



# Columbia Seaplane Pilots Association

18406 Nixon Avenue  
West Linn, Oregon 97034  
[www.c-spa.org](http://www.c-spa.org)

*President*  
*Vice President*  
*Treasurer*  
*Secretary*

ARON FAEGRE  
BILL WAINWRIGHT  
CLIFF GERBER  
MARY CHLOPEK

503-222-2546  
503-293-7627  
503-313-0840  
[mary.chlopek@gmail.com](mailto:mary.chlopek@gmail.com)

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## CSPA e-BULL-A-TON

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What's New at CSPA:  
<http://www.c-spa.org>

Join us!:  
<http://www.c-spa.org/v2/joinus.html>

## Extinction, Psychedelics and Earthquakes: The Future of Float Flying

By Aron Faegre

For this newsletter, I'll just explore three somewhat unrelated topics that have been bouncing around in my head lately: extinction, psychedelics, and earthquakes. You'll sense a bit of sorrow in each. It is probably nothing more serious than the experience of getting older—I am 65—and having friends leave us too early. Underneath each thought is also a sense of awe, that those of us who have been floatplane pilots during the past 20 years or so have certainly been the luckiest pilots in the world, getting to experience flight and the natural world in a very unified way. We visit the most remote and pure locations of nature, while leaving "not a trace."

### Extinction

How many seaplanes remain flying in Oregon? It appears that seaplanes have become an endangered species in our state. With the loss of the clear flyway along the Missouri River to get east, and of Waldo Lake, the agencies are making it harder and harder for us. British Columbia, Northwest Territories, Nunavut, and Alaska are becoming our last pure habitats. Can we get the Oregon Legislature to declare us an endangered species and provide us some protections? Since I fly straight floats, maybe I am just thinking species should be pure. In fact, despite the attempts of protection, the spotted owl is on its way out, because the barred

owl has hopped the Rocky Mountains and is dominant and hybridizing with the spotted owl. So for us pilots, maybe the amphibian is where our species' future lies. I profess a sadness in the loss of the purity and utility of the straight float aircraft.

### Psychedelics

The February 2nd issue of The New Yorker magazine has an interesting article by Michael Pollen about the resurgence of the use of psychedelics as medicine where other remedies have failed.

<http://www.newyorker.com/magazine/2015/02/09/trip-treatment>

It talks about some important recent successes in using psilocybin mushrooms for helping people with PTSD or end-of-life cancer get a renewed ability to see the whole of life, and find a kind of foothold in happiness, in spite of their mortal condition. I realized that if learning to fly an airplane is a high, then seaplane flying is the ultimate trip—magic mushrooms times ten. Could we get a New England Journal of Medicine study of floatplane pilots? I suspect there would be some interesting therapies that could come out of that. Imagine a doctor writing out a prescription: "Patient must take seaplane flying lessons, once per week, for two months, or until a feeling of wholeness with the world returns." I know that prescription has worked well for me.

**President's Message**

Continued from page 1

**Earthquakes**

I was recently asked to be on The Governor's Transportation Vision Panel to "develop a vision for what Oregon's transportation system should look like in the next 30 years." Initially, of course, I was hoping I was selected as a seaplane pilot to plan a strong future for seaplane commercial service throughout the state. But I quickly realized that it was more my general knowledge of engineering and transportation

planning that got me selected for the committee. One of the largest concerns of the panel is the current prediction by geophysicists that there is a 9.0 earthquake due any year now off the Oregon coast, one that will create a tsunami that wipes out all of the coastal towns, and incidentally knocks over most of Oregon's bridges from the Cascades westward. There's even a prediction that liquefaction of soils will make PDX unusable, along with other Willamette Valley and coastal airports. So, surprisingly, if seaplanes do not go extinct, they might well serve a very important role in such an emergency. The amphibians would be stuck on broken runways, but those of us on

*Aron Faehn*



**C-SPA Spring Business Meeting Fly-In: May 23, 2015**

**-THE BASICS-**

The CSPA Annual Business Meeting/Potluck will be held on May 23 at Warren Bean's hangar at Lenhardt Airport in Hubbard, Oregon. As usual, we'll provide the burgers, dogs and drinks. Bring a side dish or dessert to share if you can. Plan on arriving at around 11:00 to do a little catching up with the gang. Food goes on the grill at noon, with the business meeting taking place shortly thereafter. Invite your seaplane pilot friends or those interesting in becoming one.

**-THE PARTICULARS -**

**By Air :**

FAA Identifier: 7S9. Lat/Long: 45 10.824 N 122 44.606 W  
 Multicom: 122.9. Elevation 165 MSL.  
 Left traffic, calm wind runway 02.  
 Runway length: 3200 feet paved, grass adjacent.

**Please practice a responsible traffic pattern. This is a public use airport and there may be many other pilots using the airport with us.**

**By Land:** 28998 S. Meridian Road, Hubbard, OR 97032

From I-5 North, take the Canby/Hubbard exit(282A)- which feeds onto the Hubbard Cutoff Road—for 6 miles. Turn left onto 99E S/Pacific Hwy E (for 1.9 miles). Turn left onto G Street for 0.1 mile, then left onto Whiskey Hill Road for 2.9 miles. Left on S. Meridian for 0.2 miles—you're there!

**By Sea:** **Not an option!** Do NOT land on either pond adjacent to the airport.

— RSVP —

**Call/e-mail Bill with your guest total or for questions:**

**503-293-7627 or**  
[btwainwright@comcast.net](mailto:btwainwright@comcast.net)

**SPA News – March 2015**

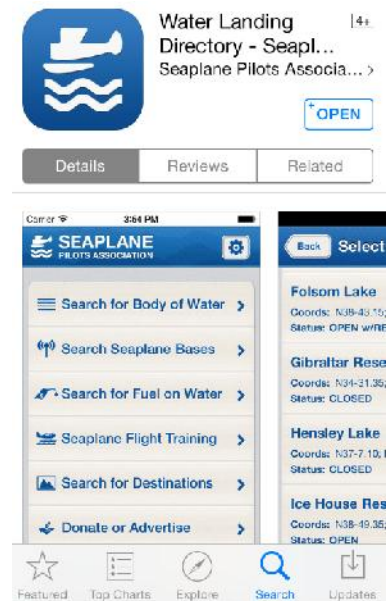
Oregon Field Director for the Seaplane Pilots Association

After 8 years of service, Bill Wainwright has stepped down from his role as the Oregon Field Director for the U.S. Seaplane Pilots Association. Bill continues his role as the Vice President for the Columbia Seaplane Pilots Association. Bill had recommended Ron Ems to take on the role of Oregon Field Direc-

tor, but after several attempts to instate him failed with SPA, Ron became overburdened with other responsibilities and declined the role. Cliff Gerber noticed that SPA had listed Oregon as not having a Field Director and inquired why Ron had not been listed. When he pushed the issue that someone should be involved and no one offered to do the task, it was suggested that he take on the role. Cliff plans to help clarify the Oregon Seaplane Rules to both the SPA and CSPA members. His plans include updating the C-SPA.org website and promoting the use of the SPA Water Landing App for Apple and Android devices.

**SPA Water Landing App**

The SPA Water Landing App for Apple and Android devices has been around for a couple years now. You may have read about the app in the SPA Water Flying magazine. The app replaces the printed book version of the SPA Water Landing Directory, which used to cost members \$25. The use of the app is now included with your SPA membership fee. Some may be concerned about the app not being able to replace the usefulness of a book, after all a book doesn't run out of battery power. However, the hope is for the many benefits of having the data available as an app to outweigh the benefits of a book. Speaking of outweighing, the app weighs nothing, if you already carry an Apple or Android device. Other advantages include:



All the data can be downloaded onto your device and updated when in proximity to Wi-Fi. Wireless data service is not needed to use the app.

Every user can make recommendations for new listings and add to existing listings. For example if your favorite destination lake is not listed, you can provide the data to get it listed and if your favorite restaurant is not showing on a listed waterway, you can select a button to send updated information to be included into the directory.

In your App Store, search for "Water Landing" and download the free app. To login, use your email address as your user name and your SPA Member number as your password. From there, the app is user friendly. Don't be shy about using the button "Add a new Listing" or "Send Modification Request" to add information you personally know about.



**STOP AQUATIC  
HITCHHIKERS!**



# Protect Your Waters

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## **On the Invasive Species front:**

As the summer float flying season is soon to arrive it is time to think about the fun places you will be visiting in your floatplane. It is also time to think about the things that you need to do to prevent the spread of invasive and nuisance species. Please review the steps outlined in the PROTECT YOUR WATERS information below and follow them any time you operate in an area that is known or suspected to have been affected by non- native species of aquatic organisms.

Seaplanes can transport Aquatic Hitchhiker species between water bodies on their floats. It is important to clean the aircraft and remove all plant fragments or attached mussels before traveling, rather than after landing in new waters. Pilots are advised to include these steps into their flight operations. As always, safety is the first priority when using the guidelines.

### Before entering the aircraft -

- Inspect/remove plants from floats, wires or cables, and water rudders;
- In infested water, check transom, bottom, chine, wheel wells, and float step area.
- Pump water from floats.
- Use these methods to kill aquatic hitchhiker species:

- Wash/spray floats with hot or high-pressure water;
- Dry for 5 days.

### Before takeoff -

- Do not taxi through heavy aquatic plant growth prior to takeoff;
- Raise and lower water rudders to clear off plants, minimize cable stretch and improve steering effectiveness.

### After takeoff -

- Raise/lower water rudders several times to free aquatic plant fragments while over the waters you are leaving or land;
- If aquatic plants remain visible on the plane, return and remove them.

### Storage or Mooring -

- Remove aircraft from the water and allow parts to dry. Summer temperatures will kill adult zebra mussels (longer time is required for cool, humid weather);

Aircraft moored for extended periods may have mussels attached and should be cleaned regularly. In remote locations, zebra mussels or other aquatic hitchhiker species may be present. If no cleaning equipment is available, the best prevention option is to hand-clean the submerged floats with a scrub brush and to physically remove any attached life.

**For More Information, visit: <http://www.protectyourwaters.net/>**

## Oregon State Marine Board Asks our Opinion on Including Seaplanes in the Aquatic Invasive Species Prevention Program.

In a recent face-to-face meeting, Cliff Gerber, the new Oregon SPA Field Director; Bill Wainwright, the past Field Director and CSPA Vice Preside; Scott Brewen, the OSMB Executive Director; and Rachel Graham, Environmental Program Manager, the question was asked what we thought about including seaplanes in the IASP program. This was not a completely new idea since it had been discussed a couple of years ago but nothing had been officially proposed. It can be assumed at this point that the dollar cost to the seaplane pilot would be the same as it is for boaters, which is very minimal. Different, however, is that seaplanes don't drive down the road and encounter inspection stations to check for the presence of invasive species on their hulls. We self inspect, and as long as this program is showing success in keeping problems at bay, we would expect that that is how we would continue to operate.

This can be looked at as a way for the seaplane community to show that we are concerned about this issue and serious about preventing the spread of invasive species. By supporting the program with a modest donation any year that we have our aircraft equipped to operate on water, we will show the rest of the watercraft users that we are not just flying around irresponsibly. We asked Scott and Rachel to keep us informed should any rule-making be proposed so we can fully inform our members and have a place at the table if any future action is taken to include seaplanes in the program.

[http://www.oregon.gov/OSMB/Clean/docs/AISPP\\_Annual\\_Report.pdf](http://www.oregon.gov/OSMB/Clean/docs/AISPP_Annual_Report.pdf)

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### *Other SPA News*

Phil Lockwood is the new SPA Chairman. Phil is the creator of the Aircam. He offers a fantastic perspective and passion to bring SPA into the future. You can read more about Phil online at:

<http://seaplanepilotsfoundation.org/board-members/phillip-lockwood/>

A new SPA website is promised to be online by April of this year. The current website was created with software from a company that no longer exists and apparently cannot be updated. The new website has been in the works for over a year and everyone is pushing for its release.

SPA dues will be going up from \$45/year to \$55/year on April 1<sup>st</sup>, 2015. Membership payments add on to your current status by the month, so you can save a few bucks if you go online before April and pay for a year's membership. Also, since the Water Landing Directory is now included with your membership, it now costs less to be a member with the directory.

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Message from Mary Rosenblum, President Oregon Pilots Association. Click for link to her message:

<http://c-spa.org/v2/uploads/maryrosenbloomopa.pdf>



Canadian Aviation Regulation Advisory Council

[carrac@tc.gc.ca](mailto:carrac@tc.gc.ca)

March 25, 2015

As president of the BC Floatplane Association (BCFA) and on behalf of the directors and three hundred plus (330+) members I am writing this letter to comment on the NPA "Responsible Aerodrome Development", CARAC Reporting Notice 2013-014, draft.

Please let me introduce myself, I am no stranger to the need for NPA to address relevant concerns as I have forty one (41) years of aviation regulatory background. My experience includes;

- Transport Canada Civil Aviation (TCCA) Safety Inspector
- Seaplane Operations Expert, Technical Corporation Bureau (TCB), International Civil Aviation Organization (ICAO)
- President of an incorporated company which specializes in regulatory assistance and operational guidance to Canadian Aviation Documents (CAD) holders

Having worked in a third world country with onerous aviation rules and regulations, it is a reminder that if Canada is to implement this NPA it will be placing the civil aviation community in a predicament. Clearly over-evaluation and evaluations will stifle development of the smaller aerodromes throughout Canada. Through limitations that are surely to follow the development of the proposal, Civil and General aviation will become outdated.

The BCFA's legally bound commitment to our provincial partners and environmental organizations will be unable to be met. The safety, if not also health, of Canadians in communities throughout Canada will be subject to needless jeopardy without access to transportation.

The proposed change item 2. The public consultation process will not apply in the following circumstances: "a. A new aerodrome development in a non built-up area if the new aerodrome development represents an ad hoc aerodrome, which in this instance means a facility not set apart for the operation of aircraft and at which take-offs and landings occur on no more than a combined 30 days per calendar year."

This is one proposal where the expected use per year of 30 days combined, and costs for consultation are clearly onerous and entirely impractical. The costs and regulatory compliance requirement is unrealistic and placing airfields, airparks, small airports, aerodromes, general aviation and upcoming aviation industry in peril. The air cadets and the young potential future aviation aircraft employee, small Air Operator or Approved Maintenance Organization will no longer exist. When building a home, cottage or

recreational facility in a non built-up area such as on a lake, river or piece of land the NPA process would eliminate the only means of access by aircraft.

The Transport Canada Civil Aviation Inspector's resources are limited and Inspectors time will be usurped by the concomitant rise in demands on their time imposed by the proposals. This will cause further burden on the aviation industry.

If CARAC continues to move forward with this burdensome proposal to gain economic benefit, it will erode current aerodromes and result in the requirement for highly questionable over-securitization. The world currently sees Canada as a strong leader to a safe, active and economical aviation industry and strives to become what we are today. I can assure CARAC, by moving forward with Reporting Notice 2013-014 this unique reputation Canada has taken so long to build, will be lost.

TCCA "promotes the safety of the national air transportation system through its regulatory framework..." for the interest of all Canadians. As noted in my examples, the proposed NPA will detract from the TCCA realizing its own vision.

I strongly encourage the CARAC committee to avail itself of the breadth of knowledge and experience and consult with active industry members and reconsider many components of the flawed proposal.

Yours truly,



Wendy Boyes  
President,  
BC Floatplane Association  
COPA Flight 72

cc: BCFA Membership  
cc: COPA  
cc: EAA

**Flyers Beware:** Rose Festival TFRs! Before you head out to buzz the crowd and Navy guys down at the waterfront, check the C-SPA web site for TFRs.

<http://c-spa.org/v2/flotams.html>

### **SEVERAL SEAPLANE STORIES AND OTHER INTERESTING STUFF:**

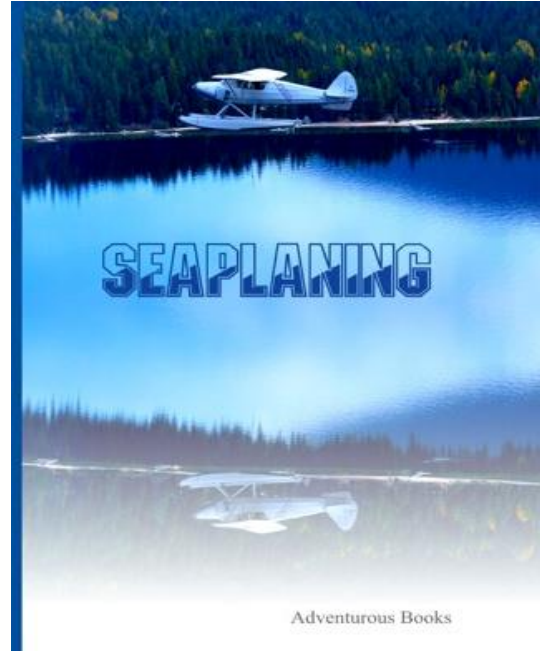
- **Throwback Thursday: Portland-area airports making aviation history for 110 years:**  
[http://www.oregonlive.com/history/2015/03/throwback\\_thursday\\_portland-ar.html](http://www.oregonlive.com/history/2015/03/throwback_thursday_portland-ar.html)
- **Hats off to the RAF!**  
<http://www.aopa.org/News-and-Video/All-News/2015/February/11/Forest-Service-planning-rule-recognizes-aviation-access>
- **Oregon Department of Aviation Answers Questions about Float Flying in Oregon:**  
<http://c-spa.org/v2/uploads/OregonWaterwaysOpenToSeaplanes.pdf>
- **Film: Double Sunrise Flights: World War II pilots top secret missions in Catalina flying boats.**  
<http://www.catalinadoco.com/>
- **Wipaire Expanding Operations in Leesburg, Florida:**  
<http://generalaviationnews.com/2015/02/03/wipaire-to-open-florida-facility-feb-28/>
- **Flying Scientists Fuse Ultralight with Inflatable Raft**  
<http://arcticjournal.com/business/1353/flying-scientists-fuse-ultralight-inflatable-raft>
- **The Martin Mars Story--Big Seaplane from WWII !The Martin Mars Story, submitted by Ed Chadwick**  
<http://youtu.be/I3CorQo6I3k>
- **Adventure Under the Midnight Sun.** (formerly Alaska State Aviation Trade Show and Conference) is May 2-3. This is a free admission fee event and everyone can take advantage of the show discounts that include \$74 - \$149 rooms and \$34 per day rental car rates. It's worth the short three hour hop from Seattle.  
<http://www.greatalaskaaviationgathering.org>



# CSPA Classified

Seaplaning by Mike Kincaid has just been published, and is the successor to Seaplane Rating Basics. (\$21.95)

For students, instructors, pilots, and seaplane lovers everywhere. The complete guide to earning your Single-Engine-Sea rating, and to keeping safe thereafter. Includes lesson plans, syllabi, accident reviews, stories from old, moldy, seaplane pilots, endorsements, tips from a FAA-Designated Seaplane Pilot Examiner, lots of seaplane photos and a bit of history.



## Falcon Insurance Letter of Introduction:

Adam Brice with Falcon Insurance Agency, one of the largest aviation only insurance agencies seeks to satisfy your insurance needs. Click for his letter of introduction:

<http://c-spa.org/v2/uploads/AdamBriceLettertoCSPA.pdf>

## 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](mailto:btwainwright@comcast.net)