



## SPAA Returns to Lake Boga

Lake Boga near Swan Hill in Victoria was developed during World War II as a seaplane repair and maintenance base. Most of the flying boats being overhauled or maintained in Bowen, Darwin, Port Moresby and Cairns were easily strafed or bombed from the air by Japanese aircraft operating off aircraft carriers.

It was therefore necessary to find a place inland where carrier based aircraft could not reach. Lake Boga was chosen because it is a perfectly circular lake approx 3 kms in diameter and reasonably deep with a permanent water supply from the Murray River. "Lake Boga at War" written and published by Brett Freeman aptly describes the development and operation of this establishment. The base was used to repair Catalinas, Sunderlands, Dorniers, King Fishers and anything else that did not have wheels.

The SPA made its first Splash-in to Lake Boga some 5 years ago and Graham and I flew the 180 there with Bryan Monkton who during the war made many trips in Dorniers and Sunderlands to Lake Boga. Bryan was the guest of honour on that occasion and told many stories of his visits there during the war when Scottie Allen was in charge. On that occasion we flew with a half dozen Seareys all the way down the Murray to Goolwa then back to Sydney along the Australian coastline. The whole Seafari took over a week but was well worth it.

*Continued Page 2*

## Chairman's Report

Suddenly the SPA of Australia seems to have taken off with a great-renewed public interest in seaplanes.

In one way this may be partly because land aerodromes like Schofields, Hoxton Park, and Bankstown in Sydney are being swallowed up by property developers.

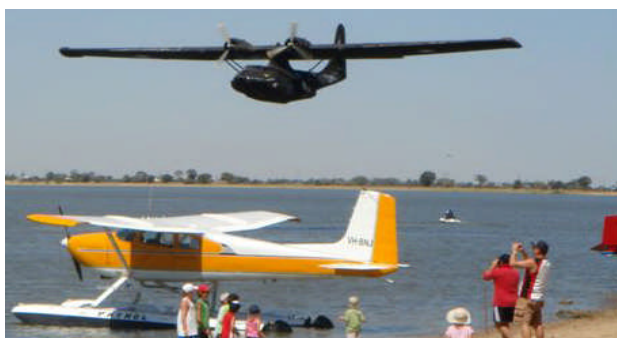
More likely though, it is the great work being done by fresh blood in the organisation and the fact that they are all computer literate. The new website, email communication - this newsletter are all the work of this new team of young bloods.

Old Dulhunty after nearly 40 years has been "promoted" to the honorable position of Chairman to allow Rob Loneragan, Chad Boot, Jim Moline, Ben Hunter to vent their enthusiasm on the organisation.

My hope is that all members new and old will respond with equal enthusiasm and make Australia like USA and Canada where seaplanes flock in greater numbers.

Jointly our greatest need is to educate boaters and other water users that seaplanes are just other boats on the water, are NOT dangerous and are environmentally ideal - that seaplane pilots too are responsible mariners as well as aviators.

Regards  
Philip Dulhunty



**April 2006**

### Inside this issue:

News desk	2
Lake Boga Continued	
News desk	3
Splash-In 2006	
Lord Howe Island	
RVAG	4
Classifieds	
Next Months Issue	
Tasmanian Coordinator's Searey takes Shape	5
Places To Visit	6
It All Took 57 mins but 57 mins was all it took	7
It All Took 57 mins but 57 mins was all it took	8



**"Show the Sprit Still Exists"**

**Lord Howe Island Board**

**&**

**Seaplane Pilots Assn Aust**

**Present**

**Splash-In 2006**

**3 to 7 April 2006**





## SPAA Returns To Lake Boga continued.....

This year's return to Lake Boga was organised by Dick Peel and the Lions Club who had received a Government Grant to pay for some of our petrol and to stage a magnificent fireworks display from a barge in the centre of the lake.

The SPA/HARS Catalina also made a trip to Swan Hill but would not or could not alight on the lake but did a fly-over, which was quite impressive and symbolic. The fire works display was quite spectacular surpassed only by the ooh's, aah's eeh's and oow's orchestrated by John Daley, Harvey Prior and their crews. There would have been more Catalina veterans there had it not coincided with the annual visit of the Catalina Association of NSW to the Garrison Church in Sydney.

Without having a longer Safari to join, it was a long trek for many of our members to make just for a 24 hour visit but in spite of this the following members turned up with their various aircraft. I thought I had to come a long way until Perry Taylor arrived all the way from Noosa just for a 24 hour visit.

Harvey Prior, John and Greg Daley	Lake Buccaneer
Lyn and Mike Smith	Lake Buccaneer
Grant and Angela Farrow	RANS floatplane
Leonie and Rod Gunther	Cessna 185 floatplane
Caroline and Jim Williams	Building a Bird Dog on amphib floats
Philip Dulhunty, Graham White	Cessna 180 floatplane
Viv and Perry Taylor + "Merrick"	Seawind
Graham Henry	C185 on wheels



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## New SPAA Lanyard Perfect Answer for ASIC Cards

CASA is currently processing more than 10,000 ASIC applications from pilots across the nation.

The goal is to complete the processing of as many of these as possible before the end of March.

After March 31 pilots requiring access to secure areas of regional airports will be required to display an ASIC. ASIC's are already required for pilots using the long standing security controlled areas of capital city and other major airports.

The SPAA lanyard is the perfect answer to avoid loosing (read drop in water) and displaying your new ASIC card. Woven with the SPAA logo, ensures you fly the flag while keeping track of anything from keys to mobile phones.

Ordering is easy simply visit our website <http://seaplanes.org.au/catalogue.htm> and order online or email [shop@seaplanes.org.au](mailto:shop@seaplanes.org.au), a bargain at only \$5.00.





## SPAA Splash-In 2006 Lord Howe Island.....Only days to go

SPAA Splash-In 2006 is definitely going to be this years event to attend, commemorating the 75th anniversary of Sir Francis Chichester's East-West crossing from New Zealand to Australia.

We have had a few "queries" re mechanical support on Island, I guess it is a bit better now than when Sir Francis was there 75 years ago,

HOWEVER, my Engineer mate, Tony Kerr from Gympie Aircraft Maintenance has agreed to go over to give u that warm fuzzy feeling that only a good LAME, can.

I will try to get Tony a lift with say Gashy or Kevin Bowe, or anyone who has a seat OVER, I will pay the fuel, and Tony is very Fit and Light, only 60 kgs, including gear and tools, I can bring Tony back.

IF, we cannot get Tony sorted, I will buy a 182 and he and my son Ryan can fly it over themselves.

OK, so now we have an Engineer on island as well. Tony is current on most Seaplanes, he looks after Bucky's, Seawind, Amphibs, everything except Helicopters.

Who is going?

Confirmed

Steve Macintyre and Bill Day... Seawind NZ

Peter Gash Caravan Amphib

Harvey Prior Buccaneer

Kevin Bowe Buccaneer

Greg Taylor Renegade

Rhys Richards Renegade

John Daley Buccaneer

Philip Dulhunty Cessna 180 Float

Bill Lane Cessna 206 Float

Perry Taylor Seawind

Spencer Ferrier Land Plane

Tony Hanlon Decathlon land plane

Graham Henry Cessna 185 land ( 2 spare seats !!!!)

Chad Boot/Ben Hunter Sundowner Landplane



**50% Possibility:** Cessna 185 Seaplane from Melbourne, Sea-plane from Perth, Amphib Beaver from Gold Coast, Amphib from Airlie Beach, Helicopter from Sydney, 3 more Land planes.

My wife Viv is organising a guide and tour to top of Mt Gower, it is a "MUST DO", all day climb, for those non fliers, not "technical" climb, but you need to be in reasonable shape,

An excursion to Middleton Reef and Elisabeth reef is planned YES, a separate email including photos and flight briefing has been sent to attendees. We will ONLY attempt landing out there on an exceptional day, as April "usually" produces.

Seats: If u have seats for share cost, I am answering lots Emails from people who cannot get there (QANTAS is full), and they really want to go, any friends who want to rent a C90

or Chieftain or something??, reckon we can fill a couple.

Stay tuned, thanks for your Commitment, they (Lord Howe Islanders) will love u guys.

Perry Taylor

QLD Coordinator







## From the News desk.....

### NSW Maritime RVAG

On February 14th SPAA representatives Phil Dulhunty and Rob Loneragan attended the NSW Maritimes Recreational Vessel Advisory Group held at NSW Maritime headquarters in Rozelle. In particular to Seaplane operations SPAA raised a concern that seaplanes will be banned in all areas of Sydney Harbour except Rose Bay because there is a perception that they are dangerous, despite the fact that once they have landed they are just as manoeuvrable as any other small vessel. The maintenance of seaplane is expensive and there should be no restrictions to their operation as they have an important part to play in tourism and search and rescue. Brett Moore the chairman responded that there may be legitimate issues about their operation in narrow or busy waterways, such as Putney. Safety concerns must be seriously considered, a risk assessment undertaken and all parties concerned, including residents, consulted. There is a long way to go and a number of options may be considered in consultation.

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### For Sale—Lake Renegade

Type: Lake Renegade 250  
Year: 1987  
Rego: VH-WMW  
TTAF: 1250  
Engine: Lycoming IO540-C4B5  
Engine TTSOH: 980  
Propeller: Hartzell Q tip  
TTSOH: 155  
Perry Taylor  
Phone: 0401 003 161  
airnoosa@tpg.com.au



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### In Next Months Issue.....

- Operating Seaplanes in Saltwater
- All the latest Seaplane News
- News and Pictures from Lord Howe Island Splash-In
- Places to visit.
- E-Shots
- And much, much more.....
- You must subscribe to get your copy by going to <http://www.seaplanes.org.au/JoinSPAA.html>
- Subscription rates are only \$50.00





## Tasmanian Coordinator's Searey Takes Shape

SPAA Tasmanian Coordinator Kyle Gardner, who lives in Tolmans Hill overlooking Hobart has been working on his Searey kit since the 1st of July 05, when finished the aircraft will be initially based at Hobart airport but then hopefully moved to a permanent home on the banks of the Derwent River in Hobart. The aircraft now has over 760 hours of build time, current progress should see the aircraft flying around July August 2006, the fuselage is virtually complete, and by the time this goes to press the engine a Rotax 912 ULS, should have been run for the first time along with the covering of the wings.

Kyle has opted for a full glass cockpit, "Yes I am liking the panel. Because I have used the glass cockpit along with the EXP Bus I had a lot of unused space on the panel so I added a little glove box which has inside it a 12v power plug. The CDMA phone talks through the pilots headset and charges from the aircraft and it has an external antennae up in the nose of the aircraft." (<http://www.mcp.com.au/xcom760/phone/mobile-phone.html>)



To prevent an inadvertent water landing with the gear down Kyle has designed and programmed a PLC controller that monitors 6 micro switches (4 Gear, 1 flap 1 gear lever). This unit does a few things, 1. simply indicates the condition of the gear and controls the 3 coloured LED's in the panel, 2 it also warns the pilot for a runway or water landing when landing flap (20) is selected, (if the gear is up the red and blue lights flash when landing flap is selected until the pilot accepts water landing on the controller, when accepted the red flashing light goes out and the blue remains on) 3 It will (soon) also control the electric linear motor that I am going to install for the gear cycling. Power to this motor will be isolated unless the PLC can see that both gear is unlocked and that the gear unlocking lever is disengaged.

The switches under the main display have built in circuit protection, the condition of these circuits is displayed on the nearby lit panel under the radios (<http://www.anywheremap.com/detail.aspx?ID=51>). The Pocket PC beside the main display has the aviation moving map GPS ([www.anywheremap.com](http://www.anywheremap.com)), and because it is a windows pocket pc it can also surf the net and check weather/emails etc etc. It also plays mp3 music into intercom that it built into the XCOM 760 ([www.xcom760.com](http://www.xcom760.com))



For those contemplating building a Searey Kyle's biggest piece of advise is to, read as many articles as you can on the Searey, listen to all the Searey builders, filter the information, then do what you think will be best for you and your machine







## Places To Visit—Wallis Lake NSW.

When considering a suitable place to visit by Seaplane a few considerations are:

- Security
- Access to fresh water for post flight wash down
- Suitable waterway and lake/riverside physical characteristics for seaplane ops e.g. tidal considerations
- Suitable shoreline for entry/exit of an amphib or mooring of straight float A/C
- Reasonable proximity to where one is staying
- Appropriate shelter from weather etc



These are all important, but to finally find such a site and then get the "owner" to agree to your use of it, is not always a formula that is readily available..... in fact at times, as we all know, can be quite difficult to find.

Anyway there is a spot here on the eastern shoreline of Wallis Lake in the grounds of the Tiona Park caravan and camping park that gets 5 stars pretty much for all the physical attributes but it has taken a change of management of the Park to secure the agreement of the operators, for me to get permission to park in the grounds of the Park.

Tiona Park comprises a large area for camping and caravans and also they have some cabins (like Teddy Muncktons at Wallaga Lake). Additionally, next door (divided by a small rainforest growth) to the above, Tiona Park has a Lake Side Conference facility with a huge lawn area with perfect access to the lake on a firm sandy bottom beach.

It is protected all around by trees and has fresh water (including a fire hose reel) for wash down.

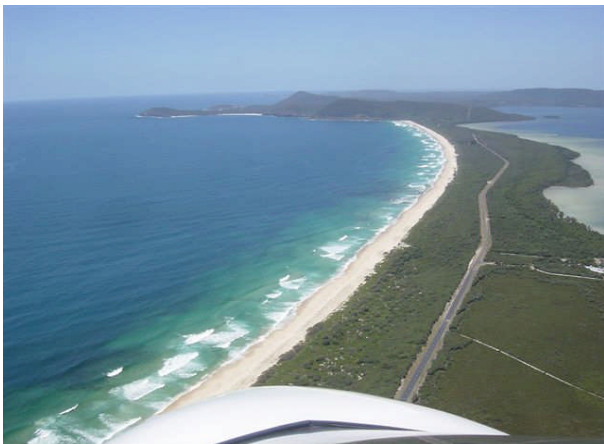
I am guessing that the lawn area could accommodate maybe 30 aircraft (amphibs) with beach area for at least 8 to 10 straight float aircraft.

Simon Luke (who manages the operation for his family company which operates Tiona Park) is an enthusiastic young man and has expressed his interest for the SPAA and seaplanes to come and use the facilities. Additionally, he has given me an over view of the parks accommodation and he can also arrange for cabins to be stocked with the necessary groceries and drinks etc to cater for visiting aircraft.

Quite apart from the site and local area being outstandingly beautiful, it is a mecca for seaplane operations and would be an exceptional venue for a Splash-In.

With regard to Avgas gusslers, Taree airport is probably 15 minutes away by air for Amphibs and ferrying fuel to the (Clarence???) river is only a few minutes from Taree airport or with a bit more organising, the refueler from Taree may well agree to deliver a 44 or 2 to Tiona, I haven't investigated this yet but I am sure it is all possible.

Rob Loneragan  
SPAA President.





## IT ALL TOOK 57 MINUTES BUT 57 MINUTES IS ALL IT TOOK!

As part of the Royal Volunteer Coastal Patrol I was telephoned at 7.28am on Saturday morning 6 November 1999 by the Broken Bay Base in Pittwater to ask if I could help in an exercise they were experiencing.

A small fishing boat had overturned off West Reef and only one of the three men appeared to be still with the vessel. He had set off the EPIRB and radioed that his 2 mates were missing. The boat itself was quickly disintegrating and he himself was in dire straits.

West Reef is a bombora just west of Maitland Reef, offshore from Killcare on the northern shore of Broken Bay. I know it well because I flew over it almost every day for 20 years when I flew to work at Wyong. I had also been here in my own boat before the creation of the Marine Park trying to catch a few Moeys (Morwongs) and knew how treacherous it could become when the weather turned foul.

Still brushing the sleep from my eyes I didn't hesitate to give them the thumbs up – "I'll call you on Marine VHF as soon as I get airborne – What frequency are you using?" "Just call us on Channel 16 to begin with – but we are organising two rescue vessels and will be working on Channel 77 – Suggest you go to that after establishing contact with BASE – Do you think you will be long?" I said, "I'm not sure it depends on the tide because I have to launch the aircraft off the slip, maybe 20-40 minutes before I get airborne."

I had done this sort of thing before and we had discussed the role I was to play – and had played in the past. My job was to try to locate the survivors in the water, or any sign of them such as wreckage, or lifebelts they might be hanging onto, and then, through direct radio contact, direct the rescue vessels to them. If the EPIRB was still going on 121.5, I would also try to get a rough position from that. In this case, they knew where the vessel was, so it was mainly a case of aerial spotting for men in the water.



I wasn't sure how much fuel I had in the aircraft from my last trip but I had several empty 20 litre cans I could take along and refuel at Palm Beach if it was going to be a lengthy exercise. I knew I had enough for at least 2 hours anyway so that would get me going.

As I shot out the door my wife said "Where are you going? Who was that on the phone?" "It's the Coastal Patrol," I said. "They need me." "Oh yes," she said "any excuse to go for a fly and you'll drop everything - aren't you going to finish your breakfast?"

She was partly right, I didn't need much coaxing to get me flying but there was more than that, I didn't know who these fishermen might be but I was one myself and had a lot of family and friends who went offshore – I often wondered if anything ever happened to my brother John out game fishing whether I could get there quick enough to do anything to save him. I really felt for these poor blokes in the water and hoped I could get there quick enough to find them before a grey nurse or hypothermia got them.

One thing I had learnt, when you're in a hurry Murphy's Law dictates that something will go wrong so the rule is "Festina Lentae" or "hasten slowly". Take the time to double check everything.

In this case I was lucky – first it was right on high tide so the plane was launched with a mere push on the nose. Second, I had forgotten my friend Graham White was having some introductory lessons in seaplaning and had arranged to come over to do a few jobs on the floats. Six minutes after the phone call I was launching the plane with Graham's assistance and we had the engine started taxiing out at 7.39am just eleven minutes since the alert was given. It took another eleven minutes for the engine to come up to temperature during the slow taxi down the Lane Cove River.

By 7.57am we were at the Heads and punching into a very strong nor-easter – it wasn't the normal nor-easter that comes up as a daily sea breeze in late morning during the summer months. This was a nor-nor-easter, part of a synoptic system that brought storms and rain to the area during the previous night. The sea was really rough and I thought of the terrible conditions described in a book I had just finished reading called "The Perfect Storm" and more recently "The Fatal Storm" by Rob Mundle describing the 1998 Sydney Hobart Yacht Race. It wasn't that bad of course, but having played a small part in that episode, when the C180 was still on wheels I couldn't help thinking – people only get in trouble when the weather is bad and I never get called out on a nice fine day. During the Hobart Yacht Race I happened to be on the farm at Tilba Tilba and the Volunteer Coastal Patrol at Narooma called for my assistance – I tried but the weather was so bad I had to give it away after half an hour and counted my lucky stars to have got back safely.





## IT ALL TOOK 57 MINUTES BUT 57 MINUTES IS ALL IT TOOK! Cont..

As we turned north around North Head I switched the radio to 121.5 and could clearly hear the EPIRB signal. This grew louder and louder as we came just to Long Reef and then to the scene. We did not use it for homing in this case because we knew where the vessel was – but it was satisfying to know that the beacon was still working and we were picking it up so clearly. Most pilots have rarely, if ever, heard the distress signal on 121.5 and I doubt if many ever switch their radios to listen out on this frequency – although they SHOULD do.

The 121.5 EPIRB signals can only be received by an aircraft or special search vessel radio – normal vessels on the marine band are not equipped to receive it.

By 8.02am we were at Long Reef and in radio contact with the searchmaster at the Patrol Base. He had dispatched two rescue vessels, one of which was already on the scene, together with the Broken Bay Police Launch “Abbott”. They said they had some wreckage and one survivor on board but were still looking for the other two men. In another five minutes we were overhead and in direct radio contact with the rescue boats.

They were having difficulty making radio contact with the base because of the local terrain, specifically Barrenjoey Head and Bilgola Head which were directly in line with the Base Station at Newport.

We had clear signals from both at 500ft so were able to relay all the messages. This is one thing I have often found, a seaplane with a marine radio can provide. Frequently, I intercept radio calls from vessels trying unsuccessfully to contact their bases or vice versa and am able to relay for them. In this emergency my relays turned out to be crucial to the exercise. I certainly had my hands full working the three boats below and the base station and I’m sure I mixed up some of the callsigns in the confusion. A bit of practice at this might be a good idea for the future. From the air I could not identify which callsign related to which vessel, until one of them reported picking up a survivor clinging for his dear life onto a floating esky just south of the reef.

From this I was able to identify the boat against its callsign (FN177) and then know which other boats were which. Graham White suggested to me that the remaining survivor, if there was one, must be downwind of that position. The wind must have been at least 20 knots and from the air we could clearly see windstreaks pointing almost due south. As we turned on a southerly heading the sun moved behind us and we almost immediately imagined we saw a small collection of rubbish or wreckage with a head bobbing up amongst it. With my workload on the radio Graham was flying the plane and immediately went into a tight orbit over this spot. Our announcement on the radio was acknowledged and the search vessels immediately turned heading towards us. The base station called for an indication of where this sighting was! From the GPS we were immediately able to report 33° 33.40’ south 151° 22.5’ east but the boats below were concentrating more on just aiming for the place over which we were orbiting.

As we circled around I could occasionally glimpse the image of the face of the poor bloke down in the sea. He seemed to be clinging desperately to some object but was very much aware of our presence above him, at one stage letting go of whatever was keeping him from being swamped by the white caps to wave to use. To me this represented a communication link, albeit small, between us. The fact that we continued circling over this one spot indicated to him that we must have seen him. He wanted us to know that he had seen us. Graham kept the plane in orbit until the rescue boat below had reached the spot.

At precisely 8.25am (just 57 minutes from that phone call) I was now becoming concerned about our fuel situation but kept on in tight orbit until the coastal patrol rescue boat advised us he had sighted the place below us and was about to pick up the third man.

We vacated the scene and landed in Pittwater behind Barrenjoey Head to re-fuel at Carmel Walton’s boat jetty.

Before alighting the Coastal Patrol Base thanked us and advised that the third survivor albeit only a ghost of his former self, had been taken on board. I felt a sense of great satisfaction that we had been of such help – and whilst only a “Search” part of the “Search and Rescue” operation it was just conceivable – that if we hadn’t sighted him or directed the rescuers to him, that poor fellow, albeit a ghost, may not have survived! To me this was another demonstration of the role of the seaplane in Search and Rescue at sea and ample justification for all seaplane pilots and operators to become part of the RVCP and install a simple inexpensive marine radio to be able to assist in times like this. It’s a two way street and there are times when the RVCP

might rescue us, certainly plenty of times when they can report local weather conditions up and down the coast during marginal weather and moving southerly fronts.

Philip Dulhunty

SPAA Chairman







## E-Shots

***"It's a lifestyle. A love of adventure a passion that pervades every pursuit.  
It's a passion for life, people, the things around us, and our unique freedom."***

The Purpose of E-Shots is to capture the thrill and excitement of Water Flying, it could be the solitude of taxiing on an inland lake, heeled up on a pristine beach, or that hearting pounding moment on the step right before lift off. Each month we will feature a contributors picture that best represents all that Water Flying has to offer. Please feel free to email your pictures in to [secretary@seaplanes.org.au](mailto:secretary@seaplanes.org.au).



***"Ones company and three is even more fun".***

*Taken by John Dunlop from Canada (also a SeaRey owner), taken at Camden Haven north of Taree using a Canon EOS 350D.*





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