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March 2011

Volume 32, Issue 1

CSPA BULL-A-TON

Inside this issue:

Willamette Canyon Flying Protocols—John Chlopek	1
Let's Keep it Safe—Once Warned—Bill Wainwright	2
Sad News from California	2
RAF Needs Help!—Tim Clifford	3
SPA Field Directors, New Faces	3
A Few Tid-Bits	3
Proficiency Training	4
Inspection & Decontamination Training	4
Other Helpful Newsletters	4
Photo Certificate Proposal	4
Float Plane Events	5
CSPA Legal Fees Reimbursed	6
CSPA Classified	7
2011 Dues Form	8

Bull-a-Ton Newsletter Editor:
Mary Chlopek

Willamette Canyon Flying Protocols

by John Chlopek

Float flying on the Willamette River for many of us has become rather routine. But with routine often comes complacency. I thought I might write down a few reminders of some tips to make the experience safer and to help avoid any imperial entanglements.

As with all river flying, you should endeavor to be on the right side of the river canyon whenever possible. This simple rule can keep us all from acquiring any extreme close-ups of our fellow pilots. It is also prudent to keep the water in sight out your window should you need to make an unplanned approach to the river during an unplanned engine event. Flying down the middle of the canyon or waterway leaves you only half the canyon to turn in, so keeping biased to one side gives you a wider turning area and more options.

Often when landing we become very focused on the touchdown spot and forget to look for traffic. Especially in the Wiley's and downtown area, it is a great idea to have one good look around before starting your final approach. When flying northbound on the Willamette and approaching Portland airspace, there are several radio

frequency choices depending on your destination and altitude. One look at the sectional could overload my eyeballs in an instant. I like to tune my radio to 123.075 prior to takeoff. This is the frequency used by the downtown helicopters which are by far the most common users of the altitude below the KPDX airspace. Jamie Greene likes to announce his whereabouts northbound out of Wiley's at the Sellwood Bridge, and Southbound from the Columbia at the Fremont Bridge. If you plan to enter the KPDX airspace, then you'll be talking with Approach at 126.0, and ultimately the tower frequency once they hand you off.

When flying south of town, 122.9 is the default frequency, and it's a very good idea to monitor around the Newberg Sportsman 2S6 area. Watch and listen for planes on final to the northbound runway as their final approach takes them right over the water at low altitude. I also like to have 122.70 up as I transition the north side of Aurora State KUAO.

In closing, as with any flying situation keeping your brain engaged to Situational Awareness Mode will guide your course of action.

Complacency or a false sense of security should not be allowed to develop as a result of long periods without an accident or serious incident. An organization with a good safety record is not necessarily a safe organization.

LET'S KEEP IT SAFE — Once Warned

by Bill Wainwright, CSPA Vice President, SPA Field Director for Ore-

Late last fall as the float flying season was winding down, I received a call from one of the FAA FSDO officers. His request was simple and I will convey his message here.

It seems that a seaplane had been observed flying under the Broadway Bridge on the Portland Waterfront. This wasn't an unusual event from my experience of years past, but with the current regulatory environment and penchant for people to blow the whistle on things they observe, particularly seaplane activities or misdeeds, it was a bit of a surprise that this had occurred. Not knowing who the pilot was and apparently not wanting to go on a witch hunt, the FAA officer simply requested that I get the word out to the pilots at CSPA and SPA that this was an activity that may be inappropriate.

The particulars of the report to the FAA were that the plane had been seen flying over the Steel Bridge, under the Broadway Bridge and then over the Fremont Bridge — a pretty good feat since the distance covered is less than a mile, and it takes about 500 ft of altitude to clear the Fremont Bridge. Why this was of significant alarm was because the report came from the workers who were suspended under the Broadway Bridge when the plane passed alarmingly close to their position. And, it was intoned, if similar incidents were reported in the future, there would certainly need to be follow-up on the part of the FAA.

With a little sleuthing on my part, I was able to locate the alleged culprit and relay the FAA's concern that the flight under the bridge was a potential point of contention. He told me that he had landed prior to departing under the Broadway Bridge, and had been told by another local pilot that as long as his passage under the bridge

was in conjunction with a takeoff or landing, that this was allowed under the FAR's. A reading of Title 14 CFR, Part 91.119, Minimum Safe Altitudes, which I won't reprint due to space restraints, leads some to believe that the "except when necessary for takeoff or landing" wording gives them a pass in all situations. I am not here to debate the wording of the FAR's and all the possible scenarios that might possibly occur when enjoying your seaplane. What I am getting at here is that sometimes actions may have unexpected consequences and impacts that we don't expect.

Why did this incident evoke the action by the FAA? Simply put because it involved the safety of people and not just inanimate object like a bridge or power line. Would the situation be viewed any differently if the pilot had landed or not? In this case, definitely not. In a situation where no people were involved, how would it be handled? I am only speculating here since every situation is different, but if a complaint was filed, depending on the apparent severity of the actions, an investigation may very well be undertaken.

So why wasn't there an investigation undertaken in this case because it involved people? There was, but investigators exercised discretion and decided that future incidents could be avoided if the pilot community was made aware of the risks inherent to flying around populated areas where the interface with people, in this case the bridge workers, might occur.

With my writing this article the FAA's request has been satisfied. Let's keep the Skies and Waterways safe and the FAA comfortably on our side when it comes to seaplanes.

Sad News From California: 02/28/2011

Dear friends of my little Seaplane network....

Most of you have listened to me go on about the Best Splash-in I've ever attended, the Clear Lake annual event in N. Cal each September. For many years Terry Campbell organized the event and Chuck Kimes took the helm a few years ago. Chuck has also been instrumental in organizing a great little company that was dedicated to training crews in the Grumman Albatross, Seaplane Operations. Terry's son Tyler, a very remarkable young man was also involved with Seaplane Operations quite popular as a wonderful seaplane instructor. It's with great pain that I forward the following message from Chuck's partner, Ray Wolfe.

Bee Sea n'ya,
Bruce Hinds, Director, SPA, Seabee Club Newsletter

Dear Friends,

It is with tremendous sadness that I write you. Chuck Kimes & Tyler Orsow passed away yesterday while ferrying a Grumman Goose from Dubai to the United States. We have few details as yet but it appears that the accident occurred during the initial takeoff from Al Ain airport (OMAL) in the United Arab Emirates. I will pass on any additional information as I am able. Please keep Chuck & Tyler's families in your thoughts & prayers.

Ray Wolfe

General Aviation Supporters: We Need Your Help!

by Tim Clifford, RAF

Most RAF supporters ask: "How can I help?" Like the rest of us, you want to do your part in protecting recreational aviation. Unfortunately, there isn't always a work party or other event near each of us where we can pitch in.

Now there is something each and every one of us can and should do to help the cause. As you may have recently read, the RAF has been invited to participate in the U.S. House of Representatives General Aviation Caucus. No doubt you are also well aware that the 112th Congress is chock-full of newly elected members. The assignment is simple: We each need to contact your member of the House of Representatives and encourage them to join the GA Caucus.

The Caucus is bipartisan and co-chaired by Rep. John Barrow (D-GA) and Rep. Sam Graves (R-MO), both strong proponents of general aviation. The Caucus will serve as the discussion arena for many of the issues so important to all of us. Legislators who participate in the Caucus will not only be well informed of the issues; they also will have the added benefit of knowing the impact of their votes on the general aviation community directly from the stakeholders.

We have never enjoyed the opportunity for such an audience. By urging your representative to join the Caucus, you are helping to assure that the audience is large and represents a cross section of the nation. Last year's membership made it the single largest caucus on Capitol Hill.

Even if you have never contacted your representative, or aren't even sure who he or she is, it is easy to find out and make the request for them to join the GA Caucus. To find your Representative, visit www.whoismyrepresentative.com, enter your zip code, and there you have it. This is a House caucus, so please contact the Representative, not the Senators on the list. It is best to call them and ask to speak to them or their aviation staff person directly; most will return your call. Optionally, you can email them. Regular mail is ineffective as it takes months to clear all of the safety precautions in Washington DC.

Please do this now! Your help is critical and will make a difference. I would appreciate it if you would drop me a note (tclifford@theraf.org) to let me know that you got the job done. In February we will be attending a reception for the GA Caucus members in Washington and I would love to show them a long list of RAF supporters that urged them to join.

SPA Field Directors, New Faces

Washington has a new SPA Field Director following the recent departure of Bob Dempster. Many of you have met Greg Corrado at various fly ins and the Puyallup Trade Show. Greg is a Cessna 180 pilot who, along with his wife Mary Jo, has put a lot of miles on their plane traveling through the Northwest & British Columbia. Greg's family has a cabin east of Nimpo Lake and he has had many border crossings under the eAPIS rules. Greg will be listed on the SPA Field directors link on the CONTACTS tab soon so if you need to discuss Washington issues or needs he will be available. As far as eAPIS goes, Greg suggests: "Some of the best places for information are the CBP web tutorial at: <http://apps.cbp.gov/eAPIS-pa/>, the CBP Publication "Private Air APIS Guide" http://www.cbp.gov/linkhandler/cgov/travel/inspections_carriers_facilities/apis/apis_guide.ctt/apis_guide.pdf, and the place to start is the CBP Login page at <https://eapis.cbp.dhs.gov/>."

Mike Kincaid has agreed to take over in Idaho. Dave Wiley was the combined FD for both Oregon and Idaho, so when Bill Wainwright took over that position, he got both states also. Bill has felt for a long time the he really wasn't doing Idaho justice since he was far removed from the seaplane community there. Mike is a former Alaska State Trooper who now resides near Hayden Lake and runs a seaplane instruction school called Mountain Lakes Seaplanes www.flymls.com.

A Few Tid-Bits from the AOPA eBrief and Flying Magazine...

Discussion on upcoming replacement of 100LL

<http://www.flyingmag.com/aircraft/modifications-maintenance/avgas-alternatives>

Things you can do yourself as Preventive Maintenance

<http://www.flyingmag.com/aircraft/modifications-maintenance/maintenance-you-can-do-it>

2011 OFF Annual Proficiency Training (APT)

Don't forget the Oregon Flying Farmers (OFF) APT (Annual Proficiency Training) Day activities on Saturday, April 16, 2011. It will be held, rain or shine, at the Independence State Airport (7S5). The place to meet is the EAA Chapter 292 Hangar, 4803 Airport Rd. Aircraft parking on the ramp.

The FAA Safety and FAR Up-Date seminar is planned for 2:00 to 3:30 pm and will fulfill the FAA requirements for pilot proficiency training. Jim Hultgrien, FAA Safety Team Program Manager from FSDO, Hillsboro, will be the speaker. The seminar will also count for the FAA Wings program. Individual one hour flight training with a CFI in your aircraft will be scheduled during the day on request. If it rains, flights may be rescheduled with the CFI.

Coffee, milk, tea, fruit juice and 'goodies' will be available all day during flight training starting at 8 am in the EAA hangar. The Starduster Café will be open from 6:00 am to 3 pm or you can bring a sack lunch and eat in the EAA Hangar. All pilots are welcome whether or not an OFF member. We are inviting pilots from EAA, OPA, 99s, CSPA, Oregon Aviation Historical Society (OAHS), Oregon Antique & Classic Aircraft Club (OACAC), and Warbirds Ch 13, or any pilot who needs an FAA Flight Review. The Seminar is free but we encourage a donation of at least \$40 to the CFI. Call or e-mail Andy Andersen for flight time reservations. HAPPY LANDINGS!

Andy Andersen, OFF APT Day Coordinator
503.838.4231/e-mail: andyconnie1@minetfiber.com

PSMFC "Seaplane Inspection & Decontamination Training"

SPA played a major roll in the following video on inspecting and decontaminating your seaplane if you have encountered a water body with an invasive or nuisance aquatic species. Our friends at SPA/WSPA donated their aircraft and time to team up with the Pacific States Marine Fisheries Commission, the US Fish and Wildlife Service and the 100th Meridian Initiative to produce this educational video. Please take a few minutes to view it and keep in mind that it only takes one spore or seed to be transferred to a new location to potentially ruin it for all of us. <http://www.youtube.com/watch?v=luDZptFsQDk>

WSPA Newsletter / SPAA Newsletter

Bruce Hinds always fills his newsletters with such good information, one is tempted to plagiarize it all. Alternatively, we just attach his latest newsletter to ours and call it good.

In this issue Bruce offers his procedures to avoid landing with your gear in the wrong position. Also read about the RAF (Recreational

Pilots Association) appointing 2 BLM liaison people to advocate on behalf of Recreational Aviation.

The fine folks in Australia also put out a very professional newsletter and we have attached it also. It features several articles by Australian pilot members and in this particular issue there is a piece on the recurring problem of wheel down water landings in amphibious

Photo Certificate Proposal Lacks Safety, Security Benefits

AOPA has called for the FAA to withdraw its proposal to require all pilots to obtain a photo on their pilot certificate because it adds no safety or security benefit, while adding substantial costs to pilots and the federal government:

http://www.aopa.org/advocacy/articles/2011/110217aopa_says_faa_photo_pilot_cert_unnecessary.html?WT.mc_id=ebrief

SPA Splash-In Directory—Post Your Events

The March/April Edition of Water Flying magazine will feature a Splash-In Directory with details on as many splash-in's and other aviation events as we can identify. Please click on our website Calendar and browse each month of the calendar to view upcoming 2011 events.

If you are aware of a seaplane splash-in or interesting aviation event that is not listed, please post it directly to the Calendar.

Posting events to the calendar is very quick and easy. Your input will help promote the events to increase participation and ensure that we all are aware of these great opportunities to learn, meet fellow seaplane folks, and share the fun.

Now is a particularly great time to get make sure that your favorite events are posted to the SPA website Calendar because they will get the "star" treatment as a featured part of the March/April Water Flying edition.



Yellowknife, NWT Canada July 22-24, 2011

SAVE THE DATE!

Enjoy the 24 hour sunshine, awesome flying and fishing, and incredible Northern hospitality during our next **Midnight Sun Float Plane Fly In!**

We sure hope you'll join us for the fun! Please contact us for more information about registering by June 1st, 2011.

Yvonne Quick

Chairperson

Midnight Sun Float Plane Fly In

71 Con Road, Yellowknife, NT

X1A 2V3 CANADA

Telephone: (867) 873-4036

E-mail: evon@theedge.ca

Website: www.floatplane-flyin.com

Woahink SPB

The new owners of the Woahink Lake Seaplane Base were recently contacted by the Oregon State Dept. of Aviation and asked if they were going to keep the SPB listed as active. After several email exchanges, they notified the State that they desired to keep the base active. You may recall that Matt and Mary operated the Base until Matt's untimely death in Alaska. The property was purchased by Greg and Jan Murphy in 2006. They operate a B&B in the summer and the ramps are always open for the transiting pilot. Their contact information is a bit elusive since the online websites haven't been updated since the previous ownership. Their current contact info is: murfamily@sbcglobal.net. In past years we have had our Fall Splash-In at Woahink Lake; perhaps again.

Forrest Bird's 90th Birthday Celebration

In 2009 about two dozen CSPA Members were treated to a tour of the Bird Aviation Museum and Invention Center located near Sandpoint Idaho. This Year Dr. Forrest Bird turns 90, and from what we gather he is still flying high. We recently received an announcement of his birthday and proposed fly-in to be held in July. His wife Pam wrote:

"Just a note to let you know that Forrest will turn 90 on June 9th. We will have a smaller family party on June 9; however, re his REAL BIG party.....the weather is unpredictable in June and I needed to schedule around the National Aviation Hall of Fame, the National Inventors Hall of Fame, Oshkosh, etc. So the big birthday party will be July 9th. Yes, I do realize this is Arlington weekend — so it was either Arlington or the National Aviation Hall of Fame — which is the

following weekend. Not many from our area go to Arlington and I wanted some of the Hall of Famers to attend.

It will be a big event with many people attending, some of the greatest innovators and aviators in the world to come. I am working on having a fly-in at the museum with a "Meet and Greet", party, etc. and more to come. Forrest and I are so in tuned with the kids in education and innovation and those in the NW. It will be a rare opportunity to meet some of these people. Similar to the opening of the museum. Please mark your calendar. It would be great if your group were able to be a part of the FLY-IN. Just let me know. You know your group is always welcome anytime. The museum is doing well. That's the latest. Take care and safe skies..." — Pamela Bird

CSPA Reimbursed \$25,000 in Legal Expenses by US Forest Service Over Waldo Lake Fight

Portland, Oregon—(October 28, 2010)

The U.S. Forest Service has agreed to pay the Columbia Seaplane Pilots Association \$25,000 for legal fees from a lawsuit in which the United States District Court ruled that the Forest Service did not have the legal authority to regulate seaplanes on Waldo Lake.

The Forest Service had attempted to adopt a plan for Waldo Lake that would prohibit seaplanes from using the lake. For fifty years seaplanes have used Waldo Lake as an important available stop when traveling cross country along the route Seattle-Portland-Eugene-Klamath Falls-Shasta-San Francisco. In addition, pilots occasionally landed at the lake for recreational uses.

CSPA argued that the Forest Service had no credible reason to prevent seaplanes on Waldo Lake, and pointed out that seaplane use of the lake was needed for the purpose of interstate travel which is protected under the Commerce Clause of the U.S. Constitution. In fact, the Forest Service staff had admitted they had never even seen a seaplane on the lake. Judges Coffin and Hogan from the U.S. District Court for the District of Oregon, stated in their ruling that the Forest Service attempt to prevent seaplanes from using Waldo Lake was “arbitrary, capricious and an abuse of discretion.” The Columbia Seaplane Pilots Association was represented in the case by Schwabe, Williamson & Wyatt.

Under the U.S. Administrative Procedure Act, non-profit groups such as CSPA may petition to be reimbursed for legal expenses if they prevail in the lawsuit. CSPA so petitioned, and was awarded the \$25,000.

CSPA will keep these funds in reserve should another fight occur where an agency attempts to curtail legitimate seaplane access rights.

“We believe the Court’s ruling confirms that seaplanes are a vital means of travel and commerce, and that reasonable and safe use of seaplanes in the Northwest should not be artificially restricted,” noted Aron Faegre, President of CSPA. “We hope that other public agencies will recognize the importance of seaplane travel and continue to allow free and open access for our pilots.”

It is important that seaplanes continue to receive this right of access to navigable lakes and rivers, so that they can continue to be a practical mode of transportation. Many citizens and planners are not aware that seaplanes can provide a much lower carbon footprint than automobiles, since they do not require the extensive infrastructure necessary to build and maintain highways, which has an enormous added carbon footprint. The seaplane’s infrastructure is simply the existing healthy clean waterways, the same as what is needed for wildlife and recreation uses—with the added benefit that carbon is sequestered, not emitted.

More information on the transportation access needs of seaplanes, their carbon footprint, and their use in the Pacific Northwest can be found at the Columbia Seaplane Pilots Association web site: www.c-spa.org or by contacting Mr. Faegre at 520 SW Yamhill Street, Portland, Oregon 97204 503-222-2546.

Missing Something?

If you’re wondering what is going on that the CSPA sends you a hard copy newsletter with reference to attachments, well, let us explain. If you had given us your email and requested that we send the Bull-a-Ton by email, then you could open the attachments and get all that wonderful information. If you are only getting a hard copy, there is a solution: Send us your email address at info@C-SPA.org and we’ll add you to the growing list of email recipients. Please also indicate your preference with regard to receiving hard copies in the future. If you’re happy with an e-mail only Bull-a-Ton, it saves money, trees, and landfill space. We also send out the occasional, but never spam-like, mid-publication e-mail announcements to alert pilots to very time-sensitive FAA notices, TFRs, etc. This has played an important role in the current CSPA record of “zero fighter pilot escorts” for our members. This is also all in line with Aron’s supposition that seaplane pilots are environmentalists. You can also go to the website www.c-spa.org and click “Join us!” and drop \$20 to assure the continued health of the seaplane organization that willingly sends you all the news that is fit to print, whether you’ve paid or not.

CSPA Classified

Job Opening: SPA Executive Director

Jim McManus is leaving the employ of the SPA in June. The Association is advertising nationally for a replacement. Thanks for the years of service Jim, and good luck in the future!

The Executive Director is responsible for managing the day-to-day affairs of the association including: Human resources, budgeting, project management, membership marketing, membership services, and publications, endorsed services partnerships, and regulatory advocacy.

The E.D. is also the public figurehead of the association, and represents the association and its members to the public through letters, articles, and public speaking. This is an immediate opening for a hands-on leader with an established record of excellence in marketing, small business management, fund raising, and communications. He/She will manage a small staff, publications, website, and quarterly events around the country.

Applicant must have FAA pilot's license (SES preferred), passion for Water Flying and significant computer experience. If qualified, send resume indicating required skills and experience to: wwindus@msn.com.

1945 Grumman G44A

Super Wigeon 8628TT

s/n1427 414U

McKinnon conversion - 5500 Gross Land and Water
Lycoming 270 hp GO480 engines- 525 SMOH on both
3 Blade Hartzel props- 350 SOH both
154 Gal fuel

Retractable Floats

Cabin Heater

KX 175 B radios, DME, Transponder

Wool/ leather interior- very nice

Airframe-very clean

Annual good to 9/09

Based inland N/W for the last 45 Years- Fresh water only. A True Classic Amphib

Contact Bob: 208-755-6774

\$350,000

This widgeon belonged to Dwight Calkins in Spokane for many years. Has been flying to Priest Lake and beyond since the mid 60's. It is a VERY nice Widgeon.

Floats for Sale

EDO 3500 Floats

Very straight, with only one small patch.

Cessna 206 rigging, but will also fit on 185's

Price: \$12,500.00

Cessna 206 (late) cowling, like new for \$7500.

Contact: Tom Young

360-901-5155

1948 Super Stinson 108-3

230 HP Continental o-470 engine

975 SMOH, 154 since new cylinders

Restored in 1998 to new condition, well maintained.

Full IFR Panel, new headliner & windshield.

\$65,000 on wheels. Optional Floats available.

Contact John: 503-810-7690. See photo here:

<http://c-spa.org/v2/classified/1948-stinson-108-3.html>

Got Airplane Stuff?

Please submit the particulars of the item you're looking to be shed of to Bill Wainwright via email and we'll put them in the next newsletter as space allows.

Email your ad to: btwainwright@comcast.net

PAID YOUR DUES FOR 2011? —

Dues or Donations can also be made on-line via Paypal: www.c-spa.org. Click on “JOIN US”.

OR, clip and mail to:

Columbia Seaplane Pilots Association

18406 Nixon Avenue

West Linn, OR 97229

_____ \$20 CSPA yearly dues

Donation to Columbia Seaplane Pilots Association Legal Fund to keep Waterways Open \$_____

Name _____ Tail # _____

Address _____

City _____ State/ZIP _____

Telephone _____ e-mail _____



Columbia Seaplane Pilots Association
13200 Fielding Road
Lake Oswego, Oregon 97034

—RETURN SERVICE REQUESTED—