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June 2010

Volume 31, Issue 3

CSPA e-BULL-A-TON

Seaplane Access: Lake Tahoe

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Lake Tahoe Seaplane Pilots Confront Closure Threat, Face Financial Hurdles

Long a premier destination for seaplanes in the Western United States, local governing bodies threaten to severely restrict seaplane access to the largest alpine lake in the Western Hemisphere. Bisected by the California – Nevada border, Lake Tahoe, often called "The Jewel of the Sierra," is 6200 feet above sea level, 24 miles long, 12 miles wide and the second deepest lake in North America.

Seaplanes have been operating there for at least 75 years since Lake Tahoe Airways operated Sikorsky S-38 Amphibians on the lake in 1934. The first scheduled airline that serviced the then-new South Lake Tahoe Airport over 50 years ago was a seaplane airline; Mike Brown operated Cal-Vada Aircraft for over 30 years on the shoreline of Lake Tahoe, providing charter services, scenic tours and seaplane training. Called "Homewood Seaplane Base" on the charts, seaplane pilots just called it "Mike Brown's" and still hold an annual Memorial Day Splash-In in his honor. See www.mikebrownsplashin.com for the story. Now that history and continued seaplane access to the shores of Lake Tahoe is imperiled by a noise ordinance proposed by the staff of the Tahoe Regional Planning Agency (TRPA). The TRPA is a federally

chartered bi-state agency created to preserve and enhance the beauty of the Lake Tahoe Basin. The Tahoe Regional Planning Agency (TRPA) is charged with protecting this national treasure for the benefit of current and future generations. As a part of that charge they are required to regularly update their Regional Plan, which process is underway now (**Editors Note: TARPA has shown its' self serving agenda when it comes to aviation before, trying to politically influence and reduce aviation growth at South Lake Tahoe Airport TVL.**)

Without input from the seaplane pilots, during the local stakeholders' meetings held to formulate the Plan Update, some concerns were reportedly expressed about noise caused by one large seaplane operation. This has resulted in a heavy-handed and bureaucratic response. The current staff proposal is to ban all seaplane operations within one mile of the shoreline (even taxi operations) and to further ban seaplane bases and docking facilities. Given that seaplane operations are already quite rare on Lake Tahoe, further limited by nature to those days when the winds and waves permit landing on the lake, the seaplanes' overall impact upon the serenity of the Lake Tahoe experience is far less than that of any other motorized recreational user. To ban this one recreational use while continuing to allow all other motorized uses seems both discriminatory and overly punitive; as if using a sledgehammer to swat a gnat.

Bull-a-Ton Newsletter Editor:
Mary Chlopek

**Seaplane Access:
Lake Tahoe**
Continued from page 1

At present, the proposal to ban seaplane operations of all types within one mile of the shore line will go to the TRPA Governing Board on June 9 to be acted upon at the June 23 Board Meeting.

To be clear, the TRPA Board is not going to decide whether to enact that proposal at that time but rather whether to authorize the staff to further pursue that "solution" to the perceived "problem."

Having learned of this threat only recently, local seaplane pilots, friends and supporters have been galvanized to respond to and deflect this challenge. Using the strategy of communicating, educating and cooperating with the agency staff to provide a solution that meets the needs of the environment while preserving access for seaplanes, the group is attempting to get the proposal removed from the TRPA Regional Plan Update regarding Noise Goals, Policies, and Implementation Strategies prior to submission to the full TRPA Board.

A small group of pilots have a meeting scheduled meeting with TRPA Staff on June 4. They have engaged an attorney and a noise consultant to help guide them through the process. At this meeting, we hope to have this sledgehammer solution removed from the Staff Proposal to the TRPA Board. Later, working with the TRPA Staff, the Lake Tahoe Seaplane Pilots plan to work towards a solution that satisfies the needs of all the stakeholders.

Given the short timeline and critical nature of the issue, a lawyer has been retained as well as a noise consultant to help guide the ad-hoc "Lake Tahoe Seaplane Pilots" group through the process. These retainers are costly and beyond the means of individual pilots, nor should the many benefit from the contributions of a few. As a consequence, donations will be solicited from local seaplane pilots, the public and anyone with an interest in preserving the historic access and beauty of seaplane operations on Lake Tahoe.

The Seaplane Pilots Association, headquartered in Florida, is providing research and resources regarding the access and safety issues involved. They may be able to provide, through the SPA Foundation, a means to collect tax-deductible donations to support the local groups working to preserve seaplane access to this, "The Jewel of the Sierra." Further support from the SPA is actively being sought.



CSPA 2010 Fly-In: 05/16/2010

We're on a roll. Great weather again! Many thanks to Warren and Bernice Bean for hosting, to Ted and Michelle for supplying tables and chairs, and all who attended and brought their yummy side dishes. More details and pictures soon on the web site: www.C-SPA.org



A good turn-out at the 2010 CSPA fly-in.



Plenty of room at Warren's hangar at Lenhardt's.

President's Message:

Waldo Lake Update

By: Aron Faegre

The extreme partisan politics of our nation – as exhibited in the recent health care and Wall Street reform attempts – continue to rule the day for seaplanes at Waldo Lake. Thus, seaplanes cannot land on the surface of Waldo Lake, in spite of the facts that:

- No seaplane has yet been seen by U.S. Forest Service staff on Waldo (i.e. our uses have been carefully accomplished without significant disturbance),
- No seaplane accident or significant problem has ever happened at Waldo Lake, and
- No real complaint has ever been lodged against a seaplane using Waldo Lake.

So ... what is the problem?

There is no problem. We are dealing with a "perception issue," it is all about theories of right and wrong. It might best be described as a *clash of ideals*.

Unfortunately, the natural environment is harmed when one environmental group has to battle with another for the right to use a natural resource. And let's make no bones about it – seaplane pilots are environmentalists. We fly these boat-planes because we love the outdoors, especially the remote water habitats and wilderness, and we know that getting there by seaplane has the least environmental impact in most cases.

The "Princes" of some environmental groups believe these remote areas should be only for their privileged few party members. In the case of Waldo Lake, we are set against a group of true believers that enshrine canoes as the only vehicle that should be used to visit the wild. I understand the beauty of canoeing in the wilderness, and have traveled as much as 500 miles at a time on canoe trips in remote areas of Canada. But I can't say that I believed on those trips, that I had some God given right to be the only one there. And when we came to the rapids where a canoeist had died the year before, we knew that it had required the use of seaplanes to rescue the survivors and to get the body out.

Back to Waldo Lake and our status: the Oregon State Marine Board was forced by the Governor to establish an emergency rule outlawing seaplanes and internal combustion engines from using the surface of the lake. If noise really was the issue, then why no rules added against radios blaring on the lake, generators running, cars and trucks driving along the perimeter roads, snowmobiles in winter, people yelling, dogs barking, etc. And if pollution were the issue, how come the Forest Service after spending thousands of dollars and several years searching, could find none?

I have considering asking my friend Dave if we might take his steam boat to Waldo. Apparently the sound of a steam engine, and occasional steam whistle would be perfectly ok. I suppose this would be ok because the "idealists" we are dealing with are in effect attempting to recreate a former era when internal combustion engines didn't yet exist. This is in many way just like Marie Antoinette's little "Hameau" village created for the entertainment of her husband King Louis XVI and their friends.

President’s Message: Waldo Lake Update
Continued from page 3

Since the Waldo rule was created through severe partisan politics, we are forced to continue the fight on the other side, with the goal of finding some middle ground. As we’ve noted before, CSPA has offered to meet with the Forest Service staff, the State’s various involved staff, and the involved other environmental groups – but have been rebuffed each time.

Since there is no basis for it, the outlawing of seaplanes from Waldo Lake is nothing more nor less, than an idealist fabrication by people who long to live in a different era. For those “idealist” environmentalists, it does not matter that there is no documented problem, it is their party “ideal” that is all important.

Meanwhile in British Columbia for the 9th year in a row, there continues to be a strong partnership of diverse environmental groups sharing the use of the remote lakes – with seaplanes viewed as having a positive helping role in preserving those wilderness areas. Can we in Oregon get to a similar middle ground where diverse environmental groups work together for the good of the land? CSPA will keep trying.

So called environmental groups, that attempt to reserve areas for their own pleasure and use, while eliminating use by others, should be ashamed of themselves. In the next Bull-a-ton I will do the carbon analysis and show that on average, flying a floatplane to Waldo has a smaller carbon footprint than driving an SUV with kayak or canoes on the roof-rack.

Only canoes and seaplanes can visit the wilderness and leave no trace. Since we don’t need the car, and its attendant mile after mile of asphalt surface, to get there, we are in fact the purer of the two.



Aron Faegre, CSPA President



To All of us Seaplane Pilots:

Dave worked hard with our neighbors who didn’t really like the seaplane noise, to keep them happy by making the boat ramp available and talking to them. With Dave gone we have greater risk of complaints and neighborhood problems.

I would ask that we promote a policy in this little part of the Willamette as follows:

1. Take off and climb with reduced RPM’s if that is safe.
2. Climb as much as feasible before turning back over this neighborhood.
3. Don’t do repeat practice takeoffs and landings in this section.

I’m the one now that hears some of the complaints and without Dave here, I’d say things are more liable to get heated up than before. Also, the Taylorcraft was incredibly quiet compared to the rest of our planes. Several years ago I did noise measurements on mine and found that when I turned the RPM’s down 7% from 2800 to 2600 my noise print got pretty close to that of the Taylorcraft.

Comments welcome.
Aron

Update from Wiley's Seaplane Base

The Wiley family would like to update everyone with the status of Wiley's Seaplane base.

Jody continues to live in the home that they built back in 1952. The seaplane base that Dave started and fought for back in 1977 is still in operation. With the loss of Dave and the T-craft we are operating the base on very limited bases. We are not able to provide any instruction or services. The base is open for transient use and for a place to haul out a plane for short repairs and service. There is limited dock space and a truck and trailer is on site. We do not have fuel or a mechanic. Aron Faegre has taken on the roll as the contact person for transient use. He can be reached @ 503-880-1469, or contact Tim. If you need a place to haul your plane out of the water for a short time please contact Tim @ 503-703-6130, E-mail me tim@stonecenterinc.com

For now the base is available for limited use. The base currently has no source of income so it is a self-service operation. We would like to thank all of you for your support in the past. We would like to thank Aron for taking on the roll as a contact person for the transient use. Thank you Bill W. for dropping off the big mower, if anyone wants to get behind it and mow, feel free. We would like to thank all of you that have helped out around the base with maintenance. If anyone is down on the ramp and finds sticks and logs in the way please feel free to send them back on the journey to the ocean. Please let Tim or Jody know if anyone notices anything that needs immediate attention (we will assist you in dealing with the situation). If you are pulling your plane out of the water or tying up to the dock be sure and contact Tim with your contact information so that we can reach you in the event that we need to. We are in the flood plane and the river does rise on it own. Sometimes even when we are not looking.

I would like to ask that anyone using the base to remember to try to reduce the noise during takeoff whenever possible. We are located in a neighborhood and not all of the locals enjoy the airplanes. Please review the W.S.B link on the CSPA website for further information.

We would like to encourage everyone to donate to the Dave Wiley Memorial fund. This is a tax deductible fund we have set up with the Oregon Community Foundation. The goal is to create a permanent trust fund that will be used to make annual grants to local flight schools to assist young future aviators. To do this we will need to raise a total of \$50,000.00. So far we have raised over 22% of our goal. We now have just under 2 years to complete our goal. These are tough economic times and few people have extra money lying around. If you can we ask that you make a donation in Dave's memory. Dave has been a valuable asset for the aviation community and has been truly missed.

The Wiley family would like to again thank all of the contributors.

Tax deductible donations can be made out to:

Dave Wiley Memorial Scholarship Fund
Oregon Community Foundation
1221 SW Yamhill St., Suite 100
Portland OR 97205-2108

All of the Wiley's would like to extend a big thank you for all of your support over the past. This is a wonderful community that we all share.

If any of you find yourself at Wiley's Seaplane Base, please stop in and say hello to Jody. She would love to see you.

Sincerely,

Tim Wiley, Jody Wiley & Family
Wiley's Seaplane Base

Upcoming Seaplane Events and Information

WSPA Splash-In at Arlington scheduled for July 7 –11, 2010.

See the following link for details. <http://arlingtonflyin.org/flying/Seaplane/?menu=flying%20in>

SeaPlane Operations, LLC

PO Box 945

Zephyr Cove, NV 89448

Cell: 775-781-1434

Fax: 775-546-6029

chuck.kimes@seaplaneops.com

www.seaplaneops.com

www.hu16.com

2010 Events Schedule - Events Promoted, Organized or Sponsored by Seaplane Operations, LLC

Annual Clear Lake Splash-In, Sept. 24 - 26, 2010.

Visit this web site for details. www.clearlakesplashin.com

Nimpo Lake 2010, BC Floatplane Association Fly-In

Scheduled for July 17th & 18th, 2010. Looking to expand your flying association horizons? Visit them at www.bcfloatplaneassociation.com.

Nimpo Lake is known as the "Floatplane Capital of BC" because of all the fantastic flight seeing and destinations very near here. You'll go home with some new "campfire tales".

They are advising that it would be good to arrive and get comfortable on Friday July 16th, it's a great time to meet old friends & make some new ones. The AGM will start at 10am on Saturday the 17th and at noon will be lunch (provided) followed by the guest speakers & presentations (see Wendy's note above). Lots of interesting & useful items in the silent auction (but no Cub wings!) donated by our sponsors & generous members. Several new items will be on the "Logo table" so please practice your "quick draw credit card maneuvers"!

Our local ladies who like to feed people will provide a bountiful banquet again & we have hired some fun local talent to provide the music this year. We're confident you will enjoy them! "Refreshments" provided!

Sunday morning will be the delicious pancake breakfast followed by a fly out to participate in a joint stewardship project with the Ministry of Environment.

Summer 2010 Splash-In at Stillwater Landing

Aug. 6-8, 2010



Combined with our Lake Music Gathering

It is sure to be a great destination for our flying friends

Only 15 miles from Whitefish Montana, and 40 miles from the West entrance to Glacier National Park, nearby GPI (old FCA) provides three major carriers, room to park you jet or single engine land plane, with full service Kalispell city airport (S27) and the grass strip at Whitefish (58S,no services) close by.

Of course we have lots of space for float planes and amphibians on our lakeshore plus ample RV space

There is camping (close to your seaplane) and lots of music and activities. There will be several food vendors , breakfast and pot lucks at our hangar.

Check out more details at www.stillwaterlanding.com and our new Facebook, Stillwater Landing fan page.

We also are working with the Flying Musicians Org. which is encouraging fly in music events around the country.

www.flyingmusicians.org

bill@stillwaterlanding.com, 406 881 2236 or 425 750 6100 cell

About the C-SPA.org web-site

By Cliff Gerber, CSPA Treasurer and Webmaster

One of the main goals of the Columbia Seaplane Pilots Association is to provide information about flying seaplanes in our region. The internet provides us with a low cost means of storing information, keeping that information up to date and immediately available. The C-SPA.org web-site now has a wealth of data to help keep us safe and courteous as pilots. To keep the peace with other users of our waterways, we need to be knowledgeable and act responsibly. We can also educate non-pilots, so they can better understand how to interact with seaplanes. The C-SPA.org web-site is a great way to facilitate these goals.

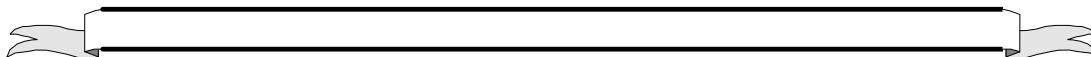
Our web-site has been a work in progress. It evolves weekly with information and links to other web-sites. It's been about a year since we added a "content editor," making it easy to add information to the site. Since then, we have scanned and stored most of the CSPA history, with an attempt to organize all the information so it can be accessed in a logical way. One of the best ways to see what has been recently added, is to look at the "What's New" page, where information is listed chronologically. You can then click on the underlined text to go to the page with the updated information.

I could go into detail about every category of information, like how to mitigate invasive species or what the new OSMB law says about landing a float-plane on

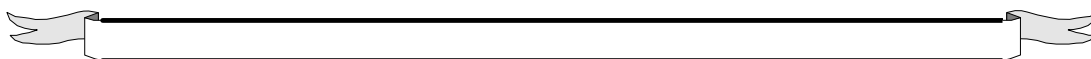
Waldo Lake, but that's what the web-site is for. The main menu on the left, guides you through the various categories of information. There are also sub-categories on some pages, accessed by a horizontal menu under the picture of the seaplanes. These words under the seaplanes are links to additional pages of information. Also, most photos and logos are links to other web-sites or files stored on our web-server. When you see text referencing more available information, try clicking the logo or photo nearby.

If you have an idea for how we can improve the site, or have information for us to add, you can e-mail info@C-SPA.org . For example, if you have details about a great place to beach your plane to picnic, fish, hike or camp, we'd like to add that to the "Destinations" page. If you have something to sell, we can add it to the "Classified" page. If you know about a splash-in, we can add it to our "Events" page.

So remember, the quickest way to access all the information we have, from our beginnings, to the most recent, is to visit our web-site at: www.C-SPA.org



For those who have not yet been to the web site yet— here’s just a little sample of what Cliff has been working on...take a look around: c-spa.org.



- C-SPA.org
- Join us!
- What's New
- Boating with Seaplanes
- Events
- FLOTAMS
- Destinations
- Library**
- Access Advocacy
- Classified
- Invasive Species
- Learn to Fly Floats
- Seaplane Factoids
- Partners
- Contact

- Main**
- Pre-Flight
- Links
- Books
- Bull-a-tons
- History
- Forums

Library

Welcome to the CSPA Library. You'll find lots of good information about flying seaplanes in the Cobia River Basin. Select one these areas from the menu bar at the top.

Pre-Flight is a list various documents all seaplane pilots should be aware of.

Links are other websites that you may find of interest.

Books are a list of books we have enjoyed and would like to recommend.

Bull-a-tons are CSPA newsletters from the past.

History Most of the CSPA History is is about Dave Wiley and his efforts to promote seaplane flying. We plan to add information about other advocates and stories of historical significance.

Forums are a great way to learn from other people . Here are a couple links to seaplane forums.

CSPA Classified

Seaplane Props For Sale

Sea prop - fits a Cessna 172, Lycoming. It was mounted on a Lycoming O320-E2D w/ Mattituck RAM 160 HP Modification

McCauley Sea Prop - 1A175/ETM8044 with spacer. Prop: S/N A78469

Prop inspection and overhaul was done by NW Seaplanes, Renton WA. in 1995.

Log Book TT in Service 203 hrs
TT since OH 0.0

Contact: Dave Wellman, Eugene, OR
541-984-1442

Floats for Sale

EDO 3500 Floats
Very straight, with only one small patch.
Cessna 206 rigging, but will also fit on 185's

Price: \$22,500.00

Contact: Tom Young
360-901-5155

Got Seaplane 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

1945 Grumman G44A

Super Wigeon 8628TT

s/n1427 414U

McKinnon conversion - 5500 Gross Land and Water
Lycoming 270 hp GO480 engines- 525 SMOH on both
3 Blade Hartzel props- 350 SOH both

154 Gal fuel

Retractable Floats

Cabin Heater

KX 175 B radios, DME, Transponder

Wool/ leather interior- very nice

Airframe-very clean

Annual good to 02/2011

Based inland N/W for the last 45 Years- Fresh water only. A True Classic Amphib

Contact Bob: 208-755-6774

\$350,000, or offer—consider trade.

This widgeon belonged to Dwight Calkins in Spokane for many years. Has been flying to Priest Lake and beyond since the mid 60's. It is a VERY nice Widgeon.

Stinson 108-3

1948 Super Stinson 108-3 IFR Floatplane,
N108BT

Portland, Oregon area

\$80,000 or 1/2 share @ \$40,000

975 SFRM, 154 since new cylinders, headliner,
windshield, float bottom skins

Contact: Cliff Gerber at 503-513-0804.

Strutless: A Kinky Story from Nimpo Lake

By John Chlopek

Our annual pilgrimage to Nimpo Lake, BC, in 2009 was delayed to late September by work and other challenges. Mary and I headed up for a much needed week of R&R. Little did we know that the trip was to have little R or R. Our trip started with a low run through rain squalls in the San Juan Islands and a turbulent ride up Butte Inlet into the interior of British Columbia. While the trip up through the spectacular glacial canyons of the BC Coast range is always a highlight for us, we were ready for a nice leisurely few days of fishing and canoeing. After resting up at Nimpo Lake we headed up to the cabin at Mary's Lake. We have enjoyed many trips to the secluded lake at the tree line which has one of the greatest views I know of. We knew that the weather was deteriorating, but the prospect of a few days stuck at the cabin actually sounded pretty good. On our approach to landing we could see the storm system coming in fast from the west and we knew that we were lucky to have beaten it in. We tied N108BT down with extra measures, got the fire going, and settled in for a day or two of storm watching, reading, and relaxing.

It was not long before we realized that this was not to be an ordinary rain event. The winds increased to 30-40 mph. The rain was torrential and with gusts that approached 60 mph, the cabin shook and shivered and rain poured in from every crack and crevice. We were concerned that the roof would depart the cabin and I must have gone out fully clad in raincoat and waders to check the plane 5 times that first night. At one point we had 20 cups and glasses strategically placed throughout the cabin catching rainwater and they were filling up hourly. The 20-yard trip to the outhouse was like being on the deck of a sailboat during a storm in the Southern Ocean. This continued pretty much with only limited interruption for 2 days.

At about noon on the third day after a morning of horrendous weather, the rain abated and we set out on a walkabout in the beautiful high alpine. I was ready for some exercise, fishing, and photography after 48 hours in the cabin. After walking about 200 yards from the cabin I came upon the freshest, cleanest Grizzly tracks I had ever seen. I pointed these out to Mary, who immediately was reminded of some urgent business back at the cabin and our walk was officially over. The storm moved back in and was even more violent than before and I was truly worried about the Stinson taking flight without me, so I went out to partially flood the floats. I noticed that the level of the lake had dropped significantly. Odd, I thought as it had rained virtually nonstop for over 40 hours. It was an hour or so of pondering this before it occurred to me that the extreme winds had blown some of the water out of the lake. This theory was confirmed the next day when the wind and rain abated and the lake returned to its normal level.

The next morning the weather calmed so I packed Mary into the Stinson and taxied for take off. Mary's Lake is at the upper limit of the Stinson performance envelope and even with wind and 45-degree temperatures, I like to take off light so I left our camping and fishing gear behind and shuttled Mary back to Nimpo Lake. I was carrying

way too much fuel as I had planned to do a few side trips while we were up there, but the weather insured that I was unable to do that. I returned for the gear but left two 12-gallon cans of av gas behind.

The flight back to Nimpo Lake is a beauty, so when I got back with the gear I thought I'd go back one more time to get my gas and cans. What could go wrong? I made a quick turn-around and I was back on final at Mary's Lake 20 minutes later.

It was a déjà vu moment as I landed and I could see another weather system headed my way so I made the shortest landing I could and headed for the beach with extra enthusiasm. As I neared the shore I did not like the angle I set up relative to some rocks, and as I glided in, engine off, I swung out off the float hanging from the rear strut. To my dismay I discovered that this strut was not designed to carry the weight of a 200-pound pilot, waders, boots, and vest. It bent and kinked and almost broke in half. While I was at a cabin and would be safe, I was very much not looking forward to spending possibly many more storm-filled nights alone in the cabin. More importantly, where was I going to come up with a strut for a 1948 Stinson 108-3 at 5800 ft in the Coast Range of BC?

Being a home builder by trade the solution was obvious: Wood. I rounded up a couple of 2x4's left under the cabin from its construction, cut them to length, lashed them to the strut with my anchor rope and a little extra duct tape for good measure. It flew just great and I was the talk of Nimpo Lake that evening.

Later I made a call to my Stinson partner, Cliff Gerber, who just happened to know someone working on a Stinson, and thanks very much to Tim James who flew the strut up, the Stinson was back in business less than 24 hours after the incident. Once again, Mary found urgent business awaited her in Portland and rode back with Tim James, leaving me to fend for myself in the wilds of B.C. for a couple more days.



Mechanic's Log:

- Problem: Left inside main tire almost needs replacement — Solution: Almost replaced left inside main tire.
- Problem: Something loose in cockpit. — Solution: Something tightened in cockpit.
- Problem: Number 3 engine missing. — Solution: Engine found on right wing after brief search.
- Problem: Friction locks cause throttle levers to stick. — Solution: That's what they're there for!
- Problem: Mouse in cockpit. — Solution: Cat installed.
- Problem: Radio sounds like a squealing pig. — Solution: Removed pig from radio. BBQ behind hangar tomorrow.
- Problem: Transponder inoperative. — Solution: Transponder always inoperative in OFF mode.
- Problem: The T/C ball seemed stuck in the middle during my last turn. — Solution: Congratulations! You've just made your 1st coordinated turn.
- Problem: DME volume unbelievably loud. — Solution: DME volume set to more believable level.
- Problem: Suspected crack in windscreen. — Solution: Suspect you're right.
- Problem: Dead bugs on windshield. — Solution: Live bugs on backorder.
- Problem: Evidence of leak on right main landing gear. — Solution: Evidence removed.



Columbia Seaplane Pilots Association
 13200 Fielding Road
 Lake Oswego, Oregon 97034

Got that feeling like you've been forgetting something? Here's a thought...have you paid your dues for 2010? Paying on-line via Paypal will save time, postage, and a tree somewhere will feel all warm and hugged. Try it! Click the link: www.c-spa.org then click on "JOIN US".

OR, clip and send to:

Columbia Seaplane Pilots Association
 18406 Nixon Avenue
 West Linn, OR 97229

_____ \$20 CSPA yearly dues

Donation to Columbia Seaplane Pilots Association Legal Fund to keep Waterways Open \$_____

Name _____ Tail # _____

Address: _____

City _____ State/ZIP _____

Telephone _____ E-mail _____