



Columbia Seaplane Pilots Association

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May 2012 BULL-A-TON

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President's Letter:

May 6, 2012

Waldo Lake: Finding Common Ground

It has been a busy time for your Board of Directors over the past six months. We have on numerous occasions had to organize and provide testimony to the Oregon State Marine Board and the Oregon Aviation Board to defend the rights of seaplanes to access Waldo Lake as a navigable waterway. The founding fathers were very clear in their intent that waterways that are needed for transportation are to be kept open for all citizens of the United States. The Oregon

Admission Acts of 1859 is a good example. In that document it is made clear that the federal government granted the waterways to the State of Oregon with the condition that:

“all the navigable waters of said State, shall be common highways and forever free, as well as to the inhabitants of said State as to all other citizens of the United States.” (Section 2)

It is because of this federal rule that cities, counties, Ports, or individuals aren't allowed to close portions of rivers or lakes for private use. The “waters of the state” are to be truly a public property, for all the citizens. This rule protects canoes and seaplanes alike.

The opposition parties to seaplanes want the lake preserved as a wilderness with no gas motors of any kind. However, when the U.S. Congress established the wilderness forest areas on the north, west, and south sides of the lake, they intentionally excluded the trail area that goes around the lake. They also authorized that the east side of the lake could include 200 drive-in camp sites, for cars, trucks, and motorcycles. They allow dogs, radios, generators, and even chainsaws in the campgrounds.

So by any reasonable analysis, it is not a wilderness, based on the uses that the U.S. Congress established right at the lake's edge. The U.S. Forest Service even went to the Oregon Legislature – recognizing that Waldo is a “state water” – and asked it to establish a 10 mph speed limit for gas powered boats. The Oregon Legislature agreed and passed a statute which clearly establishes that gas powered boats are

allowed on the lake – the restriction is simply that the boat not speed greater than 10 mph. [Note: seaplanes are “aircraft” when landing and taking off, but once stopped become a “boat” and then must abide by the 10 mph rule.]

We fully respect that those opposed to seaplanes using the lake believe it is a special place. We agree with them that it is very special. That is why we wish to be able to visit the lake too.

It is most certainly true that all of the current non-seaplane users of the lake drive a gas powered vehicle to the lake. I would respect the seaplane opponent’s position a bit more if they were calling for the road and parking lots to be closed, and only hikers allowed, if they walk in from the highway. And if canoes were desired that they be portaged in from the highway too. There has been no call for that kind of wilderness. People want the convenience of their cars to get to Waldo Lake.

Given that under the current use system gas powered vehicles can drive to the lake, it is reasonable to request that seaplanes be allowed to come and park as well. In fact, we have shown in prior studies that the use of a seaplane to access the lake, from say Portland, has a lower carbon footprint than a road vehicle. So the seaplanes provide a global environmental transportation advantage in that respect.

To cut to the chase, on April 10th the Oregon State Marine Board went through their revised rulemaking, and in the end voted 4 to 1 to exempt seaplanes from their rule outlawing gas engines. In doing so, the Oregon Aviation Board agreed that they should be the state agency to write rules for seaplanes, and would do so, with the goal of trying to find common ground between parties that make the seaplane access as palatable as possible to other users, who desire to not see seaplanes on the lake.

A first meeting was held with key stakeholders at the Oregon Aviation Board offices, with representatives from The Sierra Club, Oregon Wild, the Oregon Aviation Board, a representative from the Governor’s Office, and Columbia Seaplane Pilots Association in attendance. Aviation Director Mitch Swecker lead the meeting, and called on all present to try to find some compromise that allows the seaplanes to be used as vehicles to arrive at the lake, just as the road vehicles do. It is anticipated that the Oregon Aviation Board will issue first a temporary rule based on their best judgment, and then they will go through the full much longer normal rulemaking process to determine whatever the final rule is to be.

CSPA has stated up front that we want the other users of the lake to have good quality experiences, and we will minimize our activity for their benefit. The kinds of conditions or restrictions being discussed are:

- Use of seaplane only to arrive, park, and later depart the lake;
- No “motor-boating” up and down the lake;
- PIC shall perform an invasive species check prior to takeoff to the lake;
- PIC file a flight plan notice; and
- Noise abatement procedures required.

We have pointed out that there are probably normally only 20 to 30 flights per year to the lake. Landings can be accomplished with minimal noise signature, and takeoffs represent only a one to two minute operation. Thus for the whole year there may be only 30 to 60 minutes of significant seaplane noise, and that only during daylight hours. We are hoping that those opposed to seaplanes can find it in their hearts to determine that this would be a minor inconvenience to them, given that other powered vehicles are accessing the lake year round (snowmobiles in the winter) at virtually all times of day and night.

In closing, I'd like to provide a summary of the key events that have occurred since our last newsletter was issued. CSPA filed documents at many of these events, and most of those can be found elsewhere on the CSPA web site.

- January 30, 2012: CSPA agrees to hold Appellate Court proceedings in abeyance so that the OSMB can redo its rulemaking properly this time;
- February 9, 2012: OSMB votes to begin rulemaking.
- February 16, 2012: OSMB attends OAB meeting requesting agreement to close lake to seaplanes. OAB votes unanimously to not agree. OAB says that seaplanes should be allowed to be vehicles of arrival just like other motor vehicles. Your CSPA Board members provided testimony at this meeting.
- March-April 2012: Your CSPA Board members solicit comments to the OSMB from AOPA, Recreational Aviation Foundation (RAF), EAA, SPA, WSPA, BCFPA, and other key aviation organizations. The administrations of each send a letter to OSMB in support of seaplanes, and many of the membership provide comments as well. The seaplane community provides approximately 400 email submitted comments.
- March-April 2012: The Sierra Club, Oregon Wild, and other environmental groups solicit comments to the OSMB in opposition to seaplanes. They provide approximately 4,000 email submitted responses.
- April 6, 2012: Joint meeting of the OSMB and OAB members to see if a basis for a cooperative rule could be established. No consensus solution of the two boards was found.
- April 10, 2012: OSMB Public Hearing, with testimony provided by your Board members and Jamie Greene representing CSPA. The OAB also provided testimony. By a vote of 4 to 1 the OSMB excepted seaplanes from the prohibition of gas motors on the lake. By a vote of 2 to 3 the OSMB upheld their prior vote to prohibit gas motors on the lake.
- April 12, 2012: OAB Public Meeting, with representatives from the OSMB and CSPA present to discuss how rulemaking might proceed.
- April 26, 2012: OAB Waldo Lake Stakeholder Meeting to work on finding common ground, with Sierra Club, Oregon Wild, Governor's Office, and CSPA in attendance.

Finally, at the April 26 meeting at OAB with The Sierra Club and Oregon Wild, CSPA made an offer of good will to the other parties, that we would ask our members and the seaplane community at large to not use Waldo Lake until a temporary rule is passed by the OAB. So we ask all of you to honor our request and wait the month or so it takes for OAB to determine what its temporary rule will be. We will send out a notice as soon as the temporary rule is passed.

Particularly active during this period has been your Vice-President Bill Wainwright and Treasurer Cliff Gerber. Thanks should especially go to both of them for the progress we've made on the Waldo Lake issue.

As always, we appreciate receiving your comments and suggestions.

Respectfully,



Aron Faegre, CSPA President

Thanks to John and Mary Chlopek

John and Mary Chlopek are retiring from active duty at CSPA. They have given us several years of outstanding service. Especially Mary's efforts in helping publish the Bull-a-Ton, as you see we have now resorted to the old format that ham hands can produce with Word. I expect we will see them around since John is an avid seaplaner and really wants to buy a Super Cub. That's OK isn't it Mary?

So come to the annual business meeting and thank them yourself. And, by the way, there is an opening for CSPA secretary so nominations are being accepted.

Association support on Waldo Lake Issue

CSPA would like to express thanks to the many associations and Forums that carried the Waldo Lake story to their readers. We had thousands of views and that in return helped generate over 300 written responses to the Oregon Marine Board and Department of Aviation. For the first time AOPA weighed in a seaplane issue here in Oregon by writing a letter and running a story on their online news service. We also had letter head letters from the Recreational Aviation Foundation, Seaplaneforum.com, Walter Windus wrote a letter as the Chairman of the SPA Board and Ed Rosiak, President of the California Pilots Association posted our message on their website as did the BC Floatplane Assn. and Washington SPA. We even got a plug from EAA. But those were just the ones that were cc'd thru email, no doubt there were many more that we didn't get cc's on. thanks to those of you we haven't mentioned.

The Seaplaneforum.com had over 2500 views, Supercub.org had over 1100 and Backcountry Pilot.org had over 500. SPA had almost 500 hundred hits and carried it on their 'Hot Advocacy Issues' link to their forum. We received unsolicited donations from several pilots and a very generous contribution from BackcountryPilot.org.

WSPA Lake Whatcom Fly-in May 19th

We have an important event coming up on Saturday, May 19th, at Lake Whatcom. It is a fly-in for WSPA and an informal practice for the Emergency Seaplane Response Plan (ESRP). The time is 11:00 to 4:00. We have no formal responsibility except to show up and talk about seaplanes.

This is a big deal for WSPA and everyone involved and we really need to have a strong turn-out. If you are still on wheels, you are welcome to land at Floathaven and there will be a boat to shuttle you ½ mile south to the beach site. If you cannot fly in, please feel free to drive.

Details...

This event is being organized by Sky Terry and hosted by the Sudden Valley Community Association. There will be a free lunch provided by Fred Meyer. This is a time when we can show how helpful we can be to our region in the event of a serious emergency. Over the past year, the ESRP has gained a big following and has really taken off (no pun intended). It is a chance for us to show our contribution to the community in a very unique way.

Location: [20 Marina Drive, Bellingham, Washington 98229](#)

Stephen Ratzlaff, President WSPA

RAF Glacier Summit By Tricia McKenna

Below is the invitation to the RAF Glacier Summit 2012. These 3 days are looking like it is going to be a super event for those involved. We have a great line up of speakers and events planned. Please contact me as soon as possible if you have any questions or concerns. Otherwise, please RSVP to me or John just as soon as you can. Thank you so much for everything you do to support the RAF.

Tricia McKenna tmckenna@theraf.org

RAF Glacier Summit

June 26th-29th 2012

From-Your RAF Board of Directors

What- RAF Board of Directors, Extended Board & Volunteer Gathering

More on RAF Glacier Summit

Where- Kalispell, Montana- Hilton Garden Inn- Arrive by air at either KGPI commercially or S27 Private. Hilton Garden Inn Adjoins S27 airport

When-Arrive June 26th Depart June 29th. Annual Ryan Flyin follows June 29th-July 1st.

Who-Board of Directors, State Liaisons, Key Volunteers, Selected Agency Representatives

Action item- We need you! Let us know your intentions as soon as practical.

The RAF would like to bring together (for the 1st time ever) all of its key people from across the United States. It is the hope of the RAF Board that we could have 100% of our extended organization attend this event. We believe we are now at a point where our shared knowledge and interaction can only benefit the organization; and hopefully you. The Board of Directors is currently putting together the details and the budget for this meeting. It is anticipated that the RAF will be able to host this event including some travel for those that require it. The RAF is always concerned about expenses, so any donation towards lessening the cost will be appreciated.

There will be a full agenda including presentations by land managers of organizations such as the BLM, USFS, state agencies, legacy planning specialists, nonprofit leadership people, and of course, your involvement sharing and learning from one another.

We hope you will give strong consideration to attending this event and making our first time as a large group together a huge success. We are on the cusp of some great things to which each of you have contributed, and we now should get to know (and learn from) one another.

Finally, we plan to have a good time, including the Ryan Fly-in for those who can stay. Here you can enjoy great scenery, camping (or nearby hotel), camaraderie, food, flying to nearby backcountry airstrips, and visits to Glacier National Park. It doesn't get much better than this. But for now, we are only asking that you let us know if you can make the commitment to attend the Glacier Summit.

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EAA CHAPTER 102 GLAICER PILOTS

MONTANA SEAPLANE PILOTS ASSOCIATION

DATE & TIME

AUGUST 3, 4, & 5TH, 2012 SATURDAY BBQ DINNER Live music and fun, 5:00 pm – until?

EVENT AGENDA

8/3 Seaplanes arrive - Seaplane slide show and Music in the Hanger

8/4 Fly-out lunch to Seeley Lake & Lindy's Landing Sea Plane Base (M35) 13:00 arrival time. No host happy Hour 17:00hr (donations) MUSIC AT SUNSET - at the bandstand. Special guest from Nashville and many other musicians. Donations welcome. Cd's for sale.

8/5 Seaplanes depart

EVENT LOCATION

STILLWATER LANDING, WHITEFISH, MONTANA – Free Camping Space available

Stillwater Landing is 15 miles West of Whitefish on Hwy 93 N., Lower Stillwater Lake.

6825 Hwy. 93 N Mile marker 143 BNSF railroad adjacent to lake

Coordinates: approx. 48.31.21, 114.33.20

Elevation: 3150'

Lake approx. 1.5 miles long, good approaches

Maps etc @ www.stillwaterlanding.com

Airports: Kalispell City (S27),

Whitefish (58S) - grass strip (no services)

Glacier Park Int. (KGPI)

FOOD

8/3 Friday – Catered Salmon dinner served - 17:00-18:00hr. \$15.00
8/4 Saturday – EAA Pancake breakfast will be served - 8:00–11:00hr \$5.00 donation
Lunch – catered picnic sandwiches - 11:00-12:00hr. \$8.00
Dinner - BBQ pig with all the timings - 18:00-19:00hr. \$20.00
8/5 Sunday – continental breakfast - 8:00-10:00hr. \$3.00 donation

ADDITIONAL INFORMATION web page: www.stillwaterlanding.com, www.eaa102.org
Facebook Stillwater Landing, DSL and Wi-Fi available on the property,
BillMontgomery Cell 425-750-6100 - Owner Stillwater landing, bill@stillwaterlanding.com,
Ry Keller 406-250-2160 - President EAA Chapter 102, forestkeller@montanasky.us

Limited opportunity for Float Plane instruction in Portland area

Ron Ems has his Aeronca Chief on floats on the Multnomah Channel available for only a select few pilots that need BFR's or an hour or two of re-familiarization after a long dry spell. Ron is a CFI and has been flying in the Portland area for many years. Other opportunities like Ratings are limited so give Ron a call and see what you can work out.

Ron 971-340-3993

Husky Gross Weight increase



PK Floats Inc. of Lincoln, Maine, has secured a supplemental type certificate increasing by 50 pounds the gross weight of Aviat A-1B and A-1C Husky models with the PK2250A float kit installed. Photo courtesy PK Floats Inc. See details at AOPA.org

Answers for Pilots: Canada! Survival in the Wilderness

Canadian Aviation Regulations require pilots to carry survival equipment for many flights. Go on-line to AOPA.org to read details in an article by Kathy Dondzila



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