



# Columbia Seaplane Pilots Assoc.

2603 S. E. GRAND AVENUE  
PORTLAND, OREGON 97202

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October 17, 1980

Fellow Pilots:

The By Laws were accepted by mail vote of the majority of the paid members (one no vote). The only red tape remaining for our new organization is to get an IRS clearance as a *cleemosynary* organization so you can take a deduction for your contributions.

Our mailing list has grown to over 200 interested pilots. We had hoped to have a paid membership of 100 and set our budget accordingly. So far we have received dues from the 52 good people listed herewith. Many of the rest of you have belonged before and intend to join us this year. Please Get A Round Tuit.

There is another list (not included) of the 30 people who have made contributions to our legal effort. Enclosed are copies of some of the output. Thanks to these people, only the most recent work remains to be paid for. We are committed to continue working with the State of Oregon and the Port of Portland on the following projects:

1. Establish operating rules for Seaplanes.
2. Establish an erosion proof Seaplane Airport in the Portland area.
3. Publish a map or book for Seaplane operations in Oregon.

If you haven't contributed yet, please consider supporting these efforts.

The Corps of Engineers held a meeting October 8th at Lowell Park Dexter Lake, (near Eugene). These were representatives from various park-departments, sheriff departments, the FAA, State Board of Aeronautics and others. Dave Wiley and Bob Portnow each bought a float plane and Dean Lahr bought a Lake Amphibian.

A good line of communications was established and many questions were answered either vocally or by demonstration rides. More work will be done to establish restrictions only as they are needed, on a lake by lake basis.

One positive note - it looks like we may get a fuel facility at that location - everything is positive so far if a supplier will deliver.

Fuel in Portland looks tough . . . .

Chip Gardes of Yacht Services took over the Port Arbor (Anchorage) fuel dock. The only way he can make it on the limited profit margin on gas, is to pump volume. He decided the volume wasn't available on aviation fuel, so he filled the tanks with ethyl. For sure there wont be any aviation fuel till he has sold that 10,000 gallons of ethyl - what happens then depends on us. We are going to research the aircraft and jet boat owners to see if we can come up with enough potential customers. You can talk to Chip at the shop 241-0047 or at the gas dock 233-1218.

We are working very hard to get the Port of Portland to support Seaplanes or at least not take a position that could be detrimental to the future of private Seaplanes. Any of you who have connections with the port and could help, please call Dave Wiley and get on the committee. (see enclosed letter)

The hearing on the radio tower on Government Island has been postponed to November 3rd. Neither Ken nor Dave, will be in town then, so unless someone else wants to attend, we will not be represented. It may not be important to attend the hearing, as we will be submitting a written report. According to the following note on their notice, they don't want to listen to such anyway.

"Written comments received will be reviewed by the Hearings Officer. Public testimony may be limited to ten minutes for all proponents together and all opponents together. Additional time may be requested in writing prior to the hearing and may be granted by the approval authority if material, relevant, non-repetitive evidence is to be offered."

Anyone having any feelings on these towers, should write to . . .

Mr. Larry Epstein  
Multnomah County  
Department of Environmental Services  
Land Development Section  
2115 S.E. Morrison  
Portland, Oregon 97214

Next week there will be some High Mucky Mucks from the National Seaplane Pilots Assn. and the AOPA in The Northwest. (see enclosed notice of the Seattle Assn. meeting) They are going to stop in Portland and look us over. What day is not known yet - anyone wanting to be looked at, contact Dave - 234-5361.

Sincerely,



Dave Wiley

P.S. Bad Luck Dept.

The local pilot who is on the carpet and may get busted for flying a seaplane downtown, rented his 140 to a former student and ended up with a busted airplane. Actually it's only half busted (His Hal's). It still has one good wing, one good float and a good engine.

What happened was he got too slow on a glassy water landing - added power but was behind the power curve, stalled and dropped in. No one was hurt but the fuselage, tail and one wing and one float got bent.

He taxied to shore and hitch-hiked home. The pieces are out at Starks' if anyone is interested.