

February 2011

Washington Seaplane Pilots' Association



Have you seen Joe May's [Travel For Aircraft](#) blog? Great stuff!

Hello Everyone,

Is your membership current? Are you coming to the Banquet on the 25th? It's just that time of year I have to ask. I just sent out the special notice for our Annual Meeting and Grounded Hogs Banquet via separate Email so I won't go into it again here. *Lucky you.....*

You'll notice this newsletter is now a lot shorter. I've moved all the repetitive information that I've included each month to the website like the Classified and the list of other interesting websites. This will be just the news....Have you tried out the new website? Please check it out and renew your membership if you have not done so. Enough of that!

Excise Tax... We'll have some big business to attend to this year... Remember how the state wanted to force the half % tax down our throats last year? Remember I said you could expect to see it again? **It is happening again.**

House Bill 1847 ...from one of the WA Aviation Coalition members, John Townsley...

The House of Representatives in Olympia has resurrected the 1/2% excise tax on aircraft in its omnibus tax bill. This is the same amount (0.5% of value) as was proposed last year. A few changes have been made in how value is determined, but nothing significant. The House describes the situation as an "emergency" that warrants raising taxes. See section III.

As was the case last year, aviation is treated as a cash cow. Money collected from the tax will go to pay for the State's basic health plan unlike last year it was for the general fund. You can also find the bill at:

<http://apps.leg.wa.gov/billinfo/summary.aspx?bill=1847&year=2011>

John Dobson at WPA comments....

Do not write those letters....Indeed the House of Representatives have their hands out for more money. But it appears they do not have the votes on the Senate side. The Aviation Coalition (WPA, PNBA and some very influential lobbyists) is meeting in Olympia on Monday. We have been working behind the scenes to come up with a plan to give both sides what they want.

The legislature needs a super majority vote to raise taxes. The aviation side is looking for a way to fund airports with a source of money that can't be "raided" every time the state has a problem.

Last year the letter writing campaign was phenomenal . . . I can't begin to tell you how many Senators, House Representatives and staff commented on that effort. They know we are here. And they know we are working on a plan. So hang in there just a little bit longer.

I will keep you posted as news arrives!

Fantastic Database

A former WSPA member whom many of you know, Ted Millar had responded SPA's request for destinations to Oregon's SPA Field Director. (We're hoping our VP Greg Corrado will be named soon to fill the vacant spot previously held by Bob Dempster for WA. No word from SPA as of yet.)

Ted's list is a long one of many interesting places and waypoints between California and Alaska that he created in an Excel file. I've included it as an attachment for you. (In the Email this was sent with.) We'll try to get it on the website too so it can be accessible without having to download the file. Great Job Ted! Thanks for sharing it with us....

Executive Director position for SPA is open. Based in Lakeland, FL...

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 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.

Urgent! NOAA deadline extended, JUST 2 more days! from our friend Lars Gleitsmann in AK...

On the nasty move of the NOAA to establish No-Fly Zones, there was a 30 day extension of the public comment period, BUT that Gives those of us who have not commented yet only 2 more days to do so!!! Its Over for ever on the 7th of Feb! **Go to regulations.gov and search RIN 0648-AX79**

The first amendment is there with a due date of January 7, 2011 but you will notice another one with a due date of February 7, 2011. If you open the latter of the two, it states the following:

DATES: The public comment period on the proposed rule published at 75 FR 76319, December 8, 2010, will be extended an additional 30 days from the original due date of January 7, 2011. Comments will be accepted through February 7, 2011.

Please.... Comment against this nasty usurpation of our nations airspace!

Great News We're hoping to partner and work closely with the Recreational Aviation Foundation, check this out...

Nation's largest land manager invites RAF input— RAF Appoints BLM Liaisons

The Bureau of Land Management manages 245 million acres, nearly 13 percent of total US land, primarily in the western states. During a recent meeting in the nation's capital, BLM policy makers asked the RAF to become involved in BLM's aviation policy. Specifically, they asked for a point of contact in fulfilling common goals. (*editor's note, SPA should be invited too!*)

The stated mission of the BLM is "to sustain the health, diversity, and productivity of the public lands for the use and enjoyment of present and future generations." To respond, the RAF appointed two BLM Liaisons who anticipate success working with BLM officials, bringing shared goals to the table.

"We heard the BLM mission loud and clear during our meetings.... qualified aviation advocates will continue our meaningful partnership," RAF director Tim Clifford said.

"We see a compatible set of objectives, and we will be observant for opportunities to explore airstrips on these special lands," RAF president John McKenna concluded.

Editor's note: Their actual statement includes the phrase "lands and waters" so they are also concerned about our efforts and concerns. Please stop in and visit them at their booth at the trade show in Puyallup and offer your support!

Really Bad News

Up until this point in the newsletter I've enjoyed writing about the "News"... we'll call it that, some good and some not so good. I enjoyed it for a few moments because getting back to business allowed me to forget for a

few moments about the recent rash of terrible accidents that have taken place. You all no doubt had seen the reports of the Lake Goodwin crash a few weeks ago in which one of our members lost his son. As he admits, it was a simple mistake that robbed his family and friends of their boy and changed all of their lives forever.(not a quote) I just can't imagine.....

I hate the statement, “there are those that have, and those that will” but if you look at the recent rash of wheels in the water accidents you will note they were all experienced pilots. If you don't use a check list or don't like to use the one you have, it's perfectly legal and easy to develop your own. Yes, develop your own!

My wife Janie usually flies with me and she's always been great about reading the check list. She's heard enough about lack of usage through my airline career and she understands the significance in our water operations. I'm lucky to have her along and keep me straight. However...

One time she wasn't with me and I'd just taken off from Vaughn's Ranch the private grass strip in Port Orchard, to land just a short distance away on Long Lake. Taking off to the south, down hill, your cross wind leg becomes your base leg for the lake. Can you see this coming? Heck, I'd just selected the gear up and pressed the electric pump, I heard the pump run until the gear was up.... yes, I heard it. Flaps were already down, boost pump was already on... stuffs done... concentrate on getting the power back slowly and setting up for a perfect landing.... this is fun. When the Seabee kissed the water, I heard the awful sound of water spray in the prop and we the old boat settled into the water very quickly and came to an abrupt stop. What the heck happened????

To my amazement, the gear was not all the way up. Fortunately it was unlocked and had been in motion for a bit to a trail position but it was not up. Yes I heard the pump run and cut out. But it didn't cut out after the gear was in the up locks like it is supposed to. A bad pressure switch allowed the pump to stop early and I didn't notice the gear was not up because I didn't check to verify it was up for a water landing. The “roll a dex” was on the floor. That my friends was a real eye opener for me. I have since mounted the Roll A Check List on the glare shield where I can use it even when I'm alone.

The bottom line here and I feel the only answer is discipline. Gear advisory system are nice, but they can fail, become common place, an annoyance, or even ignored. Even at the major airlines, a constant focus of their flight standards staff is to develop a check like the pilots will use, consistently. On my landing check list

Wheres the Gear... is highlighted in yellow. The mantra I vocalize is: “Wheels are up for landing in Water, I have a red light(indicating they are not down) and they are confirmed up visually and in the mirrors.” I say it out loud with or without passengers on board. Discipline. Please practice, it's too easy to screw up... I know. For you flying boat drivers out there, the tool on the dash if for the hull plugs... leaving the tool on the dash indicates there is one or more plugs out.

If any of you have questions about developing a check list you can use, I'd be more than glad to help in any way I can, let's talk about it. Seriously, call if you have any questions.... my # is at the bottom.

Another interesting accident with not so devastating results is the one that happened about an hour before Lake Goodwin. It was what we call the Tahoe Special, the award winning “Seabee” that has won awards several EAA awards. They had set up for a normal water landing and as they were coming off the step they hit something with their wing float, what ever it was, it came out of the water and really damaged their wing too. They don't know what they hit.

The marina operator said the lake is coming up and there were currently 6 house boats in the shop for damage from debris. My speculation is that it could have been a “dead head.” As most of you know from flying up here, they can float vertically, and may or may not be visible at water level. I've seen these monsters when hit by waves bob up and down vertically. They actually had not flown over the area to see if there was any debris



and the waters were fairly calm. I too would think it wasn't necessary. The wing and float were so severely damaged the plane rolled over and sank....

With all the nasty weather we've had and the lack of proficiency, we're all probably a little rusty, so please be careful out there.... okay?

Bee Sea n'ya,
Bruce Hinds, President
Washington Seaplane Pilots' Association
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