



Hello Everyone,

Just a little sorry this is a little late, but as you'll see we've got some important news to report.

Here's what's happening.

Yes, the sign to the right is just one of what many boaters see at our WA launch ramps such as the array of those displayed at Black Lake in Olympia (above) warning of the spread of the invasive species. Legislation, rules and regulations are coming and there may not be much we can do to stop them other than being part of the solution instead of part of the problem.

Below is the official press release from Stephen regarding our efforts for Doug Tomczak's Conditional Use Permit for his "seaplane dock" at Lake Whatcom. We believe this is a major stride in our efforts and will pave the way for future negotiations with WA DOE and other municipalities as these issues continue to arise. Hopefully we've set the stage with the use of the right language and procedures and we won't have to go to this kind of trouble in the future. We really feel good about our new working relationship with the folks at DOE.

Washington State seaplane enthusiast Doug Tomczak can now dock a seaplane at his Lake Whatcom property.

Seattle, Washington - November 8, 2011 - His initial application for a seaplane dock was approved by the local county planning department with some conditions, but because of a concern about the possible spread of invasive species, the Washington Department of Ecology denied the Permit claiming it did not go far enough to avoid introducing Zebra or Quagga Mussels into Lake Whatcom.

Frustrated with the denial, Mr. Tomczak contacted the Washington Seaplane Pilots Association (WSPA) for help. The original conditions for the permit were modeled on the 100th Meridian Initiative "Don't Move a Mussel – Seaplanes" video, which features three WSPA Pilots and their Seaplanes demonstrating industry accepted practices for preventing spread of invasive species.

Concerned that this might set a precedent for future seaplane dock applications in Washington State, the Association decided it



needed to appeal the decision and rallied their members for help.

Local seaplane pilot and attorney, Ken Berger, agreed to donate his time to represent Mr. Tomczak and WSPA intervened in the appeal with initial help from the Foster Pepper law firm and then later help from the Pacific Legal Foundation, a public interest legal organization who represented WSPA with no charge for legal fees.

As word within the Washington Seaplane Pilots Association spread regarding the appeal, support came in from members and seaplane pilots across the country. The Association directors contacted expert witnesses regarding invasive species and what procedures could be standardized to minimize the spread but still allow new Seaplane docks. The Recreational Aviation Foundation (RAF) gave input on how to work with government agencies.

Not only did WSPA's members generously contribute financially to this effort, but WSPA also received a sizable contribution from the national Seaplane Pilots Association (SPA) with a matching contribution from the Seaplane Pilots Foundation.

Prior to going to a full hearing before the Shorelines Hearings Board, there was an opportunity to try to mediate a solution. During the mediation it became clear that the Washington State Department of Ecology wanted to seek a workable and agreeable solution. With the inclusion of some additional conditions, a deal was struck, and Mr. Tomczak had his permit.

"This has truly been a team effort and has involved many of our members as well as outside experts and all of our board members," said WSPA President Stephen Ratzlaff in an email to supporters. WSPA board member and past president Bruce Hinds as well as WSPA VP and board member Greg Corrado, were instrumental in initiating this effort and securing its overall success. "With a victory in this case we now have a template for how to minimize the future spread of invasive species by seaplanes and a much better working relationship with the governing agencies here in Washington State," according to Mr. Corrado.

The Washington Seaplane Pilots Association is dedicated to maintaining access for seaplanes and floatplanes to Washington's waterways.

Continuing the efforts along these lines by several different people has produced a lot of information which will be coming forth on what we can do to eliminate the threat in seaplanes. One of our experts that we'd met through the Clear Lake group has started an independent study regarding the zinc chromate coating that most of us already have in our hulls and another study actually being done by the Bureau of Reclamation that could prove interesting too. Add to that much of the stuff we have in our floats such as ACF-50, LPS-2 and Corrosion -X and there could be others that may kill the critters that we are unaware of. Walter Windus from SPA has agreed to act as coordinator of the studies and provide a cohesive network of communication for all of us.

We are still awaiting the results of our efforts at Ross Lake. We do feel that meeting face to face with the people that make the decisions really gets things done and I can't say enough about your BOD and the volunteers that have been involved. We have a great team, I thank everyone for their efforts and all of you for your continued support.

Meeting with Congresswoman Jaime Herrera

We were pleased this month to host Congresswoman Jaime Herrera Beutler, who represents Washington's 3rd District in Southwest Washington. She is a member of the GA Caucus of the US Congress and asked if we would host a roundtable discussion on GA and Seaplane issues. Of course, we were happy to do so and reached out to AOPA, SPA, RAF & WPA for input. In addition to our board members, Bob Kay from RAF joined us.

Jaime had some good advice for us as well. She believes the GA Caucus is a very effective means for informing our lawmakers and she agreed that we should do more to increase the membership ranks of our state's representatives and senators.

Our agenda including the following topics:

Major Legislative Issues

- User Fees - Must be defeated. GA is not opposed to increases in fuel tax to pay their share, but user fees would cripple the industry. (This includes the proposed \$100 departure tax sent to the Supercommittee.) User fees add bureaucracy, hinder safety and would reduce employment.
- LightSquared - Need to resend the waiver granted to LightSquared. Their technology would reduce safety and add significant cost to industry.

General Issues

- Access to Federal Lands; Forest Service, National Parks and other areas (ADA, etc.)
 - House committee meeting regarding access to Forest Service land on November 15th.
- Discussion about General Aviation Caucus; feedback from Jaime
- Working with Public Land Managers
- Uniformity of Land Use Policies across Government agencies
- Perceived (inaccurate) notion of increased liability
- Land Use Encroachment - FAA needs to strongly engage



Dean White, Congresswoman Jaime Herrera Beutler, Greg Corrado, Stephen Ratzlaff, Dan Beutler and Shane Carlson outside NW Seaplanes following roundtable meeting with Jaime.



Jamie with Bob Kay, Washington representative for Recreational Aviation Foundation (RAF), who joined us for the roundtable.

What are you doing for winter lay-up? Heated hangars are always nice, but many of us aren't so lucky and many of you on straight floats may have your airplane out all winter. We've got a drafty old building with lots of gaps in the doors and it's on a bluff surrounded by salt water. One good thing about the Great Northwest is that all the rain keeps most of the salt out of the air. Really! Well, let us know what you are doing for the winter months that may help the rest of us. Here's one of mine.

I've always known about trying to keep the engine compartment warm during the winter to keep moisture from forming in the case. If it's not too cold, a simple light in the engine bay does wonders to keep moisture out of the cowling. Plug the intake and exit and a well placed shop light will keep things dry, but what about the exhaust that is exposed? There is always a valve or two open at any given time so how do we keep the moist air out? We've all seen exhaust plugs at one time or another, but what will fit in your pipes? My IA keeps an airplane stored and I saw these big rags hanging out of his airplane and he mentioned that the rags are coated with Aerokroil, which absorbs moisture. Great idea, but oily rags are dirty and messy and not real conducive to taking with you if you wanted to have exhaust covers while you're traveling or just parked out in the elements. So this got me to thinking... The pipes on our Lycoming are cut on a scallop, and actually stick up slightly from the horizontal, nothing is going to fit in and nothing is going to drain out including rain or accumulated moisture. What else can I use to close up the end of the pipes?

Aluminum soda cans are about the right size. I put in some foam cut in a wedge shape to cover the shape of the pipe tip and then coated it with the Aerokroil. Many of the thin aluminum cans from your favorite beverage taper near the top of the can from about 2 to 2½ inches. By cutting the top off the cans with a Dremel tool somewhere along that taper you can make the fit as tight or loose as you like. I like a snug fit, so I cut it a little small and rolled the lip back with a pair of pliers to give a smooth edge. Folding the edge in also will allow you to adjust the opening until you get the fit you like. Then I inserted the wedge piece of packing foam and sprayed in the goo. Perfect fit.

I'm not sure of the diameter of the pipes on other aircraft, but this should work on just about any anything other



than a Beaver. It can be a nice snug fit even for pipes sticking down out of the cowling so you won't need anything else to hold it in place. The scratching noise got my attention at first, but since the pipe is stainless, it was just the exhaust stain getting scratched and the aluminum taking the hit. If you want to make them pretty, you could use the liquid plastic they sell for coating tool handles for the lip. Down facing long pipes on other aircraft where water runoff might tend to run down the cowling onto the pipe and then it could accumulate in the can. This could be avoided by making the can longer to fit up inside the cowling by using a "tall-boy" style can, or, you could use two or more cans depending on the length of the pipe. Cutting the top or bottom off the can at the widest part and snipping the edge of one will allow it to slide inside the other. Then wrap them with some duct tape of your favorite color. Tape might not be a bad idea, the cans are kind of flimsy and that could give them some support.

The really nice thing about these is that they are neat and clean. Since they contain the goo and any exhaust mess they can be stashed anywhere and your hands stay clean. Best of all for Seabee and Lake pilots, when we forget to remove them they will blow off at start-up and will not hurt the prop since they are so thin and light. Don't ask me how I know.

Bee Safe...
we'll Bee Sea n'ya,

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