



Compliments of the Season

This is the final Newsletter before Christmas 2006 and the 2007 New Year descends upon us.

Looking back the year has been a great one for the Seaplane Pilots Assn Of Australia. We have seen a great lot of activity with the introduction of our Web Page and "On the Step" our new Newsletter.

Its also annual Membership Subscription time and you will be contacted regarding this shortly. We encourage members to continue their support so we can maintain the push to protect our right to fly without unnecessary restrictions. And talking about contributions its not only money we need but ideas, stories, problems solutions, experiences anything which will be of interest to us all. Just write a few words for us.

A sample of some of the things that have been achieved this year include:

In Victoria a move to prohibit seaplanes from Melton Reservoir and all other inland waterways has finally been defeated and our rights upheld. Thanks to Grant Farrow and Jack Peters coming to their senses and showing the public how clean and friendly seaplanes really are.

In NSW the establishment of 2 large Marine Parks have sought to control or ban seaplanes altogether. Our Association with the Royal Volunteer Coastal Patrol has won us a stay of action and we are confident of a win on this one.

We have to thank Perry Taylor and Kevin Bowe for their contribution to our cause this year and of course Perry's organisation of the Lord Howe Island Splash-In was magnificent!

Graham White has been very active representing SPA at the CASA Summit Meetings on Self-Administration. Graham suffered a heart attack in May and has temporarily lost his license but hopefully due to be restored before Xmas. He is now fitter than ever and runs in the soft sand up the beach at Moruya Heads every day.

He will be attending another CASA Summit Meeting on Self-Administration later this month.

Yours truly has been pretty busy trying to reverse the downward trend in General Aviation including the saving of many airports from the sell-off to developers.

SPA members are least affected by this and if more airports disappear we will surely have more aviators interested in seaplanes – but for G.A. overall, it is a disastrous situation.

One of our older members, Bryan Monkton who founded Trans Oceanic Airways with P.G. Taylor in 1947 using five war surplus Sunderlands has written his book "The boats I Flew" which is being launched on Tuesday 6 December at the Rose Bay Flying Boat Museum. Unfortunately Bryan passed away (died) last year, so he will not be there in person. The book is a great read and can be purchased from the SPA for \$36.00 - Just send your money.

Phil Dulhunty

Chairman

Seaplane Pilots Assn. Australia



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Aerocet DeHavilland Beaver Float Testing Completed by FAA.

The FAA have completed flight tests on Aerocet's 5850 series of floats for the DeHavilland Beaver aircraft.

The Flight testing went "better than expected" and allows Aerocet to accelerate production for the 5850 series float.

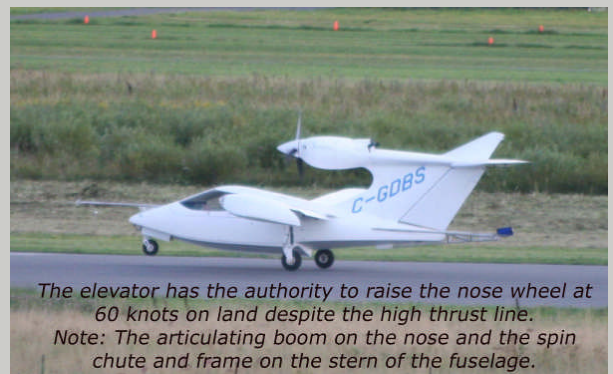
The 5850 series float has already met Technical Service Order (TSO) requirements which approves the design and allows for production. The STC is the final step in the approval process and concluding reports will be submitted to the FAA by mid-November. Features and specifications are expected shortly there after.



Seawind Makes First Certification Test Flight

Seawind Inc. has rolled out its new Seawind 300C amphibian for certification flight testing at the company's production facility in St. Jean, Quebec, Canada. The company said it expects certification by the end of this year.

What seems to enthusiastic onlookers like one of the longest aircraft development programs, Seawind, hit a major milestone last week with the first certification test flight. Until this, all other Seawinds were built from kits. The company now says it hopes to have transport Canada certification for VFR within four months. IFR and other certifications will follow. Although it looks the same as a kit Seawind, the production model is substantially different and better, according to CEO Dick Silva. He said that after initial certification, the company will look at adding options including a diesel engine, de-icing and air conditioning. Many of the improvements incorporated in the production model will be made available to owners of the kit airplanes. "We will continue our policy of making any new developments available to retrofit earlier aircraft," Silva said



The elevator has the authority to raise the nose wheel at 60 knots on land despite the high thrust line.
Note: The articulating boom on the nose and the spin chute and frame on the stern of the fuselage.

Here We Grow Again !!

SPAA Welcomes Members New and Rejoining for September

Membership of the Australian Seaplane Pilots Assn offers you many great Member Benefits check them out at this link <http://www.seaplanes.org.au/BenefitsofMembership.htm>

Membership also supports the tireless efforts by many volunteers to tackle the many issues that could adversely affect seaplane operations. A few of the projects that are happening at the moment include industry self administration, Establishment of Marine Park s, education of public authorities relating to seaplane operations, Harbour plans of management, demise of Australian air-ports.

Ross Nattinger—Florida USA

Ryan Hills—Narre Warren Vic.

Doug Hemingway—Malvern Vic.

Gary Skinner—Geeveston TAS.

Tony Hill—Hobart TAS





Aviation Fuel Finder Now Available



Jamie Campbell and the team at aeroclub.com.au have come up with another web based innovation in the form of an aviation fuel finder that can find fuel anywhere in Australia.

To find fuel locations you will need to do a single word search using one of many airport or fuel related terms. Multiple word searches are not possible at the moment but will be enabled in the near future.

Example 1: To display fuel locations in New South Wales enter the search string: nsw

Example 2: To display fuel locations on the Charleville WAC chart 3341 enter the search string: 3341

Example 3: To display fuel locations that have Mogas enter the search string: mogas

Examples of other airport or fuel related terms are shown below.

airfield name

airfield ycode

state (act, nsw, vic, qld, sa, wa, tas, nt, etc.)

wac chart number

references (ersa, aopa, etc.)

fuel type (avgas, jeta1, mogas, diesel, etc.)

To access the Aviation Fuel Finder click on the link below:

<http://www.aeroclub.com.au/fuel-finder/>

Bond's the Name... James Bond

ZIPPING around the world to exotic locations is derigueur for special agent 007 – the suave James Bond. And when *Casino Royale* – latest film in the Ian Fleming series – hits our cinemas this month, the spy with a licence to thrill will continue that penchant for travel to amazing 'to die for' locations.

Casino Royale, the 21st James Bond adventure with Daniel Craig in his debut as 007, traces Bond's early career and his first mission which leads him to Le Chiffre – the banker to the world's terrorists.



Seaplanes feature prominently in James Bond movies and this one is no exception, this time Bond arrives by Twin Otter amphib at Paradise Island in the Bahamas.

In The Movie "The Man With The Golden Gun" even has James Bond (Roger Moore) piloting a Seabee himself to an exotic island in Thailand, the home of bad guy Scaramanga which destroys the aircraft with a solar powered laser, now that's *shaken not stirred*.

Bond in Paradise Island the Bahamas being chased by a sun-seeker boat.

Amphibious Floats Available for the Sportsman 2+2

Montana Float company has designed a new set of amphibious floats specifically for the Glasair Sportsman 2+2. According to Keith Kinden of Montana Floats, a sportsman outfitted with his new amphibs provides seaplane performance beyond his expectations, with water runs as low as 10 seconds, depending on elevation, wind and takeoff weight.

The Sportsman 2+2 introduced the "Two Weeks to Taxi" customer assembly program earlier this year, allowing customers to build their aircraft and taxi in just two weeks.

For more information visit www.montanafloat.com or www.glasairaviation.com





By Perry Taylor airnoosa@tpg.com.au

The Caper was to show a couple of crazy Flyingboat owning Kiwi's, the Fraser coast, some secret spots and spectacular scenery, but we could not decide which aircraft to take, so we took them ALL, Bill and Steve in Seawind, Rhys Richards in his Renegade, Perry and Merrick in Seawind. We had to try to fill in a day for these adventure loving larrikin Kiwis, so away we went Rhys shot the first landing in the lagoon at Double Island Point.

The sandy Straits are a splash and go raceway, we did 27 splash and Go's in line astern formation, to arrive at Moon Cay only 5nm from Hervey Bay, for a swim and frolic in fine white sand and champagne water.



Quik splash at lady Musgrave Island via Lady Elliot Island, Fairfax Island and one Tree Islands in the Bunker group, before turning west to our secret lunch spot, we still have not shaken the kiwis at this stage.

Bustard Head. Landing on the East-West beach starts with a curved approach onto a curved "runway," from over Clews Point or water landing into Pancake Creek just rite of headland or land onto bay just left of beach. The sand is usually smooth and low gradient, so taxiing into and out of water is easy. After the curved approach, touchdown and runout follows beach contour, avoid Hi tide. Takeoff best into east, no rite rudder trim needed before takeoff and lift off with approx 7 degrees left wing down to curve the departure. Great bushwalking to clews point or Pancake creek, sandflies at sunset to sunrise. Best to low fly over beach, looking for turtles before land, if turtles go away



In 1770 Capt James Cook went ashore at 1770, just across Bustard Bay, only his second landing on Australian sand. Another great place to visit is the Bustard Head light station. No other light station in Australia has a history of tragedies to equal that of Bustard Head. Even before the lighthouse was completed in 11868, the station claimed its first life when a workman was fatally injured in the tower. Since then, shipwrecks, abduction, suicide, drowning and cyclones have shattered the lives of light-keepers and their families. Access is only by boat, aircraft or LARC, no roads.





This is the view flying from 1770 to Bustard Head. Top of picture is Rodds "peninsula" great beach landing and water landing spots. Next waterway is Pancake Creek, esturine coral just meters from sandy beaches ensures great snorkeling and swimming with dugong and dolphins, leads around to Turkey.

Next is Jenny Lynd creek foto is spring low tide, great exploring here but suited to Mermaid or Searey. Beach at rite of foto is Aeroplane Beach, which faces north. Lady Musgrave island is only 40nm due east and Gladstone 25nm NW from here.



Pancake creek looking SW towards Turkey, from over Clews pt.



Pancake creek



Port O Baffle Creek looking east, 40nm N Bundy....



Littlebella Creek 30nm N Bundy, so many landing sites

Kiwi Boys were getting really sunburned and thirsty by this time and home, Noosa is about one hour away, Rhys had counted 40 water landings each, so we planned one more at a VERY secret fresh water lake to splash around and wash down, then heading home after avgas in Bundy. ^ minutes after touchdown in Noosa we were devouring a few frosty XXXX Gold's and Portuguese Chicken at Café Le Monde in Hastings street.

Rhys and I were feeling contented after a big day, lots of water landings, beach landings, marine sightings and general adventure, when the Kiwis announced that they had one of the BEST days of their lives, "Where are you taking us ToMorrow???"

Actually took them to Brisbane International to get rid of them, unfortunately they left their Seawind and threatened to come back soon for a REAL big trip with their Aussie Mates.... Can't wait, they think the Kimberley is a day trip..... More Later





Since returning from a 4WD trip up to Cape York in June/July I have had the busiest flying time for a number of years. On the way back home to the Sunshine Coast from the Cape, Sue and I stayed with Brian Finn and family (LA4-200 VH-MXU) in Cairns.

Brian had been unable to get his annual check done in Cairns as all the maintenance organizations there were too busy with their charter customers' work. He was not keen on having the work done somewhere else, unsupervised. So we planned on my returning to Cairns towards the end of August to ferry the aircraft to Gympie.

Tony Kerr runs Gympie Aircraft Maintenance and does the work on my Lake (VH-ASS). Working with Tony is Theo Van Oosterhout, who worked at Air Whitsunday in the days when we operated up to five Buccaneers and the two Grumman Mallards. They also do the maintenance on Perry Taylor's Seawind (VH-VIV), so they are very familiar with seaplane work. I also helped with the work. As well as the normal check we carried out the tailplane AD and a number of upgrades.

Brian and I had arranged that on the return flight I would meet him at Hamilton Island and spend a day or two showing him around the Whitsunday Islands and Hardy Reef where Air Whitsunday operates. In the meantime, I had an enquiry from Mike Iveson for a floating hull endorsement and as he was heading up to Gladstone to join a diving party, I was able to start his training on the way up.

Departure from Gympie was on the 13th of September and we carried out the upper air work on the way up to Lake Monduran. Unfortunately, the weather blew up to thirty knots and it was only possible to do a very limited amount of the "in water" work at Lake Monduran. Proceeding on after a couple of hours and some lunch at the dam we had a very bumpy approach into Gladstone.

The next morning was still thirty knots and after studying the charts and tides we decided to cancel the training planned for the day. I offered to drop Mike off at Masthead Island to join his diving group. The north eastern shore of the island has a shallow but sandy lagoon area that offered a landing area straight into a clean wind. As the tide was about halfway in, the chop was less than 12 inches high; so a very short and smooth landing was followed by an even shorter and quick take off.

The next morning I met Brian at Hamilton Island as planned. Even though we both had our required ASIC security cards we had trouble with the over enthusiastic security staff who threatened Brian with being charged for trying to cross the apron unaccompanied. This was not a good start to our Whitsunday visit.

Due to the weather we were unable to get to the reef on the first two tries and when we eventually did get there, we were only able to do a few touch and goes. The next day it was off to Cairns; with a couple of weather related diversions along the way.

Departing Cairns with Qantas on the 17th September I flew direct to Sydney to check out Ken Hughes on his Lake Renegade (VH-LKT). Ken, whom I had endorsed on a Buccaneer almost three years ago, had purchased the Renegade and had it completely rebuilt and upgraded; it was now ready for some water work. We spent two days checking out Ken at the places he was interested in learning more about.

The first day, with beautiful weather, we proceeded from Bankstown to Palm Beach, Brisbane Water, Lake Macquarie, Port Stephens and then onto Glenborne Dam for five more water landings. After refueling at Scone it was back to Bankstown completing a very busy and tiring day.

The next morning after take-off from Bankstown we headed to Parramatta and down R405 restricted airspace to Rose Bay. With the perfect weather, this would have to be one of the experiences of a lifetime of flying; snaking along the Parramatta River, below five hundred feet, over the Gladesville Bridge, past Darling Harbour and then over the southern pylon of the Harbour Bridge, only about 150 feet below; the teams of bridge walkers so close they could see us waving. After passing the Opera House and Garden Island we had an almost glassy water landing in Rose Bay.

We then headed on to Lake Macquarie, where Ken has a lovely waterfront home. We were unable to access his ramp as the tide was one of the lowest of the year. After waiting for higher tides Ken now keeps his aircraft there.



Mike Iveson and VH-MXU at Lake Monduran



Erik Ivison and VH-LAA at Hervey Bay



**For Sale: LA4-200 Lake Buccaneer**

LAA 4-200T (Turbo Normalized).
1981 model. Reg Australia 1999.

1st went to South America and then NZ
before here.

Absolutely No corrosion.

1340 TT

1700 hrs left approx on prop and engine.

Charter category

New paint with Du Pont Imron in May this year
and a special DAV guard paint on
the bottom to help prevent paint wear when
beaching. In yachting we call
it a 'barrier coat'.

JSI Fuel monitor

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Perry Taylor: President

Fone +61401 003 161

Fax: +617 54492108

Seaplaning In The Sunshine State cont...

During late September and October, three new pilots joined the world of water flying. With the drought in southern Queensland the dam where I normally carry out the first day's training is down to three percent capacity, so it is necessary to head further afield to Lake Boondambah, northwest of Murgon.

Although it is only around twenty five percent capacity, it has three reaches that are like three runways almost exactly sixty degrees apart. It is an ideal place to start the training course; being fresh water and 1,000 feet above sea level. The aircraft takes a lot longer to get on the step giving the trainee more time to assess the progression of the different phases of getting on the step.

The first endorsee was Erik Ivson, a young commercial pilot, with Lake Buccaneer (VH-LAA). He had accumulated about fifty six hours on land work when we started his water training. This time proved to be beneficial as he was very familiar with the aircraft and was able to concentrate fully on the training.

Following was Philip Myer, from Tasmania. Philip stayed for four days and we did two days at the dam alternating with two days on the Great Sandy Straits. The straits separate Fraser Island from the mainland; they are a wonderful aquatic playground for Dugong, Turtle and large schools of fish. There are always boats of every kind and the occasional seaplane.

Then, finally, I was able to finish off Mike Iveson's endorsement with a couple of days at the dam and one on the straits. One day while training with Mike, as we arrived at Lake Boondambah, we spotted an aircraft ahead. It was Perry in the Seawind. He was followed by Rhys Richards in his Lake Renegade (VH-LKA). They had come up for some water flying fun at the dam. It was like a mini Splash-In.

Also in October, Dean from Melbourne, who is looking to buy a Buccaneer, came up to start an Endorsement to see just what they are like on the water. He was amazed at the manoeuvrability on the water and the stability in the air.

There have recently been a few other enquiries from pilots interested in purchasing Lake aircraft; so it looks as though the activity will start again early in the new year.





Seaplane Pilots Assn Australia Incorporated.

Unit 2, 35-41 Waterloo Rd

North Ryde

NSW 2113 Australia

Phone: +61 2 9870 7277

Mob: 0413 431 441

www.seaplanes.org.au

Chairman

Philip Dulhunty: chairman@seaplanes.org.au

President

Rob Loneragan: president@seaplanes.org.au

Vice President

Graham White: vicepresident@seaplanes.org.au

Treasurer

Jim Moline: treasurer@seaplanes.org.au

Secretary

Chad Boot: secretary@seaplanes.org.au

Committee

Ben Hunter: committee1@seaplanes.org.au

QLD Coordinators

Perry Taylor: qldco@seaplanes.org.au

Kevin Bowe: qldco1@seaplanes.org.au

Peter Gash: qldco2@seaplanes.org.au

Vic Coordinators

Jack Peters: vicco@seaplanes.org.au

Doug Thomas: vicco1@seaplanes.org.au

TAS Coordinator

Kyle Gardner: tasco@seaplanes.org.au

Sydney Basin Commercial Representative

Colin Evans: colinevans@internode.on.net

Steve Krug: seawingairways@bigpond.com

Email

Newsletter: editor@seaplanes.org.au

Merchandise: shop@seaplanes.org.au

Website: webmaster@seaplanes.org.au

Membership: join@seaplanes.org.au

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Joining the Seaplane Pilots Association is easy just head to our website, and on any page click the Join Here button, payment is via all the normal methods including PayPal.



VH-ASS at Lake Boondambah. Photo Courtesy of Kevin Bowe

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