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Chairman's Report

There's plenty going on in the Seaplane/GA world that it's difficult to know where to start. Our first issue reported on the celebrations at Lake Boga, then the Seafari to Lord Howe Island - this time a trip to the MOON! No, it was just Temora in mid-west NSW where the AOPA - AGM was preceded by a meeting of many Aviation Associations to discuss and resolve the decline in General Aviation.

The main thrust was a combined joint effort to gain "Self-Administration" of all private and business aviation activities (such as enjoyed by the Gliding Federation of Aust). The SPAA was well represented by President - Rob Loneragan, Vice President - Graham White, Secretary - Chad Boot and myself.

The problem is that CASA and Air Services' charges are killing the industry, yet there is no real expertise in these organisations, no seaplane experts, no ultralight experts, no warbirds' gurus, no LAME'S. In the past, we have had a pretty fair go - an unofficial reference to our "code" and an invitation to express our views on many matters, so self-administration is not a big problem. If it comes, we would probably align ourselves with the Recreational Group who have the wherewithal to administer the administration. A lot cheaper and more efficient than CASA.

Of more importance to us now, are the Maritime Authorities who have absolutely no experience or knowledge of seaplanes - but have a "perception" that seaplanes are dangerous! Like jet skis, they must be controlled, regulated, restricted and prohibited. This is going back to where I started seaplaning in 1968 - but fortunately when DCA was proactive and encouraged me to challenge them.

We are desperately looking for reports and preferably pictures, movie and still of seaplanes operating amongst boats in busy harbours overseas, such as Seattle, Vancouver, Miami. If you have anything on this please let us have a copy. In the meantime, I propose to visit Lake Union, Kenmore and Vancouver on May 26 to take some pictures myself. Lake Hood would be ideal except there are more seaplanes than boats.

This brings me around to the video we have "Flying our Waterways" made by SPA in USA. This has a few suitable cuts on this subject but has plenty more on seaplane advocacy. It should be part of every seaplane pilots P.R. kit. If you don't have a copy please purchase one from the SPAA website right away.

Another problem looming is the recent creating of marine parks where hovercraft and airboats are included in the prohibited list. Seaplanes will be next, if we don't prepare for the worst.

If you don't have the SPA Environmental Statement, check it out on the web via this link http://www.seaplanes.org.au/PDF/Seaplanes_and_the_Environment.pdf

Maybe you can add something to it - but we must push the fact that in Canada only seaplanes and canoes can use the pristine lakes used for town water supply. Parks and wildlife rangers use seaplanes to inspect and police these regulations.

Philip Dulhunty
Chairman
Seaplane Pilots Assn. Australia



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Apple Isle Splash-In planned First QTR '07

A Splash-In is slated for the first quarter of 2007, in Tasmania. The window of opportunity is up until the end of March weather and warmth wise, the state is "seaplane heaven !!!!!" according to visitors and locals alike.

One venue being considered is Lake Meadowbank, an authorised alighting area. Tasmanian State coordinator in conjunction with Hal Griffiths have contacts there who can provide a lakeside cottage and a houseboat which together will sleep about 12 at reasonable rates, and if we get more starters they will allow me to install caravans and campers for a moderate "corkage". They also have a conference/dinner venue, and tours of their working farm, AND you can catch a nice brown trout, rainbow trout or Atlantic salmon there. Hals last salmon from there was 2.2 kilos.

"I can show you a bay where within five minutes of shutting down the donk you will have all the fresh flathead you can eat for dinner (and just using plastic bait, no smelly bait in the precious aircraft)" says Hal. There's many great places to splash into, I propose a poker run around the delights of the South West Wilderness, Melaleuca (airstrip, but not for the faint hearted), Bathurst Harbour, Macquarie Harbour, the Gordon River, Lake Pedder, Bruny Island. Enough!!" okay Hal enough convincing there is no doubt a Tasmanian Splash-In would not only be a lot of fun, the perfect backdrop and long overdue, watch this space for more details.



Cockatoo Island Seaplane Base Inspected

At the beginning of May SPAA representatives met with Mark Billham from the Sydney Harbour Federation Trust, for Phase 1 inspection of the Cockatoo Island site.



The Two Northern Aprons



The Northern Apron area and concrete parking

The proposed area for the Seaplane Base is the northern Apron, on the western side of the island. There are two ramps there one larger than the other with the larger of the two suitable for aircraft up to Cessna Caravan size to alight from. There is a concrete and grass parking area where washdown, and tiedown facilities are proposed. It is anticipated that a charge be incurred for the parking of aircraft, and this be collected on by the SPAA on behalf of the Harbour Trust. The charges are expected to be less than current GAAP airport rates. Request for proposals close on June 13th with leases in place by the end of this year.

SPAA Welcomes New and Rejoining Members for May

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 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 Marine Parks Green zones, industry self administration, Cockatoo Island seaplane base, Authority and public education of seaplane operations.

Richard Smythe—Mount Tamborine

Daniel Mewing—Port Macquarie

Peter Stuart-Smith—Curtin ACT

Chris Holden—Albany WA

Rod Tyson—Mango Hill QLD

Greg Taylor—Savusavu Fiji





BECOMING A SEAPLANE PILOT



Many newly rated seaplane pilots boast that training for the Float
Alighting Gear, or floating Hull endorsement was the most fun
they've had in an aeroplane

Don't take it from us though - Find out for yourself!





Majority Of Interest For New Goose Coming From Oz

Antilles Seaplanes of Gibsonville North Carolina, are currently constructing new production Grumman G-21 Gooses, with customers from Australia and New Zealand enquiring about the project more than from any other location, according to Mike Allen of Antilles Seaplanes.

Antilles are planning the flight of the first Goose off the assembly line within one year, with several that are being used as demonstrators before that. "We currently have 21 places spoken for the new planes" say Mike Allen.

Antilles Seaplanes say it will offer the Antilles G-21 with either 450-hp Pratt and Whitney R985 radial engines, or 680-shp Pratt and Whitney PT6-27 turboprops. The 4173kg gross weight of the piston model increases to 5669kg when fitted with turboprop powerplants.

And how much I hear you say? The price of a new piston powered Goose....\$1.3M and the turbine powered Goose...\$2.2M, when production ceased 350 Gooses had been manufactured with 63 still on the FAA register. For more information check out

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



Technical Tip—Amphibious Gear Position at Night

SPAA Member Ben Jackson writes: "I have both mirrors on my Lake LA4-200. At night is the only time that it becomes a challenge to verify that the nose wheel is down. I've placed some glow in the dark tape on the left side of my nose wheel tire. (I've made it in the form of a ring.) I then lower my gear, look for the gear down indicator light on my panel, then I turn on my landing and taxi light to provide some photons for the glowtape. When I turn off the lights (after only a few seconds), the nose wheel shows up brightly in my left sponson mirror. Problem solved with no extra weight. An alternate that I think will work even better is to place the reflective glow-in-the-dark tape on the support piece that holds the tire. There is a large flat that can accommodate a 3-inch wide piece of reflective glow-in-the-dark tape. I think this will work even better than putting it on the tire. The stuff to use is the tape used for fishing flashers as an attractor. (Cabella's or any good sporting goods store [stocks the tape].) The stuff sticks like the dickens and is really reflective and glows very well. It also comes in various colors so a match with a color scheme is probable. I haven't tried this yet [install on the tire support member] but I'm sure it'll work best."

For Sale— EDO 89-2000 Floats

- Never used EDO 89-2000 floats with attachment kit.
- Very Good condition, includes Pump, and Bungs
- Attachment kit believed to be for C172
- Located Bankstown Airport
- New from factory price is USD\$26000
- Only A\$15500
- Contact chadboot@bigpond.net.au





The Caravan is the most modern commercially operated floatplane in the world today. It was originally designed and built in the 1980's when the environmental impact of any new product was a worldwide concern. Knowing the aircraft was going to be used in remote areas and within national parks and undisturbed wilderness, Cessna made sure that the aircraft met and surpassed the requirements that the aircraft would not have any temporary or permanent negative impact on the environment. The amphibian Caravan meets these requirements in the following ways:

.....!) The most damaging and lasting impact any aircraft could have on the environment is the necessity for a man made landing and takeoff area. All fixed wing and rotary aircraft, with the only exception of the seaplane, required runways and landing pads. The amphibian seaplane departs from established airports and does not require any prepared landing or takeoff areas in the remote or undisturbed areas. This is the most important point about the aircraft. The Caravan can enter and leave from any national park or wilderness area without leaving a trace. Minutes after the aircraft leaves you can never tell it had been there.

2) The least damaging and most temporary impact an aircraft or any man made vehicle could have on the environment is what it now called "noise pollution." Noise pollution is normally associated with the disturbance aircraft can make within the vicinity of airports and airport environments, but in the national parks and wilderness it can cause more than just annoyed neighbors. High impact noise can disturb wildlife so that they may leave the area or worst the noise may scare birds from their nests leaving them susceptible to predators. The Caravan's noise level is rated as one of the lowest of not only any aircraft but of most motorized man made vehicles.

The noise from vehicles mostly comes from their engines and the design of those engines. Both the gasoline powered piston engine and the diesel-powered diesel engines are designed with pistons that are propelled by an explosion or fast expansion of gas within the engine that creates a high ratio of noise pollution. Noisy piston engines power all boats and older aircraft. The Caravan, however, is propelled by a turbine engine that is powered by the slow burning of highly refined kerosene that turns a series of fans. If you were to run a portable generator inside your house to power an electric fan, which would you hear? Obviously the loud noise from piston engine portable generator would drown out the revolving fan. That is the same with a turbine engine. The engine turbine noise is minimal, especially compared to the noise that large diesel powered boat or ship engines make.

The other part of small general aviation aircraft that creates noise is the propeller, but only during takeoff and while low level flying at high power settings. Many older aircraft and most larger air transport aircraft have noise levels on takeoff of over 110 decibels, but the Caravan is rated at only 76 decibels at full power takeoffs. The Caravan can thus operate out of noise-regulated airports with no restrictions.

The worst noise is created by the fact that the propeller tips are traveling near the speed of sound. Thus, generally the higher the propeller speed the higher the noise level. The propeller of most aircraft turn at speeds of 2200 rpm on takeoff, but the Caravan was designed to operate with propeller rpms of only 1900 on takeoff. This is one factor that makes the aircraft much quieter than older generation aircraft.

The second consideration of propellers is their thickness and how much air they displace. For example, fixed wing aircraft have thinner and much smaller blades than helicopters and thus are usually much quieter than helicopters. The Caravan blade is so much smaller than any helicopter blade that it makes much less noise than any operating helicopter. Therefore, Caravans are replacing helicopters in noise sensitive areas such as the Grand Canyon and Cape Good Hope for sight seeing flights. The Caravan can operate with a minimum of disturbance in such wilderness areas or even in urban built-up areas.

There have been several studies of how aircraft noise disturbs wildlife and particularly nesting birds. In all cases, the studies have concluded that aircraft, including the much noisier helicopters, will not disturb wildlife if they do not fly below 1000ft above the ground surface. This is an easy directive to follow except where an aircraft is forced to takeoff from a prepared airport or helipad within a national park or wilderness area. The amphib Caravan avoids that problem because as the aircraft is landing and taking off from the water and can approach and takeoff over the water or from almost any direction allowing the pilot to avoid noise sensitive areas.





One issue that has been mentioned in Indonesia is that the amphib Caravan will disturb the fish below the water surface. A basic understanding of how sound travels will help prove that it is not possible for a seaplane to make the kind of noise that will disturb fish or sea life. Basically, sound is transferred by the medium it travels in. Sound created in the medium of air will normally bounce off or reflect off the medium of water and not transfer below the surface. An aircraft over flying the ocean cannot be heard by sea life. Any body that has spent any time scuba diving will confirm that reality.

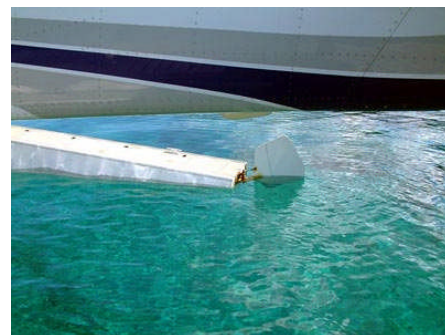
Sound created underwater, however, will travel underwater. All boats and ships use either propellers or water jets for propulsion. The sounds created by the noisy piston engines are transferred directly through the drive shaft to the propeller and can travel long distances underwater. A scuba diver can also verify this fact that propeller driven vehicles can be heard underwater. The amphib Caravan, however, has **NO UNDERWATER PROPELLER**. The aircraft is propelled by the same air displacement of the normal propeller that is located well above the water level. There are no moving mechanical parts underwater to disturb sea life.

Having “no noise” underwater, moreover, is not a liability. Underwater noise is mostly omni directional and thus non-sonar sea life cannot distinguish from which direction a ship or boat is approaching. In these cases the noise is not the problem that mostly affects sea life. The worst affect is when sea life like fish, sharks, manatees, and sometimes even whales, are chopped by the underwater propellers of ships and boats. The amphib Caravan has no underwater propeller and thus cannot harm sea life. Moreover, the aircraft floats very lightly on the water only drawing 66cm of draft. Thus, the amphib Caravan has minimum to no affect on below surface sea life.



The Propeller is well above the water line

3) The third possibly damaging affect that any man made vehicle can have on national parks or wilderness areas is that of pollution. The design of the amphib Caravan prevents any pollution of its operating area. First of all, the Pratt & Whitney turbine engine is designed to operate with an absolutely zero tolerance of any fuel or oil leaks. If the engine develops any such leak the aircraft will be immediately grounded and no flight will take place. An engineer or pilot can look into any engine compartment of any Caravan at any time and will not find even one drop of oil or fuel. If the engine did develop an oil leak it would have to be pulled out, shipped to America, and rebuilt at an enormous cost to the operator. There is simply no tolerance for leaks.



There are no under water propellers

Flying Our Waterways Video– Latest Edition to SPAA Catalogue

Seaplanes have captured the public’s imagination since the beginning of aviation. Perhaps the gentle “swoosh” of a landing seaplane appeals to our sense of grace, or the limitless destinations accessible by seaplane ignite our sense of adventure. Whatever the reason seaplanes are fun, regardless of weather you are a spectator, passenger or pilot.

Unlike cars or boats, seaplanes are not part of our day-to-day experience. Few people have seen a seaplane, much less flown in one. Unfortunately, this lack of exposure leads to misunderstandings, and even fear. This video addresses the topics that generate the most concern among communities and neighbours. As you will see, seaplanes are a safe and efficient means of transportation—just like cars and boats—and in fact can add exciting new dimensions to everyday life.

This video produced by the US Seaplane Pilots Assn dispels and misunderstandings and fear that the public may have in terms of the environment, aircraft noise, seaplane safety, mixing with boats, pilot training, and seaplane bases. It also shows the working seaplane in action spotting fires, search and rescue and tourism.

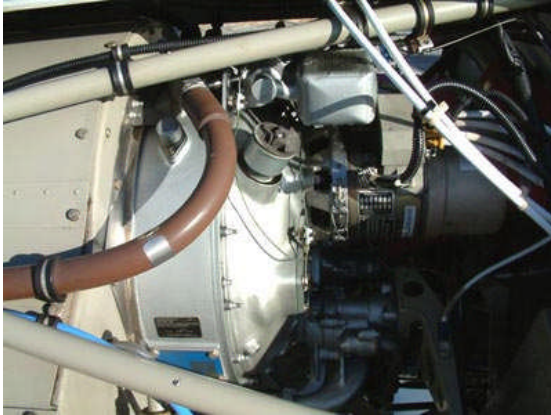
The video is 10 mins long and a must have for any seaplane pilot, priced at only \$12.00 incl postage and handling, order your by clicking on the link below, payment is via all the normal methods including credit card by PayPal.

<http://www.seaplanes.org.au/Catalogue.htm>

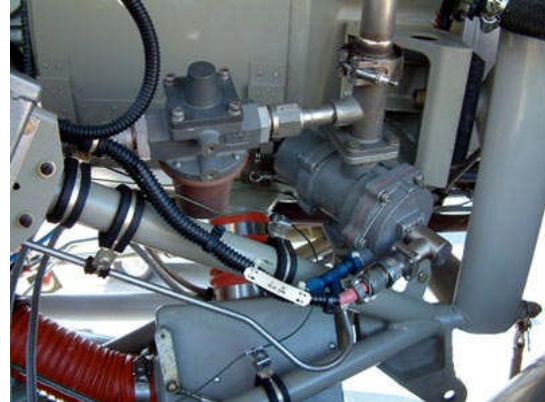




Environmental Assessment of Cessna C208 Caravan Cont....



The Engine Compartment is leak free



The extra clean engine has been operating for over one year

Thirdly, the turbine engine is extremely efficient compared to any piston engine powered boat or ship. The turbine engine will only burn a highly refined kerosene fuel that leaves no exhaust pollution. It burns 100% of its fuel. By comparison a diesel engine expel anywhere from 10% to 40% of un-burnt fuel as exhaust pollution, depending on the condition of the engine. Where Pratt & Whitney turbine engines are highly regulated and are not allowed to run inefficiently, ship and boat engines are not regulated and can create enormous pollution because of poor engine maintenance.

Finally, the amphib Caravan was designed to prevent any normal expulsion of fuel or oil from the engine during operation. Where the engine is designed to expel excess fuel or oil while the engine is running the manufacturer has placed Environmental Protection Agency regulated canisters to catch such expulsion. These EPA canisters are highly regulated and maintained to avoid any such accidental expulsion of fuel or oil into the environment.



EPA or Environmental Protection Agency regulated canisters #1, 2 & 3



EPA regulated canister #4



Clean and Oil Free belly of Aircraft



The keels are submerged only 2/3rds of a meter below the surface

In comparison, boats and ships are either unregulated or loosely regulated and regularly expels dirty oil and unrefined diesel fuel over board and into the ocean. They are fuelled while in the water and engine oil is often changed on the water leaving behind spills and leaks. The unregulated crew will often dump dirty engine oil overboard as they have no place to store it on board. Moreover, because their drive shafts are under water any leaks in their seals will leave a streak of dirty engine oil along the ships path. Conscientious tourist industry operators can avoid damaging the environment, but many of the unregulated operators will not. Aircraft, being highly regulated and being maintained at airports will not pollute or disturb the natural environment.

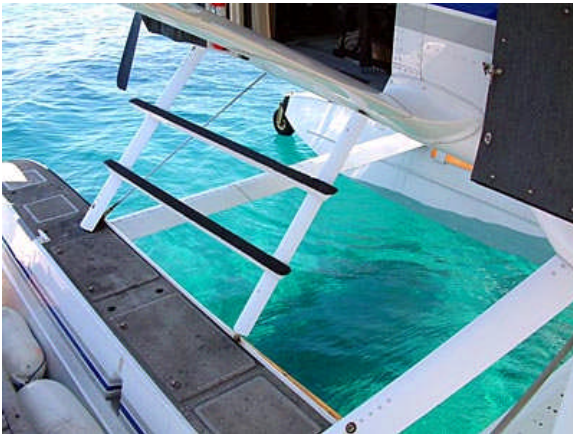




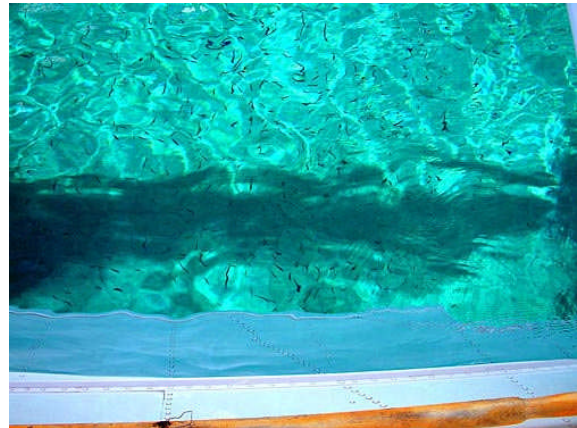
Environmental Assessment of Cessna C208 Caravan *Cont....*

The fact that literally hundreds of seaplanes are used throughout Canada, Australia, America, Fiji and the Maldives, and operate regularly within the highly regulated National Parks, Marine Parks, and Wildlife Reserves of these countries, shows that these aircraft are considered a much more environmentally friendly alternative to building runways or helipads, or transferring guests using much slower and less environmentally friendly boats.

There is no doubt that boats and ships are a way of life in all countries, but where ever these vehicles are allow to operate the amphib Caravan can operate with much less impact on the environment and should also be allow to operate. The amphib Caravan can enter and leave sensitive natural areas without a trace. There is a saying in Eco-tourism: "Leave nothing but your footprints." In the case of the amphib Caravan it does not even leave a footprint.



The Seaplane Floats Lightly on the water with no impact on the surrounding environment.



Fish are attracted to the shade under the floats as the amphib Caravan sits on the water.

Article and Images by John S Goulet

Shattering The Mold of Float Design!

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1 - 8 6 6 - 8 9 2 - 6 1 7 1



Places To Visit — Iluka on the Clarence Coast NSW.

Located on the northern side of the mouth of the Clarence River and nestled into Bundjalung National Park, you will find the picturesque fishing village of Iluka.

A haven for Seaplane Pilots, and water enthusiasts, Iluka and nearby Yamba offer unparalleled opportunities to swim, fish, dive, or take long lazy walks on the beach.

The daily visit to the nearby fishing co-op is a must, being stocked every morning with seafood straight from the many trawlers that call Iluka home, the prawns are the nicest I have tasted and as big as what the city calls King prawns.



You can Operate inside the break wall which means very calm conditions in any wind condition. Iluka is 316nm North of Sydney, or 122nm south of Brisbane. There is an abundance of swanky cafes, restaurants, pubs and clubs in Yamba and in the nearby historic township of Maclean. A ferry service operates to these towns from Iluka. Yamba and Maclean also have shops for just about anything



Check it out on Google Earth the

Lat long is:

29 24'57.01"S 153 20'56.57"E.

Or just type in Iluka, Australia

For Fuel or landlubbers there are several airfields nearby including Lisimore, Ballina, Evans Head, and South Grafton however the closest is Palm Island Airstrip owned and operated by Bob McIntyre, Bob is only too willing to help out with any request that a visiting pilot may have he can be contacted on (02) 6646 0126.

Special rates are available for SPAA members at 16 Queens Lane at Iluka which is on the water and you can land right out the front and keep your aircraft there. This four bedroom house sleeps up to nine it is located close to shops, the plane, fishing co-op, golf course, you name it. Owner Angela Crowe can be contacted on (02) 9918 9962 or 0414 793352.



Park Right Out The Front



Fantastic view, and very comfortable home





E-Shots

Success is waking up in the morning, whoever you are, wherever you are, however old or young, and bounding out of bed because there's something out there you love to do, that you believe in, that you're good at – something that's bigger than you are, and you can hardly wait to get at it again today.
- A Seaplane Pilot.

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



"There Must Be A Sink In There Somewhere".

Courtesy Of John Raymond. A Pilot –In-Command T-Shirt coming your way.





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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.

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We'd Like to Thank.....

