

Washington Seaplane Pilots Association

August/September 2019



Lake Cushman – **Cancelled** - Sept 7, 2019

Dart Exercise – Sept 14, 2019

Joint BCFA/WSPA Splash-out – Sept 21-22, 2019

Lake Chelan Invitational – October 4-6, 2019

Hello Everyone,

I guess the ad related to the picture above could be "Clean & Water Tight Amphibious For Sale" but if you're not laughing you probably realize there have been an unrepresented number of these as well as other seaplane accidents this past season. Why, and what can we do? We'll take a look at the subject of "wheels in the water."

Also, in this issue: We have information on the loss of our dear friend Greg Capes who many of you may have seen at Priest Lake. We're looking hire some help managing the website, membership and web presence. Kevin Franklin offers practical and fun tips on his AK round trip on straight floats. I have a few comments on Aquatic Invasive Species, there is sign up information for the upcoming DART exercise and more information on the upcoming events can be found on our webpage www.WashingtonSeaplanePilots.org.

Wheels in the water!

Could it be that since we had such a wonderful spring that we've been flying a bunch more? I don't think so, they haven't all been around here, they're happening everywhere. I wish I had an answer why. I do know that you and I are not the only ones to notice the trend, the insurance companies have their eye on this as well; which brings up an interesting point.

What can we do about it? I wish there was an easy answer but there isn't. I feel like I've said all I can on the "wheels in the water" issue and many of you may cringe when I start to get on my soap box again. So, what do we do? We were knocking around the idea that we have to do something.

Perhaps if we can show a proactive effort, we can get someone's attention in the insurance industry. One spring years ago we held a Rust Remover gathering. Greg Corrado briefed everyone on the then new E-APIS stuff and I held a short class on the use of checklists to address the situation depicted in the photo above.

How many of you might be interested in another class, say early November? It could be pre-holiday when I know most of you won't be flying. Anyone work with the FAAST Safety Team or have a contact there? Perhaps there's a way we can get the FAA to give us Wings Credit? Just an idea . . . let us know if you might be interested or connected.

Greg Capes

Many of you may know our member Greg Capes. I'd met him at Priest Lake the year he brought his little Hydroplane and I know many of you saw him last month at this summer's gathering. You may have seen a news report a few weeks ago about the Murphy Moose that crashed near Arlington. Our dear friend Greg was killed while test flying the aircraft he had recently completed building. Greg's good friend Steve Brault writes . . .

Greg loved hunting, fishing, crabbing and flying. He dreamed of retiring from Boeing and then moving to Alaska to spend all of his time enjoying those endeavors. He is survived by his wife Shelley, his two children and four grandchildren, as well as his mother, sister and siblings.

Shelley has been inundated with flowers and although she loves them, they are a hassle because they have to be moved to the garage every night so the cat won't eat them, she doesn't need any more, but cards would be appreciated. 13019 127th Ave NE, Lake Stevens, WA 98258

The memorial service will be held on Saturday, 9/7/19, 3-6pm and everyone is invited. There will be plenty of available parking. Food will be served. The address for the service in Frontier Airpark is: 12111 - 123rd Ave NE, Lake Stevens, WA 98258 Flying in? Call Steve @ 425-501-9841



Board help!

To put it simply, we need some help. We've got a great bunch of guys on the board and everyone has gone beyond on all that they do, but life seems to get in the way and we're finding that a few things need more attention than we have time for.

Since Austin went boating, we've not given the website the attention it needs. More importantly, Member Management is a task that needs to be addressed on a regular basis. It's not a difficult task, but can be a bit time consuming with the dual membership requirements to invoice the SPA. We had some temporary help from Christie from the SPA, but her commitment for them was primary and she found herself quite busy with the new requirement to populate the Water Landing Directory with the AIS information.

Jack has been taking on the task, but that along with all our financials and Priest Lake, it has all been a bit overwhelming. I've been helping out with the website and can't seem to get out the number of newsletters I'd like. I'd mentioned that I'd like to do them monthly, but you can see how that's worked out. In addition, it looks like I may be going back to work on a full-time basis. I know the first 90 days or so I'll be pretty much out of touch, after that we'll have to see how much time I'll have to devote to business here.

So, Jack estimates we'll need someone to commit maybe up to 20 hours/month maximum. In addition to the membership it would be nice to keep the website looking fresh and work on our FaceBook page as well. The website is through Wild Apricot and is pretty much "plug and play or copy and paste" once you learn the menus and structure. We'd love to have a member in the role or someone that's knowledgeable about seaplanes . . . If you're up to the challenge or know someone, please contact Jack.

Straight Floats: Seattle to Juneau and Back in 4 Days!

By Kevin Franklin

Flying on Straight Floats is always an interesting challenge, and I've been fortunate to have had a great deal of knowledge shared with me over the years. This "Seaplane Intel" helped me complete my second trip to Alaska this summer.

I've found it incredible that small tidbits and notes in conversations can really help when planning flights or trips. Hopefully I can share some notes.

A great resource is Tom Bass's website www.publiclakecabinsak.com. Tom's Website, in addition to *Water Flying* articles he has written on navigation, mooring, equipment, and cabins are highly recommended and invaluable to planning a trip up to AK.

Last year, I flew from Seattle, Ketchikan, Haines, Dawson City, Anchorage, and back in about 11 days. This year, I had a bit less time, and made a 4 day trip to Juneau and back accompanied by friends in a R44. We made lots of stops that accommodated both a Helicopter and a Straight Floats Seaplane - so I'll try to write notes on those

I thought I would catalog each day with some hopefully useful [2019!!] information that may come in handy for anyone interested in flying their Seaplane up to Alaska.

Day 1 Ketchikan - KRNT-5KE

- Depart Renton - Clear Customs at Pat Bay, Victoria - note: carefully study power lines northwest of Pat Bay.
- Campbell River BC - Not a wonderful stop - but good Seaplane Docks
- Blind Channel BC - Great lunch, Great Seaplane Dock! Fantastic place to stop
- Port McNeill BC - 100LL in the Marina, Great Seaplane Dock, lots of supplies in town, hotel if needed, - this is the natural place to fuel up before heading north to Ketchikan if the weather allows.
- Blind Channel BC - 100LL expensive fuel - but peace of mind to top off if you plan on sightseeing on the way to Ketchikan
- Ketchikan AK - FBO/Crew Car, 100LL, Customs, Maintenance if Needed, Average Hotels - Mind the time zone when flight planning, get ready for lots of cruise ship folks after 9AM.

Day 2 Ketchikan area Lakes - Juneau

- Juneau AK - Freshwater pond at airport to land in, Public Docks in airport pond, FBO, Free Crew Car makes it easy to get to town
- In Juneau Earn Marriott Bonvoy points at the 4 Points Sheraton - but stay in a Public Lake Cabin if you can [like West Turner or Swan Lake] - they don't have air conditioning in most of the hotels which is an issue in the summer
- Great flying around Tracy Arm, south of Juneau
- Recommend avoiding Mendenhall Glacier Helicopter Traffic Tracy arm and Glaciers north of Juneau have less air traffic as they are further from Juneau Airport

Day 3 Juneau - Prince Rupert

- Many many whales between Juneau and Ketchikan! Great sightseeing
- Prince Rupert BC, FBO, 100LL, Taxi to Town - Cliff Hotel - one of the nicest hotels I have stayed while traveling North, great restaurant and Tim Hortons. - Watch out for Wolves near Seaplane Base.

Day 4 Prince Rupert - Renton

- Great flight back with just one stop at McNeill.

Additional notes from Last Years 2018 AK Trip

- Haines Seaplane Base is great, new breakwall - check out the SE Alaska State Fair, gold prospecting at porcupine creek, eagle watching expeditions
- Petersburg AK is a Nice City - Huge old Seaplane Base with ramps, bad spot to try and get 100LL though
- Look for an Atlin BC BBQ dinners in the Summer
- Whitehorse Seaplane Base is great, but plan on delays for fuel - not sure if they have fixed their tank yet [they brought us 50 Gal in Jerry Cans!]. Avoid Westmark hotel - in dire need of renovation
- Dawson City Seaplane Dock was in good order - Hard to get 100LL - Ethanol Free Mogas in town. Great city to stop at but plan Fuel, Diamond Tooth Gerties is very fun in the midnight sun
- Lake Louise AK, - 100LL and great resort for Food
- Anchorage - Join the Alaska Airmen for free parking and crew car at their wonderful dock in Lake Hood, full service 100LL
- Baranoff Hot Springs - Great Seaplane Dock
- Cordova - Good Stop with 100LL
- Elfin Cove - No fuel but be cautious of weather - limited ADS-B, No Cell, and Spotty XM service between Cordova and Elfin
- Admiralty Island - Lake Alexander Cabin is very nice - watch out for Bears!

Aquatic Invasive Species (AIS)

If you've had your head in the floats and not been following our efforts, we have been trying to get recognized by the "water managers" in each state to allow seaplaners to inspect and decontaminate their own aircraft. We achieved a 4-state approval last spring.

The US Fish and Wildlife Service has actually thought enough of our program to design, publish and encourage us to use our own Stop Aquatic Hitchhiker Logo with a float plane on it.

If you've not already done so, please take a look at our Invasive Species page, follow the link, watch the short, less than 13 August / September 2019



**STOP AQUATIC
HITCHHIKERS!™**

Be A Good Steward.
Clean. Drain. Dry.

StopAquaticHitchhikers.org

minute video, take the 10 question test and then print your certificate. That way, when the wildlife inspector comes up to you, you'll know how to explain what you did to be "Clean, Drained and Dry" prior to your arrival on "His or Her" water. I just can't express enough the importance of what this means to the future of seaplane access to our nation's waterways.

One of the requirements is to also keep a record of what waterways you've visited in the last 30 days and anything you've done to inspect and/or decontaminate your aircraft. We've put together a small notebook you can keep in plane. If you see one of the board members, we should have a few to pass out.

Questions? Call me:
Bruce Hinds
VP WSPA
SPA AIS Coordinator
360-710-5793

Please sign-up for Washington State DART!

The Washington State DART is administered by George Steed, President of the Washington Pilots Association. George currently has 160 pilots from 23 WA counties on the WA DART. George has recently expanded the data base fields to include additional landing gear definition. If you would like to be on the WA DART roster please send an email to george.steed@gmail.com with subject line "DART". Upon receipt of your email George will send a Google Forms link. We need more water capable aircraft so please do sign-up, if able.

Don Goodman
WSPA DART Coordinator

SEAPLANE BOATER REGULATION CARDS

Carry this in your plane in case you need to explain the rules to local law enforcement. WSPA will be happy to supply you with cards.



Safety Card

Although the mandatory boater education law is specific to operation of vessels under state laws, Seaplanes are specifically exempted from the definition of a vessel per RCW 79A.60.010 Definitions: (29) "Vessel" includes every description of watercraft on the water, other than a seaplane
-- Hoyle E Hodges, WA. State Parks, Marine Law Enforcement Coordinator

Safety Equipment

A Seaplane is considered a vessel when on the water(USCG), however Seaplanes are exempted from the safety equipment that the USCG requires of boaters by 33 CFR 175.1(e).

"Seaplane pilots are expected to know and adhere to both the U.S. Coast Guard's (USCG) Navigation Rules, International-Inland, and 14 CFR Section 91.115, Right-of-Way Rules; Water Operations."

BOARD MEMBERS

President	Stephen Ratzlaff	(206) 250-1625
VP	Bruce Hinds	(360) 710-5793
Treasurer	Jack Jacobson	(206) 769-7436
Secretary	Don Goodman	(360) 303-7076
At Large (East)	Kevin Wyman	(206) 419-0349
At Large (Central)	Kevin Franklin	(206) 383-2553
At Large	Chuck Perry	(425) 879-0774

For general questions contact: admin@washingtonseaplanepilots.org

ADVERTISING

SEAPLANE LIFT PURCHASED AND ASSEMBLED IN 2015

- RGC 7,000 LB Aluminum Boat lift converted to support a platform
- Two Wireless Remotes
- Custom platform with wood
- Deepwater legs [adjustable for a wide range of depths]
- Upgrades include edge guard and 4x pop-up cleats
- Located on SW side of Mercer Island
- New owner will need to take care of moving it to its new home via Truck, Floats, or Barge
- Contact nevek89@gmail.com

