

# On The Step



## Chairman's Report

In my last report from the June issue of *On The Step*, I talked about an upcoming trip to the USA and Canada, to gather Video and still footage of Seaplanes mixing with other maritime traffic. All in a continuing effort to educate the authorities and Maritime users in seaplane operations. Unfortunately it turned out that April/May was the wrong time to visit Seattle/Vancouver, there were plenty of seaplanes operating out of Renton and Lake Union and Lake Washington but it was too cold and wet for boaties to get out in any number.

Boats were there, in thousands, but all lining the foreshores in public and private marinas – every now and then there were private seaplanes on ramps outside waterfront homes.

My old friend ex United Airlines Captain Fred Bahr operates out of Renton – as a seaplane broker and it just happened he had a C185 on floats to be demonstrated.

On Renton airfield there is a sea of seaplanes, hundreds of them, just waiting to be picked up by any of the several launching dollies. At the end of the airstrip is a ramp for putting them into the lake.

While we were waiting our turn, several Beavers were being launched with their engines running. No pilot on board. They were lowered into the water so that when the trolley was removed they just stayed there without drifting away. This also warms the engine so the pilot can leap aboard and taxi out for an immediate take off. The area is fenced off so that public access is denied. I didn't see any arms being chopped off!

Before we went for a "scenic" Fred introduced me to all the floatplanes he has listed for sale.

2 old C195's, several C150/150HP, Piper Cubs, XP Hawks, 3 x C180, 185, 206 a Helio Courier, Beavers, a couple of Maules – you name it he has it.

As soon as we were launched we flew around the city to Lake Union a relatively small stretch of water close to downtown Seattle where several commercial operators come and go. Kenmore air has a base there along with Western Air and another operation. Just about all the aircraft are De Havillands of one sort or another. Beavers, turbo beavers, Turbo Otters, Twin Otters. The Turbo Otter has a most impressive performance off the water, of which there is not a lot in downtown Lake Union. In this respect I am told it outperforms the Cessna Caravan and the Turbine 206.



A Beaver being launched off the ramp, lake union Seattle, that's right, the engine is running and there is no pilot.

## Inside this issue:

Chairman's report Cont. Here We Grow Again!!	2
News desk Stop Press	3
News desk Cockatoo Island SPB Next Month's Issue	4
The Walter M601 Turbine Engine	5
Mermaid Australia News	6
Mission To Cato Island	7
Mission To Cato Island cont....	8
Introducing The Ramphos Amphib. trike	9
E-Shots	10



July 2006  
Volume 5





## Chairman's Report Cont...



Fred flew me around all the Seattle seaplane areas while I took some videos – unfortunately too cold and wet for many boats to be out. I am assured that next month they will be leaving the docks and sharing the water with all the seaplanes. Unofficially boats have the right of way over seaplanes (not part of the rules of Collision) COLREGS?????? Three are just so many seaplanes everyone is used to them and they are part of the normal scene.

That's when we need someone to go out there to take some videos. Someone on the way to Oshkosh perhaps?

I found the same thing in Vancouver where three or four commercial companies operate regular services to Victoria Nanaimo and the San Juan islands. They mix in with rowers, yachts, dinghies, ferries and cruise liners. There is a continuous stream of seaplanes landing and taking off (some 50,000 movements per annum). Again there were only a few boats out in the cold and misty rain but I was assured that a good percentage of the five hundred boats aligning the foreshores would be out there with the seaplanes as soon as the weather warms up.

All seaplane pilots should pay a visit to this part of the world. Fred Bahr is a member of our own SPAA and can be found at-

<http://www.bahraero.com/>

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## Here We Grow Again !!

### SPAA Welcomes All New and those that have rejoined for June

Membership of the Seaplane Pilots Assn gets 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 our volunteers who tackle the various issues that seem to adversely affect seaplane operations. A few of the projects that are happening at the moment include Sydney Harbour Plan of Management, industry self administration, Cockatoo Island seaplane base, Authority and public education of seaplane operations.

Eugene Reid—Freedom Flight—Goergetown Tasmania

Ian Wilson - Akuna Seaplanes—Port Macquarie

John Raymond—Port Macquarie

Kellie O'Hare—Mount Lawley WA

Paul Cox—Coffs Harbour

Kyle Probert—Float Trikes Australia

Brendan Delany—Hong Kong

Rod Zakostelsky—Yangebup WA.





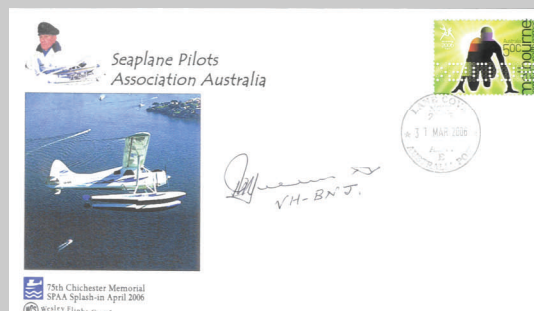


### Get Well Graham White

Members will be concerned to learn that Graham White suffered a heart attack at the beginning of this month and after a short stay in hospital is now well on the road to complete recovery. As a result of this short term setback Graham is currently making arrangements for his replacement as CFI at Moruya and at the same time investigating various opportunities while he is temporarily resting from flying duties. We are delighted to hear that Graham is feeling much better and wish him a speedy 100% recovery.

### Lord Howe Island Commemorative Envelope Now Available

We now have a number of commemorative envelopes both for the flight out to Lord Howe and the return from Lord Howe available to philatelists. These are available to the general public at \$10.00 each - the proceeds going to the SPAA. The envelopes were postmarked at Lane Cove and receipted at Lord Howe Island and vice versa and were carried to the Island and back in VH-BNJ. Available by calling Christina on (02) 9870 7277



### Aerolane Expands to Newcastle

On the 1st of July Aerolane will expand operations from Nelson Bay where they have been operating for the past five years, to The New Newcastle Harbour where a Seaplane Service has been sadly missed for many years.

The seaplane is to be located at Lee Wharf for operations with a separate suitable base for refueling, Secure Storage and Maintenance.

The operation will offer Joy Flights, Commuter Services, Charter Flights, Convention Entertainment, Seaplane Training and Endorsements. It is intended to provide both the local community and visiting people with the opportunity to enjoy several different Flight packages including, Fly, Dine, Stay, Adrenalin, Tourist attractions, Whale Watching and Event Flights, Picnic on the beach etc.



***"The attraction of a Seaplane has and always will be a draw card for people."***

"This asset will add to the many activities currently being offered on the shoreline of The New Newcastle Harbour and encourage locals and tourists alike to visit" says Aerolane's Sales and Marketing manager, Matt Rieck.

There are commercial flights from Newcastle to Sydney from Newcastle's Williamtown Airport. The recent shutdown of the Belmont Airport has left a gap in the market for those passengers wanting to fly to Sydney but not wanting the inconvenience of traveling to Williamtown to do so. Aerolane will take-up this gap. Aerolane's intention is to operate two seaplanes in the Newcastle area and possibly a third from Belmont. Aerolane plan to take up these gaps in the marketplace as business expands.

[www.aerolane.com.au](http://www.aerolane.com.au)





## Cockatoo Island RFP Submitted Ahead of Schedule

The Seaplane Pilots Assn of Australia has submitted a Request For Proposal (RFP) to take a lease on Cockatoo Island Sydney Harbour. The submission was submitted ahead of the scheduled close date, with a strong, well thought out, professional submission based on the theme *Yesterday, and Today*.

In the submission it was proposed that the SPAA or its nominee be offered a lease over an area on the North Western shoreline of Cockatoo Island.

In the proposed area for lease it would include the use of the existing concrete hardstand of 60mX 15m and have shared use of the No. 2 slipway. Initially this area will accommodate three aircraft plus itinerant overnight aircraft with the option of increasing the area as demand rises. The use of the proposed area is for alighting seaplanes to exit the water via slipway wasdown with fresh water and tiedown for overnight parking.

As the tender is a competitive one emphasis was placed on the historical link between Cockatoo Island and Seaplanes. Cockatoo Island and Seaplanes have a long History, aircraft and aircraft engines were designed and constructed at Cockatoo Island within the unit headed by Wing Commander (later Sir) Lawrence Wackett. The unit moved to Cockatoo Island in 1930 after the RAAF Experimental Station at Randwick was closed. Work on the design of aircraft and small boats, some of which were fitted with aircraft engines, was also undertaken by the unit. Work continued on Cockatoo Island until 1934, when Wackett moved to Mascot.

The proposed commencement date of the lease is December 1st 2006.

Cockatoo Island -Request For Proposal-

Seaplane Pilots Assn Of Australia



Seagull Taking Off Cockatoo Island



Warming up the Amphibian Seagull at Cockatoo Island

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



The August Edition of *On The Step* will be delayed by one week, so as to bring you all the thrills and excitement, and the latest seaplane news from EAA AirVenture 2006, Oshkosh the world's greatest aviation celebration. The event brings together everything from the fundamentals of do-it-yourself aircraft construction, rough water take-offs to the sophistication of the latest technology for the sky and beyond. SPAA will be there to make sure you're up to date with the full seven days of exhilaration all based upon that common passion for aviation. Don't miss out, make sure you get next month's issue of *On The Step*.







By Ben Hunter. SPAA Committee

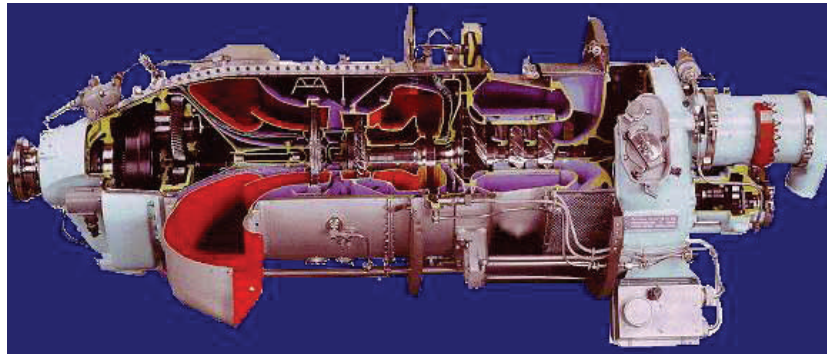
Up until recently the reality of turbine engines in light aircraft has been the sole domain of Pratt and Whitney's PT6 and the Soloy Conversion. However finding its way into many light aircraft, in increasing numbers is the Walter M601 turboprop. Built in the Czech Republic, the Walter M601 powerplant has earned an enviable reputation for outstanding reliability and durability among Let 410 (19-seat commuter) operators in harsh Siberian, African, South American, and Eastern European regions. As the commercial operators upgrade to the newer Walter M601 E-11 series, their used M601D powerplants have recently become available for use in sport and recreational airplanes.



The Walter engine offers phenomenal performance and maximum utility, at prices that are competitive with high performance reciprocating engines. WALTER recently, announced expansion of the aircraft using M601 engine to 30 different aircraft types. WALTER M601 was originally designed for L410 series commuter in 1970s. High reliability and low maintenance demands resulted in the engine being an ideal solution for many agricultural applications. With time passing, these engines have been used in more and more types of utility and business aircraft, including but not limited to the Cessna 207, DHC 3 Otter, Aerocomp, with many more on the way.

Unlike some turbo-prop engines, "hot section inspections" between overhauls are not required with the Walter 601. Maintenance between overhauls consists primarily of filter and screen cleaning, compressor wash, oil change, borescope inspection, igniter replacement, and testing/calibration. The recommended time before overhaul ("TBO") of Walter M601 engines is defined by "cycles" (engine starts), flight time, and calendar time. Factory recommended TBO intervals vary from 2250 to more than 20,000 cycles (depending on type of service and engine series), from 1500 to 3000 hours flight time, and from 5 to 8 years calendar time between overhauls. However it is recommended that a complete IRAN (infield repair) engine reconditioning occur at 1500 hour intervals, with periodic 300 hour inspections (oil change, filter/screen cleaning, compressor wash, borescope inspection, etc.).

**The M601 engine is a reverse flow engine. It has two independent parts: the gas generator and the power part. The gas generator and free turbine shafts are arranged in a tandem layout. Air enters the engine in the rear part, flows forward through the compressor, combustion chamber and turbines and exits through exhaust nozzles near the front of the engine.**



In 2002 WALTER, announced the formation of the Aircraft Conversion and Upgrade Alliance (ACUA). The ACUA is an Alliance of companies involved in the conversion and upgrade of aircraft with the Walter M601 engine. Twenty Companies now participate in an Alliance which are located in Canada, Czech Republic, New Zealand, South Africa, and United States. Currently one of the main goals of the Alliance is to provide bases for support of the M601 Turboprop Engine worldwide.

The Engine produces 724 shp, weighs 193kg and burns 35-37 gph, and How much do I hear you say? There are several used engines in the classifieds at the moment for around US\$37,000 with a zero timed Firewall Forward conversion including propeller costing around US\$96,000. The overhaul cost at 1500 hours typically costs US\$21,500.



For more information check out: <http://www.walterengines.com>





By Perry Taylor

Last time I flew the Mermaid, sponsons did not thrill me, so suggested that with increased performance from Jabiru, we will need to streamline sponsons. Look at Grummans sponson details, or your local Jet ski hull, anyhow, report from Danny follows.

Reference to finishing Mermaids in Florida is for US customers ONLY, we will be doing all the fine tuning either at Jabiru in Bundaberg or at Gympie.

From Danny, Test Pilot and Lead Engineer.

"Good news – I spent this morning on the water testing a new sponson design. I noticed that the old design had tendencies of excessive drag during high speed operations on the water. After evaluation we decided to go back to more conventional boat type V haul. It worked! This new design has very low drag in all operating speed ranges. As you can see from the photos, the only addition will be slight refinement with small spray rails.

The Mermaid is essentially finished. Cooling problems were resolved with new engine installation. And only small refinements (like the one above) are left to do.

We returned from the factory visit last week. A lot of effort was put towards final details and some small changes to speed the production on its way. There are quite a number of Mermaids backing up waiting for the Jabiru engine installation. Initially we will ship the Mermaids to Florida for final assembly and certification. We think that this way we can start supplying Mermaids faster and I will have the chance to personally tune all of the engine installations prior to delivery.

We are only waiting for a few small parts from the factory and putting the final details to the sponson design. As soon as these last items are done, we are ready for customers to come down to take overdue demo rides. We will let you know in time.

We will be at Oshkosh with the Mermaid – booth 450. We will be flying at the seaplane base at least one day. This year it will be difficult to give rides as the show managers are prohibiting the aircraft from leaving the aircraft display.



*The First Thing a landplane Pilot Usually  
says after  
they fly a Seaplane is.....*







From: Perry Taylor [airnoosa@tpg.com.au](mailto:airnoosa@tpg.com.au)

Late May, got the call from Rhys Richards "Mate you've been drafted, 5 passengers to go to Cato Island in Gashy's Van, need you and Merrick in Seawind as it is a charter, for SAR"

So, Gashy and Rhys flew the amphib caravan Coolangatta to Hervey bay for gas, going past Noosa, boys called, Merrick and I headed direct Cato Island, 233nm, NE, Noosa in Coral Sea. Approaching Cato, Rhys and Gashy were still 100nm away, as passengers needed a few Skinny decaf mocha Latte's and organic rhubarb and caramelised israeli onion muffins to complete the trip????? So, Merrick and I continued on to

Porpoise Cay, via Bird island and Wreck reef, another 90 nm further NNE into Coral Sea from Cato Island, after the call that Gashy and Rhys were safely on the Lagoon at Cato. We descended from 12,000' to have a good look at these fascinating Cays, deep into International waters of Coral Sea to "feel" the history.

Foto is Porpoise Cay, "Famous" as Matthew Flinders ran aground here in 1803. West Islet, Wreck Reef and Bird Islet make up this 40 nm archipelago, 291 nm NE of Gladstone. The HMS Porpoise ran aground on Wreck Reef, however Matty was supernumerary crew, he was a passenger, so he set sail in a lifeboat with 13 others to ROW back to Sydney in the cutter "Hope". Flinders led a convoy of 3 ships to rescue the 80 marooned sailors, from Porpoise Cay. To finish the story, Matty continued as a passenger back to England via Torres strait and Madagascar, however he was interned in Madagascar charged as a British "Spy", returning to London 4 years later, 2 weeks before death of his wife. A Plaque to this achievement is still on Porpoise Cay.

We then returned the 100 nm to Cato Island, landed in the magnificent lagoon, to accompany Rhys and Gashy back to Hervey Bay, with the 5 very excited and now sunburned passengers.



Porpoise Cay



Cato Island



Wild Life







Contact Rhys Richards [rhys.richards@solo.com.au](mailto:rhys.richards@solo.com.au) if you are interested in a splash at Cato, Rhys is organising a trip, taking in Lady Musgrave Lagoon, Aeroplane beach (subject of next months news) and 1770 to continue the Explorers theme.

Cato Island S23:15:12 E 155:32:11, "Nearest" Landfall is Lady Elliott Island 164 nm East, or Northern tip of Fraser Island at 179nm.

Automatic Weather station on Cato Is <http://www.bom.gov.au/products/IDQ65520/IDQ65520.94394.shtml> so accurate info on the hour.



**Cato Lagoon**



**Wreck Reef**

**Shattering The Mold of Float Design!**







## Introducing the Ramphos Amphibious Trike.

On The Step

Page 9

The Ramphos amphibious trike is now fully certified and available on the Australian market. Rod Tyson, who is the CFI and owner at Freeflying in Redcliffe, is the importer of this fantastic aircraft.

It has a revolutionary design, which incorporates a floating hull that has been specifically designed for a trike with a fully retractable undercarriage and all stainless steel frame.

The most revolutionary part however is the Mercedes Benz smart motor. This motor is a 78 horsepower, fuel injected, and turbo charged intercooler motor. It has very low 6 litres per hour fuel consumption and also a centrifugal clutch, which engages the prop when over 1800 rpm. This is a great feature for an amphibian as you can have the engine at idle and not start moving.

Other engine options are the Rotax 65hp 582 two stroke and the 912 4 stroke engines which also have very good fuel economy.

***“The aircraft is a dream to fly, and all you need to fly one is a weightshift license with an amphibious endorsement. “***

The wing is a topless design, which means that it doesn't have all the wires and king post on top that is usually associated with trike wings. It is supported with very strong struts, just like a high wing aircraft.

This reduces the drag significantly and with the struts, they allow the wing to be folded in as little as ten minutes, on the aircraft for quick transport and storage on a trailer.

The structure is tested to 6g positive and 4 g negative. This equates to 2700 kg,s on the wing and base of the aircraft.

The structure being all marine grade stainless which eliminates all the corrosion issues associated with most waterborne aircraft, and all electrics are in sealed boxes and even intercoms and radios are waterproof.



The hull is made of fiberglass and has viewing port into the undercarriage for checking that the gear is either up or down and the landing gear is operated by a simple lever, located beside the pilot.

When the undercarriage is folded, it cannot be seen as small doors close in the hull, to give it a more hydrodynamic shape and less drag whilst flying.

The aircraft is a dream to fly, and all you need to fly one is a weightshift license with an amphibious endorsement. This can all be completed at Freeflying as they are the only ones in Australia able to do the trike amphib endorsement.

There are many more features, so you can get more info by going to [www.ramphos.com.au](http://www.ramphos.com.au) or contact Rod on 0427288298

Empty Weight	Kg	220
Max Take Off Weight	Kg	450
Stall Speed	Kts	33
Vne	Kts	70
Max Fuel Level	Litres	50
TAKE OFF DISTANCE ON LAND (450 Kg.)	Metres	80
TAKE OFF DISTANCE AT SEA (450 Kg.)	Metres	100





## E-Shots

***"Do not go where the path may lead, go instead where there is no path and leave a trail"***

**Ralph Waldo Emerson**

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. Everyone who sends a photo in will receive a Pilot In Command T-Shirt courtesy of Concept Aviation, Bankstown Airport . Email your photos to [editor@seaplanes.org.au](mailto:editor@seaplanes.org.au)



***"SeaRey owners leaving their trail. Our treasurer Jim Moline at a recent visit to lake Cargelligo".***

*Searey VH-DUX. Photos by Rob Loneragan*







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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.



**We'd Like to Thank.....**

