the descent, quickly followed by a forceful drop onto the water or runway as you run out of flying speed.

The other scenario that can lead to critical loss of airspeed is a loss of engine power. Of course, that is the point of multiengine-sea training—to respond appropriately to the loss of up to half your available horsepower, the resultant increase in yaw and drag, and the deterioration of airspeed and aircraft control.

The response to engine failure in an AirCam essentially is the same as in any non-centerline-thrust piston twin: both throttles forward, maintain safe single-engine speed (50 mph) or best single-engine rate-of-climb speed (55 mph), rudder as needed to counteract yaw, identify and verify the failed engine by reference to engine instrument indications and rudder input, maintain 5 degrees of bank into the good engine, aux fuel pumps on, if necessary confirm about five degrees of flaps to improve climb performance, and gear up to reduce drag and prepare for a water landing if that's the best option.

No Worries

Losing an engine in an AirCam is not the eyeball-popping, hands-a-fluttering, leg-cramping event that some piston-powered twins present. Instead of manipulating six engine controls throttles, props and mixtures—you have only throttles to attend to. No worries about feathering a prop, either, which is why you must have an Airplane Multiengine Land rating on your certificate before showing up for multiengine-sea training. The AMEL rating means you've already demonstrated to the FAA that you can feather a propeller following an engine failure.

Fact is, in an AirCam the yaw resulting from total loss of power in one engine is anticlimactic. On non-centerline-thrust twins with engines and props that turn the same direction, the most yaw will occur if the critical engine fails because the descending blade on the non-critical engine is farthest from the aircraft centerline, which creates the most P factor. From the AirCam cockpit perspective the props rotate counterclockwise, making the right engine the critical engine because the left engine at full power generates a longer moment arm and thus greater yaw, than would the right engine if the left engine is inoperative.

But thanks to the high-wing pusher configuration the two engines are mounted much closer together and much nearer the aircraft centerline than is typical. If the right engine fails, the descending blade on the left engine is not far enough off the aircraft centerline to cause significant yaw. Also, at full power the good engine is only generating 100 horsepower max and with the pusher configuration you don't have propwash flowing over the wing on the operating-engine side to generate more lift, which would increase the rolling tendency. No need for an AirCam pilot dealing with an engine-out to worry about leg-muscle fatigue when pushing on a rudder pedal to counteract yaw.

A fundamental speed for a twinengine aircraft is Vmc-minimum single-engine control speed. It is the minimum speed at which the pilot can maintain directional control of the aircraft with the critical engine inoperative and up to five degrees of bank into the good engine. Demonstrating Vmc by simulating failure of the critical engine, applying full power to the good engine and gradually climbing until you can no longer maintain straight-ahead flight even with maximum rudder deflection is a good way to get a feel for what single-engine procedures and flight in a multiengine airplane is like. Jason had me go through the exercise, and the AirCam showed off its docile, easily managed personality when flying on one engine.



Total loss of power in both engines is an extremely remote possibility unless you run the tanks dry, but it's instructive to have it simulated to drive the point home about maintaining sufficient airspeed in any situation. The recommended response to dual engine failure is to immediately push the nose down, way down, to achieve 85 mph and head for the nearest suitable landing area. When rounding out above whatever surface you will land on you should have a bit of a speed margin to finetune the touchdown.

Over the day-and-a-half of training Jason had me perform the gamut of seaplane landings and takeoffs—normal, glassy, confined and rough—on Istokpoga as well as runway landings and takeoffs at Sebring, with the occasional surprise simulated engine failure thrown into the mix. The emergency practice included single-engine water and runway landings.

GIFTTS

The basic technique for a normal twoengine water landing is standard fare: recon the landing site using the acronym WLNOT (wind, water depth and conditions; length of landing lane; neighbors/ noise abatement; obstructions on the water and nearby; towers, terrain and traffic); on downwind do a GIFTTS check (confirm gear up for water landing, check instruments—altitude and engine instruments and reduce rpm to abut 3200—aux fuel pumps on, flaps "to the wire"—25 degrees—and trim for a 60 mph approach speed). Confirm gear position on base and final, hold 60 mph and 3200 rpm, round out just above the surface of the water, and let it land.

A normal takeoff is done with flaps to the wire, aux fuel pumps on, trim set, area clear, gradually feed in the power to full throttles, on the second rise lower the nose a bit and feel for the sweet spot, apply a bit more back pressure on the short takeoff run and in seconds you are airborne. Pull for 60 mph in the climb. Once on the water the only significant difference compared to other seaplanes is the lack of water rudders for maneuvering, but with two engines you have the differential power to do what needs to be done.

One technique not normally used in the AirCam is sailing with engine power.

Even with the throttles at idle the airplane likely will, at best, remain in place, but probably move forward except in a very strong headwind. Sailing is done with engines off using ailerons and rudder, with flaps fully extended if necessary.

The thing to remember on runway landings is to slowly lower the nosewheels to runway contact. A hard touchdown can result in one or two shimmying nosewheels, and since there are no shock absorbers in the nosewheel assembly you'll be shimmying all the way to a stop.

On the morning of day three we flew north to Winter Haven Airport, landed on the runway and taxied over to Brown's Seaplane Base for the check ride with Jon Brown. Following a wideranging conversation-the oral portion of the Practical Test-in his office that covered multiengine concepts and procedures as well as lots of seaplane stuff, we went flying. Winter Haven is in the heart of central Florida's lake country, so it was just few minutes flight to the southeast to reach a series of lakes where Jon asked to see various water landings, maneuvering on the water, and takeoffs. Of course, I lost the right (critical) engine a couple of



WHO CAN TRAIN IN AN AIRCAM?

dding a Multiengine-Sea rating to your pilot's certificate is not easy, primarily because multiengine seaplanes that are available for instruction are an endangered species. In recent years there have been a few—a Beech 18, a Grumman Widgeon or two, a TwinBee, and an Aztec Nomad along with some larger aircraft such as a Grumman Goose and Grumman Albatross-but that list is now down to just a very few aircraft.

AirCams have been used sporadically for MES training in the past, but several years ago the FAA issued an order forbidding their use for training because the Rotax engines have fixed-pitch propellers, which means the propeller on an inoperative engine can't be feathered as is required in multiengine training and on a check ride.

The situation eased a bit last year when the FAA issued a Letter of Deviation Authority (LODA) that allows an AirCam owner who already holds an Airplane Multiengine Land rating to use his or her float-equipped AirCam for the Multiengine Sea add-on rating check ride. The FAA followed up with a letter authorizing Sebring Aviation, which is affiliated with AirCam manufacturer Lockwood Aircraft, to use one of its AirCams to train and check pilots for the Multiengine Sea rating. The training must be conducted at Lockwood's Sebring, Florida, base (KSEF) using an instructor provided by Sebring Aviation—Jason Wilkinson. The FAA satisfies the requirement that an MES applicant demonstrate proficiency in feathering the prop on an inoperative engine by mandating that an MES student who

is training and checking in an AirCam must already hold an unrestricted Airplane Multiengine Land rating.

So, as it stands, AirCam owners who hold an unrestricted Airplane Multiengine Land rating can train for and take the MES check ride in their float-equipped AirCam, and Sebring Aviation—and only Sebring Aviation can train non-AirCam owners who hold a Multiengine Land rating for the Multiengine Sea rating. For more information see www.sebring-aviaiton.com.



The AirCam's open cockpit allows instructor Jason Wilkinson to easily explain controls, instruments, and switches to front-seat student.



September/October 2020 Water Flying **27**

1.888.525.3247

lakeandair.com

1700 Henry Avenue - Fleming Field

South St. Paul, MN 55075

times and didn't get it back until we were idling on the nearest lake. The check ride ended with a single-engine approach and landing at Winter Haven.

With my temporary Commercial Multiengine Sea certificate in hand am I ready to jump into the left seat of any Grumman-Widgeon, Goose or Mallard (the Albatross requires a type rating)-or a TwinBee or Twin Otter and start hopping rides? Of course not. The AirCam is unique-it's a pusher, the props can't feather, and it's a very lightweight bird-and transitioning from it to another, more conventional and heavier multiengine seaplane would require at least as much specialized training as I did for the AirCam. I'd have to learn to contend with such things as feathering props, more challenging single-engine handling and, in the case of the Grumman and Twin Bee, flying boat verses floats considerations.

So, multiengine training in the AirCam is very AirCam specific, which is what existing and potential AirCam owners who do not possess an MES rating need. Aside from all of that, it is a hoot. What other twin can you train in that has an open cockpit, an unobstructed 180-degree view, and unprecedented takeoff performance. And, it's a twin!



It's thumbs up for AirCam instructor Jason Wilkinson (left) and the author (right) following a successful check ride administered by FAA Designated Pilot Examiner Jon Brown (center).



THE AERIAL CAMERA PLATFORM



he clue to the origin of the AirCam lies in its name. It's shorthand for Air Camera, which is the design goal Phil Lockwood had in mind when he began work on it in the early 1990s.

The goal was to build a light aircraft with excellent visibility for a pilot and photographer that offered two-engine safety while flying over remote, hostile terrain. Lockwood not only designed and built the prototype AirCam, he went to the Ndoki rainforest in the northern Congo and flew it off a 600-foot airstrip on daily missions with a National Geographic photographer in the front seat. That first AirCam now hangs in the EAA Aviation Museum in Oshkosh, Wisconsin.

Lockwood's first job out of college was in marketing with Maxair, which sold kits for an ultralight called the Drifter, the first version of which was powered by a single Rotax 277 engine producing 28 hp. It was the basis for the early design studies of the prototype AirCam. Lockwood eventually bought Maxair, and still offers new Drifter kits for sale through Lockwood Aircraft Corporation, the company that manufactures and sells AirCam kits. He also owns Lockwood Aviation Supply, the largest factory authorized Rotax engine, parts and repair provider in the country; Lockwood Aviation Repair, which specializes in inspections and maintenance on Rotax-powered aircraft; and Sebring Aviation for flight training in the AirCam and other Rotax-powered aircraft.

Meanwhile, under Lockwood's tutelage, the AirCam has evolved into a much more sophisticated aircraft—larger, stronger, more than 50 percent more power, and an options list that includes a canopy enclosure, a third tandem seat, even more power, and floats, among others.





"HOME OF THE SUPER SKYWAGON"

THE AMPHIB F SURVIVAL INS

Strategies for landing gear up on the water every time

By Burke Mees

PILOT'S STINCT

anding an amphibious seaplane gear down in the water is a recurring theme in water flying, and the potential for this to happen will be with us as long as people fly these airplanes. I've written about this before, but it's worth revisiting every so often, and a rash of recent mishaps has generated some new interest in this old topic.

In the course of my flying career, whenever a gear-down water landing occurs I've respectfully asked about the particular circumstances that led up to it, and I've incorporated the lessons from this informal survey into my own personal habits to help avoid the same mistakes. What follows are some thoughts on flying amphibs and the strategy I've developed over the years to avoid a gearrelated mishap.

The first thing that becomes apparent when we look at these accidents is that we can't put them in the category of things that only happen to other people. A lot of experienced and competent pilots have made this mistake, and I believe an important starting point is to acknowledge that we are all at risk. This is an insidious problem, and no matter who we are, there is some distraction or circumstance that can sneak up on us.

THE CHECKLIST

When the topic of gear-down water landings comes up, there is usually someone who suggests that the problem can be entirely solved by just using the checklist and declares the conversation to be over. Really, it's not as simple as that and the accident record shows that people can use the checklist and still manage to get it wrong.

Pilots have accomplished the checklist and then absent-mindedly extended the gear out of habit from flying wheelplanes. Pilots have failed to retract the gear after takeoff and were content to see green lights on final to the water, even though those lights indicated a hazardous configuration. In a moment of distraction, pilots have dutifully accomplished the wrong checklist resulting in an inappropriate configuration. Pilots have accomplished the right checklist but then had a reason to change landing surfaces and failed to reconfigure the gear.

Conscientious pilots who have otherwise good checklist discipline have become saturated with other tasks and have failed to get it done. I know of an accident that has resulted from each one of these mistakes. Certainly, the checklist is the first step in addressing the problem and is our most important tool, but to say that it is the entire solution is to underestimate human creativity in making mistakes.

So if the checklist isn't enough, what more do we have to do to protect ourselves from this mistake? To start with, I believe we can make the checklist more effective by doing it at a specific time and in a specific manner.

WHEN AND HOW TO DO THE CHECKLIST

As for when to do it, I execute the checklist in response to specific cues that occur on every flight. The idea is to make sure the checklist gets done even in the most distracting circumstances, and for this purpose some cues are better than others. For example, if you normally execute the landing checklist on midfield downwind, that habit won't be of much help when you find yourself maneuvering around tight terrain to squeak into your destination on a straight-in approach in deteriorating weather with flat light onto water that might have some swell.

Given the irregularities and distractions of the seaplane environment, the cues that direct you to the checklist should occur on every flight regardless The third cue for confirming gear position is rolling out on final and making visual cue with an aim point to guide the final approach.



I believe we can make the checklist more effective by doing it at a specific time and in a specific manner.





ADVANCED SEAPLANE TRAINING

- INNOVATIVE FLYING TECHNIQUES
- ADVANCED DOCKING AND TAXING
- WATER SURVIVAL AND EGRESS TRAINING



FOR INFORMATION CALL 504-394-5633



Leveling off from the climb and reducing power to the cruise setting serves as a cue to accomplish a cruise checklist that includes verifying the gear has been fully retracted.



of the details of your landing approach. I do the landing checklist three times in response to three separate cues.

My first cue to do the landing checklist is when I make the first power reduction for landing. I normally use the GUMP checklist (Gas, Undercarriage, Mixture, Prop), which covers the relevant items for most amphibs. Then when I make the first flap application and revisit the gear position to confirm it is in the desired position. Finally, when I roll out on final with the landing area directly in front of me, I make visual contact with an aim point that will guide the final approach. That is my cue to bring the props forward to complete the checklist and do a final compatibility check, making sure the gear position is appropriate for the surface I'm looking at.

These three prompts will occur regardless of what kind of approach I make. Whether it is a rectangular pattern, a straight-in, or some irregular exercise in snaking through the terrain, no matter what else is going on, at some point I'll reduce power for landing, initiate flap extension, and make a final turn to line up on the landing area. These cues will prompt you to think about the gear on every approach regardless of how it is conducted.

Does looking at the landing gear three times seem excessive? Given the mistakes other people have made, it's not a bad idea to revisit the landing gear to make sure you got it right. For example, the guy who was satisfied with seeing green lights on final might have caught the mistake by taking a second look.



If extending the gear produces an uneasy feeling that can only be alleviated by making visual contact with a runway, then you have this survival instinct.



FLOATS, CARGO POD, & AIRCRAFT REPLACEMENT PARTS

Replacement Parts

Cessna 180 on 2790's, 2870's & 2960's • Cessna 185 & 206 on 3400's, 3430's & 3500's • Deckup parts including spreader bars, deck fittings, wirepulls, eyebolts, struts, spacers, fuselage attach fittings and flying wires. (6061-T6 is used for corrosion protection exceeding that of standard 2024-T4 aluminum)

Large inventory of AN/MS hardware

Nuts, bolts, washers, machine screws, clevis bolts, threaded clevis ends, seals, o-rings, rivets and other hardware.

We stock extrusions Vertical web spreader bar, strut and step

All parts new and FAA-PMA STC approved





Some operators replace green geardown lights with red lights.

Also, given the distractions of the seaplane environment it's easy to miss one of these cues.

For example, if you're making the first power reduction just as another airplane calls a position very near your own, looking for that traffic might cause you to miss that cue. In that case, the flap application would serve as the backup. A lot of things can distract you from accomplishing the checklist and there are numerous ways to incorrectly accomplish the checklist, so having three prompts increases the likelihood that it gets done correctly. This might seem like overkill on a normal day, but normal days aren't the problem. Accidents occur on the abnormal days when something out of the ordinary sneaks up on us and subverts our routine.

As for how to execute the checklist, when I come to "undercarriage," I look at two things: I make visual contact with the landing gear and the landing surface, and I consciously make sure they are compatible with each other. If I look out and see the wheels are retracted. I say "gear up for the water" and then look out the window at a water-landing area. If I look out and see the landing gear extended, I say "gear down for the runway" and then look out the window for the runway. The idea is that if I look at both the gear and the landing area, I'll be more likely to notice if they aren't a good match.

So far I've been talking about the landing checklist, but a cruise checklist

is also important in amphibs. It is not an uncommon accident scenario for a pilot to neglect retracting the gear after takeoff, and then go on to land in the water. For that reason, leveling off from the climb and reducing power to the cruise setting serves as a cue to accomplish a cruise checklist that includes verifying the gear has been fully retracted. Whether you make this power reduction at 500 feet or 5000 feet, checking the gear at this time will make sure it is not hanging out when you start a descent.

This not only protects against an oversight on your part, but it will also call attention to any mechanical problem that may have prevented the gear from fully retracting. I once took off from a runway for a brief repositioning flight to the water (one of the classic scenarios), and even though I moved the gear lever up, a hydraulic problem precluded retraction and the cruise check caught the failure.

THE SURVIVAL

While the checklist is the front line of defense, there is something else quietly at work in the background that can also help prevent mistakes, which is the very way we think about amphibious airplanes.

How we think about an airplane underlies how we fly it, and I believe there is such a thing as thinking like an amphib pilot. By that I mean having the general philosophical position that the amphib is primarily a seaplane. Its natural condition is being configured for flying on the water, and extending the wheels puts the airplane in an abnormal configuration that is contrary to its basic nature.

This is different from the wheelplane way of thinking. The wheelplane pilot always returns to dry land and considers gear down a reliably safe configuration. The amphib pilot sees the gear-down position as inherently dangerous. This is a very different perspective.

In amphibs, you should have a strong sense of awareness that the airplane is really a water plane, that runway landings are an exception to its nature, and that the potential for disaster exists any time the wheels are extended. There is only one time when the gear-down configuration is appropriate, and that is when you can look out the window and make visual contact with a runway that you are about to land on.

This position leads to what I call the amphib pilot's survival instinct, which is a heightened sense of alertness that you get anytime the gear is down. Extending the gear raises a red flag that calls attention to the existence of an abnormal and potentially dangerous configuration. If extending the gear produces an uneasy feeling that can only be alleviated by making visual contact with a runway, then you have this survival instinct.

This survival instinct gives the amphib pilot an important advantage. Should everything else fail you, this gut awareness might get your attention and save the day. This survival instinct does





not come automatically; rather, it must be consciously cultivated, and I take every opportunity to do that during an amphib checkout.

For example, when it comes time to do runway landings, the question usually arises whether it is even worth raising the gear since you're just staying in the pattern anyway. The answer is yes, and this is a good opportunity to reinforce the point that no matter how long the gear takes to cycle, no matter how much you want to prevent wear on those old, impossible-to-find gearboxes, you should always retract the gear immediately after every takeoff with no exceptions for the sake of habit.

Retracting the wheels after liftoff transitions the airplane to a safe configuration and should be an integral part of every takeoff. I believe you should never climb out with the gear down for any reason, and the only time it should be down is when you are on approach to a runway.

How we think about the amphibious airplane also finds expression in the gear indicator lights. Blue lights normally indicate the gear-up configuration (for the water), and for some unfathomable reason airplane manufacturers stuck with the wheelplane convention of green lights to indicate gear-down. Using the color associated with a safe configuration to indicate gear-down reflects a wheelplane way of thinking that is completely inappropriate to amphibious airplanes and has contributed to more than a few accidents. Pilots who come from a wheelplane background are conditioned to look for green lights on final, and green lights are not likely to alert them to impending disaster when flying an approach to the water.

What is the solution? When I first moved to Alaska, I noticed that some operators replaced these green geardown lights with red lights to call attention to the hazard that exists whenever the gear is down. Glancing down at red lights on final is a little unsettling, it makes you think twice and ask yourself if the gear is really where you want it, and there's nothing wrong with that. Red lights illuminated on the panel shouldn't feel right. They should get your attention and they should make you think about what you're doing. In this way, the red lights promote the heightened state of alertness when the gear is down that defines the amphib pilot's survival instinct.

What I've described here is the strategy I've used throughout my career to avoid a gear-related mishap. So far it's done well for me, but it would be foolish to take anything for granted. The only thing that is certain is that the potential for a gear-related mishap exists for each of us. That is a little disconcerting, but then it should be. In order to do what it takes to be safe we have to be aware that an accident is possible.

Getting the gear in the correct position is a simple task. It is easy to accomplish it correctly on any particular flight, but we are not just thinking of a particular flight. Rather, we are concerned with accomplishing this simple task thousands of times under all different circumstances with the full range of distractions for the duration of our careers without ever making a single mistake. To do this, we need to develop habits that will protect us in unforeseen circumstances that have conspired to circumvent the vigilance of a lot of good pilots.

MARION LAKE FLY-IN 2020

Burke Mees

The current trend of canceling public events did not affect the Alaska Grumman Fly-In at Marion Lake. The tradition continued uninterrupted, and the July event took place on schedule for the 12th straight year. which elevated his status to full blown hero. In more normal times he would have just been another miscellaneous participant, but this year he was the main attraction.

The Grumman theme of the fly-in goes back to the founding days with Terry Smith, but that part of the event has never been strictly enforced. The fly-In is mostly a general summertime

Rob Hutchison hosted the usual crowd with a feast that included the traditional grilled salmon and large pot of chili. That's not to say things were entirely normal. It was perhaps a sign of unusual times that only one Grumman attended. Many of the regular attendees were absent due to various lame excuses, but Carter Garrett made an appearance in a 1945 Lycoming-powered G44A Super Widgeon,



gathering open to people who arrive by any means. Photos of the event are posted at alaskagrumman.com.

If it seems like we're living in uncertain times when schools may never open and football may never resume, then you might be reassured to know that one thing in life is certain: the 13th annual Alaska Grumman Fly-In will occur on July 17, 2021. You can put that on your calendar and count on it.

LAURIE FORD



Splash-in

U.S. POSTAL SERVICE STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION (Required by 39 U.S.C. 3685)

1. Publication Title: Water Flying

- 2. Publication No.: 0065-6400
- 3. Filing Date: August 13, 2020
- 4. Issue Frequency: Bimonthly
- 5. No. of Issues Published Annually: 6
- 6. Annual Subscription Price: \$25.00

7. Complete Mailing Address of Known Office of Publication (not printer): 2073 US Highway 92, Winter Haven, FL 33881

8. Complete Mailing Address of Headquarters of General Business Office of Publisher (not printer): 2073 US Highway 92, Winter Haven, FL 33881

9. Full Names and Complete Mailing Addresses of Publisher and Editor: Publisher: Seaplane Pilots Association, 2073 US Highway 92, Winter Haven, FL 33881; Editor: Mark R. Twombly, Seaplane Pilots Association, 2073 US Highway 92, Winter Haven, FL 33881. Owner: Seaplane Pilots Association, a not-for-profit membership corporation incorporated under the laws of the state of New York. Address: 2073 US Highway 92, Winter Haven, FL 33881. Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities: None

12. Tax Status (For completion by nonprofit organizations authorized to mail at nonprofit rates: Has not changed during preceding 12 months.

13. Publication Title: Water Flying

14. Issue date for circulation data below: July/August 2020

15. Extent and nature of circulation:	Average No.	No. Copies of
	Copies Each	Single Issue
	Issue During	Published Nearest
	Preceding 12 Months	to Filing Date
A. Total No. of Copies (Net press run)	5,697	5,481
B. Paid Circulation (By Mail and Outside the Ma	ail)	
1. Mailed Outside-County Paid Subscriptions		
Stated on PS Form 3541 (Include		
paid distribution above nominal rate, advertise	er's	
proof copies, and exchange copies)	5,053	4,958

 Mailed In-County Paid Subscriptions Stated on PS Form 3541 (Include paid distribution above nominal rate, advertiser's proof copies, and 		
exchange copies)	0	0
3. Paid Distribution Outside the Mails Including		
Sales Through Dealers and Carriers, Street Vendors,		
Counter Sales, and Other Paid Distribution		
Outside USPS.	350	350
4. Paid Distribution by Other Classes of Mail		
Through the USPS (e.g., First-Class Mail).	0	0
C. Total Paid Distribution	5,403	5,293
D. Free or Nominal Rate Distribution (by Mail and		
Outside the Mail)		
1. Free or Nomimal Rate Outside-County Copies		
Included on PS Form 3541	24	23
2. Free or Nominal Rate In-County Copies		
Included on PS Form 3541	0	0
3. Free or Nominal Rate Copies Mailed at		
Other Classes Through the USPS (e.g. First-Class Mail)	0	0
4. Free or Nominal Rate Distribution Outside the Mail		
(Carriers or other Means)	0	0
E. Total Free or Nominal Rate Distribution	0	0
F. Total Distribution (Sum of 15C and 15E)	5,427	5,316
G. Copies Not Distributed	270	165
H. Total (Sum of 15F and G)	5,697	5,481
I. Percent Paid	99.56%	99.57%
16. Electronic Copy Circulation	0	0
I certify that 50% of all my distributed copies (electronic	and print) ar	e paid
above a nominal price.		
17. Publication of Statement of Ownership: September/Octo	ber 2020 Iss	ue

18. I certify that all information furnished on this form is true and complete.

Steven A. McCaughey, Executive Director

FEATURED EVENT

September 19 - 20 - New York: Wings & Wheels

Hammondsport. Wings & Wheels in Hammondsport, New York, has, unfortunately, been canceled for 2020. But great news for seaplane pilots: We still have Depot Park reserved and we want you to come! The park will be closed to all boat traffic for our exclusive use. This includes the beach for amphibs and the docks for straight-floaters. While there will be no activities intended for spectators, the Curtiss Museum and the Wings & Wheels event committee have a special plan in mind. Plan to arrive Friday 9/18 late afternoon (the park is ours at 5:00 pm) or Saturday 9/19. While you're with us, flying around the lake and general airplane noise are highly encouraged. Plus, if there's, interest we will set the buoys in their usual location for spot-landing practice and competition. Saturday evening there will be a private party at Cam's Car Barn, where you'll enjoy a catered cookout and open bar, all of which are complimentary for seaplane pilots and crews. Complimentary transportation also will be provided between Depot Park, the village, the car barn, and the new Best Western Plus in Hammondsport during the weekend. Rooms adhering to the exclusive "We Care Clean" program are available at the Best Western Plus Hammondsport with a deep discount when you mention you are an arriving seaplane pilot. A hot, made-to-order breakfast is included with your stay. Please book direct at 607-224-4120. Rooms at the Keuka Lakeside Motel are sold out but you can call them at 607-569-2600 to confirm. On Sunday we again encourage general flying and airplane noise for as long as you can stay with us. If we've set the buoys, they will still be out. The event committee and Curtiss Museum are deeply saddened by having to cancel the spectator event but the splash-in goes on. A special thanks goes out to the guys who, while we were in Speculator, suggested we do the splash anyway. Please let us know if you'll be coming by emailing Cameron Dunlap at cam@gate.net or calling 607-542-9005. See you in Hammondsport!

www.seaplanes.org

At the time of publication, there was uncertainty about the status of many events because of the ongoing coronavirus pandemic. Please check with individual organizations to confirm whether each event is being held.

SEPTEMBER 2020

September 11 - 13 - Wisconsin: Eagle River Seaplane

Splash-In. Officially, the fly-in is canceled due to the virus. Unofficially, a lot of members would like to get together that weekend. If you're interested in coming for an unofficial event, you must contact Maple View Resort and reserve a cabin. The restaurant will not be open but the bar will be open for drinks and frozen pizza. All cabins have a grill and kitchen. There will be the option for group shopping at local stores. If somebody needs fuel, let us know ahead of time so we can work it out. For reservations call Maple View Resort directly—Jerry or Tony—at 715-479-4600. For fuel call Dan at 404-242-1550 or Dave at 715-892-1712; www.mapleviewresort.com.

September 18 - 20 - Minnesota: Minnesota Seaplane Pilots Association's Annual Safety Seminar, Madden's on Gull Lake, Brainerd. Twin Cities Sectional chart. This wonderful event, since 1976, is about promoting safety. We welcome seaplane, skiplane and wheel-plane pilots to the Saturday full-day seminar. Friday night fish fry on the beach. Evening banguet on Saturday. Restaurant, marina, fuel, and grass runway at East Gull Lake Airport (9Y2) and hardsurface runway at Brainerd Lakes Regional Airport (KBRD), docks, sand beach. Camping at the East Gull Lake Airport also available. Madden's on Gull Lake is located at 11266 Pine Beach Peninsula, Brainerd, MN, 56401. Reservations call 800-642-5363; fax 218-829-7698: email reservation@maddens.com. Other questions contact Steve Guetter at 952-484-9457 or steve@penguinflight.net or www.mnseaplanes.com.

September 19 - 20 - Indiana: Indiana Seaplane Pilots Association 18th Annual Splash-In on the shores of Lake James, Angola, IN. Pokagon State Park on the waterfront and lawn of the historic Pottawatomi Inn. This

Please notify Peter Christie, peter@seaplanes.org and the Seaplane Pilots Association spa@seaplanes.org with any new or updated information. The information in this calendar of events has been provided to the Seaplane Pilots Association by volunteer seaplane pilots. If you feel that there is a mistake, please notify SPA as soon as possible.

mt-propeller

FAA Certified Reversible Composite Propellers for Seaplanes

- Unlimited blade life

- Less weight

- Improved performance Less crankshaft stress
 - Less noise
 - Drastically reduced vibration
- Stainless steel leading edge

Headquarters in Germany: MT-Propeller Entwicklung GmbH Phone: +49-9429-94090 e-mail: sales@mt-propeller.com

U.S. Service Center in Florida: MT-Propeller USA, Inc. Phone: (386) 736-7762 e-mail: info@mt-propellerusa.com

www.mt-propeller.com

event is a Midwest favorite for pilots and guests alike. Arrive anytime Friday evening through Saturday to enjoy Pokagon State Park and fellowship among the guests. A bonfire and barbeque are planned Saturday at 6 pm. Sunday we will showcase our straight-float aircraft along the shoreline and fill the waterfront lawn with amphibious aircraft. Breakfast and lunch are served in the Pottawatomi Inn dining room. Pilots who fly in will receive vouchers for complimentary dining. Direct your questions to randy.strebig@strebigconstruction.com.

OCTOBER 2020

October 7 - Colorado: The Colorado Seaplane Initiative in cooperation with the Seaplane Pilots Association Presents Seaplanes and Community Services. 1 am-6 pm, The Wings Over the Rockies Air and Space Museum, Discovery of Flight Complex at Centennial Airport (APA). We are hoping to have a CL-415-EAF water bomber as well as a PBY.

October 10 - Texas: 59th Annual Fall Festival of Flight. Gainesville Municipal Airport (KGLE), Gainesville, Texas. Pancake breakfast fly-in. Come on out, enjoy the airplanes and have breakfast with friends. Open to the public. We will be following the recommended guidelines for health and safety, so mask up. Fly in or drive in. Pancake breakfast 8-10 am. Contact Joel Meanor for more info at joelmean-or@gmail.com or call 817-832-5064; www.txaaa.org.

October 16-17 - Texas: Cedar Mills South Central Safety Seminar & Splash-In/Fly-In, Lake Texoma, Gordonsville, Texas. Since 1997. Cedar Mills Marina & Resort. Registration and pilot social Friday night, seminars Saturday, and Octoberfest pilot dinner with special aviation guest speaker. Pancake breakfast and fly-by Sunday. Visit www.cedarmills.com for more information or call 903-523-4222. Note: at press time organizers of this event had not yet confirmed that it will take place as scheduled.

October TBA - Florida: Monster Splash Halloween Seaplane Fly-in, Lake Dora, Tavares—"America's

Seaplane City." N28-48.043 W081-43.655. If you have never been to Tavares Seaplane Base (FA1), you need to see what the city has provided for seaplane pilots. Tavares has two seaplane events each year, one in the spring and one in the fall. Or stop in any time—Tavares caters to seaplanes. Join us at beautiful Wooton Park for competitions such as the Smashing Pumpkin Drop.

Seaplane Pilots Association

Become an SPA member

Who belongs to the Seaplane Pilots Association? Everyone who loves seaplanes! Anyone who enjoys flying them, riding in, seeing, reading about, or learning more about seaplanes...

- Federal, state, and local representa-
- tion to help keep our waterways open • SPA publications:
- The bimonthly *Water Flying* magazine, *Water Flying Update*, a bimonthly e-newsletter, and *Water Landing Directory*
- Members-only website
- Seaplane insurance program
- •Technical referral services
- Special information mailings
- Car rental discounts
- SPA insignia items
- Affinity MasterCard

A membership in the Seaplane Pilots Association is only \$59 per year, which includes six issues of *Water Flying* magazine, access to the members-only section of the website, and all of the benefits above.

Visit www.seaplanes.org or Tel. 888/772-8923

Prizes and awards. Seaplane pilots who fly in receive a \$10 dining voucher to downtown restaurants. Parking, seaplane ramp, docks, and grass shoreline. Visit www. tavares.org for information and registration packet.

October TBA - Wisconsin: Annual Fall cleanup weekend at EAA AirVenture Oshkosh Seaplane Base. This event has been postponed to an as-yet undetermined date. For more information please contact Kim Jarosz, Volunteer Co-Chairman, at seaplanebasevolunteers@gmail.com or call 920-764-2887.

NOVEMBER 2020

November 7 - Annual Seaplane Pilots Association Member Meeting. 1-2:30 pm (EST). Please join meeting from your computer, tablet or smartphone: https://global.gotomeeting.com/join/214447949. You can also dial in using your phone: U.S.: +1 312-757-3121; access code: 214-447-949 . See SPA in Action (this issue, page 4) for details.

November TBA - Florida: DeLand Sport Aviation Showcase, DeLand Municipal Airport (KDED),

DeLand, FL. This event has been postponed to an as-yet undetermined date, possibly January 2021. An interactive trade show for the recreational aviation community. Aircraft and exhibits will be on display. Featuring demonstration flights, showcase flights, educational forums, keynote speakers, hands-on workshops, underwing camping, pre-owned aircraft sales lot, live music, food vendors, and more. For more information, visit www.sportaviationshowcase.com.

AND REAL ESTAT

EAPLANE DESTINATIONS

Advertise in Water Flying The best way to reach active seaplane pilots ALL YEAR!

For more information, contact Peter 516.808.6272 or peter@seaplanes.org

ADVERTISING INDEX

AEROCET, INC

www.aerocetcompositefloats.comC2,35
AIR RESEARCH TECHNOLOGY INC.
WWW.WINGXSTOL.COM41
AIRCRAFT SPRUCE
WWW.AIRCRAFTSPRUCE.COM13
AIRFLEET CAPITAL
WWW.AIRFLEETCAPITAL.COM15
AVIAT AIRCRAFT
WWW.AVIATAIRCRAFT.COMC3
AVIS
WWW.AVIS.COM/SEAPLANEPILOTS18
BUDGET
WWW.BUDGET.COM/SEAPLANE PILOTS 18
CITY OF TAVARES
WWW.TAVARES.ORG
FALCON INSURANCE/ BOYD KLEYPAS
WWW.FALCONINSURANCE.COM3,27

FLARE ASSIST

www.flareassistradar.com7	
FLOATPLANE LIFE FOR SALE	
320-304-0571 19	
FLYING FISH LLC	
www.flyingfishseaplanes.com19	
HARTZELL PROPELLER INC.	
www.hartzellprop.com5	
JACK BROWN'S	
www.brownsseaplane.com15	
LAKE & AIR	
www.lakeandair.com27	
MCFARLANE / FLIGHT RESOURCE	
www.mcfarlaneaviation.com	
MT PROPELLER	
www.mt-propeller.com	
NORTHWOODS AVIATION	
www.northwoodsaviation.com 40	

PK FLOATS

WWW.PKFLOATS.COM29
PREFERRED AIR PARTS
WWW.PREFERREDAIRPARTS.COM
SCHWEISS BI-FOLD DOORS
WWW.BIFOLD.COM17
SEAPLANE SAFETY INSTITUTE/ SOUTHERN SEAPLANE
WWW.SOUTHERNSEAPLANE.COM
SEAPLANES WEST
WWW.SEAPLANEWEST.COM
SPORT FLYING USA
www.thelandingdoctor.com17
SWITLIK SURVIVAL PRODUCTS
www.switlik.com 11
WIPAIRE INC.
WWW.WIPAIRE.COMC4

SNAPSHOTS

"Back from the hunt" is how Jonathon Hinson described this photo of two de Havilland Beavers operated by Brooks Range Aviation in Bettles, Alaska. He took the shot while travelling and working in Alaska.

"This is my son grant on the wing at the Tavares Seaplane Base in Florida," says Jay Curtis.

Uly the Goldendoodle in front of Joel Jungemann's Cessna 185C on EDO 2960 straight floats. Joel took the photo at Devil Lake, Ontario, Canada.

Capturing all of the beauty of seaplane flying is the simple goal of "Snapshots." Send your best high-res photo, along with a brief explanatory caption, to spa@seaplanes.org.

44 Water Flying September/October 2020

FASTER, STRONGER, MORE

(307) 317-5550 AVIATAIRCRAFT.COM/SPA ©2020 Aviat Aircraft Inc.

FREEDOM TO EXPLORE[™]

Your maintenance, modifications and float source since 1960. Keeping you in the air and ever exploring. Freedom to Explore[™] comes from Wipaire.

wipaire.com/freedom-to-explore

HOW CAN WE HELP YOU? 651.451.1205 wipaire.com

1960 - 2020