



Chairman's Report—Stop The Decline in GA—

I have been very concerned that General Aviation is very much on the decline in Australia and as a result of which I have been stirring up AOPA and a number of other G.A. Associations to try to do something about it.

Neville Kennard has proposed that CASA be changed to CADSA and take on as part of its function the **development** of Aviation, rather than just safety.

While Seaplane pilots are probably the least affected by the shortage of aerodromes, all our members with amphibians must be considered and in any case we need to convince the Maritime Authorities that G.A. is important to the well being of Australia as a nation.

With this in mind I have got together with a number of others to form a united combined general aviation association to stir up public interest to convince the politicians that they have to do something about it. The problem has been that the different Associations have all been approaching the Minister with different agenda and the bureaucrats (CASA, Air Services and the like) have convinced the Minister that there is disagreement between the different groups.

The new Association for want of a better name initially will be called Australian General Aviation Alliance which will have as its members most of the 35 different aviation associations now in existence.

The initial founding directors are Philip Dulhunty, Julian Dinsdale, Phillip Reiss and Darrin Ward. This is a job that AOPA in America does very well and we have been disappointed that AOPA Australia has not been able to take up the challenge themselves.

The main items of contention are:-

Aerodromes such as Bankstown, Hoxton Park, Schofields, Jandakot, Archerfield which have all been sold off to private developers who are doing their best to kick the aviation operators out. In the Sydney area Cooranbong and Aero Pelican have been closed and the Wyong Shire is attempting to sell off Warnervale. There have also been problems at Evans Head, Hervey Bay and Moorabbin.

Another problem for this new group is the Administration of private G.A. which will include a lot of seaplanes. This will be similar to that enjoyed by the Gliding Federation of Australia and the Ultralight Federation now called Recreational Aviation and will relate to private and business flying

The third project will be to ameliorate the CASA regulations and the policing thereof. This will extend not only to flying operations but also to maintenance and LAME's. Also to cover instruction and the need to have an AOC

The fourth project on the agenda is the overall promotion of G.A. to the public.

The Seaplane Pilots Association has agreed to join this umbrella group and will have a member on the General Council. This will cost us \$150 but we are hoping that committed people might make individual donations as its going to cost some \$200,000 initially to set up a secretariat with a full time manager and employ lobbyists, PR Agents, etc. If the public can be made more supportive of G.A. overall it will go a long way to assist seaplane pilots.

Any donations, idea, or assistance from members would be greatly appreciated.

Philip Dulhunty OAM

Chairman Seaplane Pilots Assn Australia

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Educating the Boating Public in the Apple Isle

Our Tasmanian state Coordinator has not only been busy building a Searey but also spreading the good word about Seaplanes in Tasmania. Below is the excerpt from the Tasmanian Marine and Safety Boatwise publication. Kyle is also starting to put together a little website of his own based on tassie seaplane flying and seareys, he says it is far from finished nothing really in it but have a look at www.h2oav8.com Well done Kyle!!!!

SEAPLANES



While seaplanes have not been very popular in Tasmania in the past, the number of owners is growing and we are sure to see more of these craft on our waterways.

Don't be alarmed if you see one land near you. Once on the water a seaplane is classed as a vessel, capable of at least 10 knots. They must abide by the same rules and regulations as all other vessel operators. Additionally, they are required to hold not only a proper pilot's licence,

but also a motor boat licence, giving the rest of us confidence that they are well qualified for what they do!

If you are boating near a seaplane in take-off or landing mode, maintain a constant speed and do not alter course suddenly. The seaplane pilot has a birds eye view of you and can anticipate your continued speed and manoeuvrability.

For more information please visit www.seaplanes.org.au

Mermaid Australia News By Perry Taylor

CZAW is a Czech company owned by an American MBA, Chip Erwin. CZAW was building aircraft subcontract to various manufacturers including Zenith or Zenair and component building, before chip started rebuilding US made lake amphib, during which Chip's workers were horrified at build quality of Lake's and virtually rebuilt from scratch these aircraft, when Milan, CZAW chief designer said he could design a better aircraft from scratch, which he did, the Mermaid.

Sorry about the long story, BUT, the designs kept coming, next was the "Parrot" stupid name, but Mermaid wing is a fantastic aircraft, in production, having name change and recently "The Sport Cruiser." Again this aircraft is a world beater and Air Noosa is the Australian distributor for these impressive aircraft with 10 already ordered.

Mermaid production is rolling the first ten aircraft go to Florida for quality control and certification requirements, first Mermaid arrives in Australia in March then two per month. New mermaid videos are available check it out <http://www.sportaircraftworks.com/mermainmain.html>



Here We Grow Again !!

SPAA Welcomes Members New and Rejoining for August

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, education of public authorities relating to seaplane operations, Harbour plans of management, Cockatoo Island seaplane base, demise of Australian airports.

Gary Skinner—Geeveston Tasmania
Michael Smith—Williamstown VIC
Bevan Anderson—Toowoomba QLD

Jacqueline Hayes—Mentone VIC





SeaWing - Airways Saves Superman

Look! Up In The Sky Is It A Boat Is It A Plane..... No its both and its our Steve Krug in VH-SWB at the controls in one of this years block-buster movies Superman Returns.

In the latest edition to the Superman series the showdown between Superman and Lex Luther occurs on Luther's crystal Island, during the sequence, superman falls off a cliff having lost his powers from Kryptonite, and is rescued by Lois lane in VH-SWB, Steve's flying skills are put to the test as he has to do a very rough water takeoff and climb at max angle to out fly the crystal island growing to swallow everything up.



Above. The Escape from Lex Luther's crystal island, a scene from the actual movie.

The Flying was "pretty demanding" says Steve. One sequence where the aircraft flies vertically down the cliff on Luther's crystal island, involved a helicopter hovering above Steve while he bunted VH-SWB and did a dirty dive, all this with partner Jenny Belfield as co-pilot.

Later after the rescue superman flies back, lifts the entire island out of the ocean, and tosses it into outer space....and couldn't have done without SeaWings help!!

Right. It's A Take. The crew wrap up after another day on the job. Photo courtesy of Rob Loneragan.



Twin Otter May Resume Production

A Canadian company is testing the waters to see if it makes sense to resume building the Twin Otters. The last of the 844 of the high-wing, twin turboprops rolled off deHavilland's assembly line in Toronto in 1989 and Viking Air Ltd of Victoria B.C says the notoriously rugged and reliable STOL aircraft are in serious demand. A decent 20-year-old 300 series fetches well over US\$2M on amphibious floats, making it a viable candidate for new manufacture. Viking recently acquired type certificates for the Twin otter, Single Otter and Beaver designs from Bombardier, which bought out deHavilland in the 1980's. Viking will hold an operator's forum in Victoria in September to gauge demand. Viking Air President David Curtis said an undisclosed number of order commitments will be needed to get the project going. Curtis said the Twin Otter which seats 19, "is in a class by itself in terms of size, speed, strength and versatility."





This is without question the **Best DVD I Have Seen In Years**. I picked this up at Oshkosh mainly because the proceeds went to the young eagles programme, but I have since played it over and over again, not only because the photography is the best of any aviation movie I have seen but because this story is very applicable to what is happening here in Australia right now!

"One Six Right" is an exhilarating documentary film that celebrates the unsung hero of aviation – the local airport – by tracing the life, history, and struggles of an airport icon: Southern California's Van Nuys Airport. Featuring thrilling aerial photography and a sweeping original score, the film dispels common misconceptions and opposes criticism of General Aviation airports. Through the love story of one airport, past to present, the film shares the timeless romance of flying with all ages.

The film takes viewers on a journey of spectacular aerial sequences and tells a romantic story through the accounts of passionate pilots, air traffic controllers, historians and flight enthusiasts, including well-known faces such as Sydney Pollack, Lorenzo Lamas, Paul Moyer, Hal Fishman and many others. There is no off-screen narrator.

One Six Right captures the spirit, joy and beauty of flight. One of the finest aviation films ever made.

Harrison Ford

The film uncovers the rich history of this airport – Amelia Earhart broke a world speed record over its runways, Marilyn Monroe was discovered while working in its hangars, and scenes from Casablanca were filmed on its grounds. Almost every type of aircraft has graced its runways, from the primitive airplanes of the 1920's to the state-of-the-art business jets of today. Through the history of the Van Nuys Airport (VNY), the viewer comes to have a new appreciation for the significance of all General Aviation airports as a critical component of the communities they serve. Located in the heart of the San Fernando Valley, VNY is today the world's busiest General Aviation airport and contributes over \$1 billion each year to the Southern California economy.

"One Six Right" explores common misconceptions about General Aviation airports, which are often criticized for noise pollution and viewed as exclusive playgrounds for the rich. The film creates an awareness of the threat to these community airports through staggering statistics of airports that no longer exist, and the rapid rate at which they are continuing to close (1 per week in the U.S.). Airports are not a renewable resource – these smaller and often forgotten airports are the foundation of the entire aviation industry, contributing significantly to global commerce and are the breeding ground of the pilots of tomorrow.



The Seaplane Pilots Assn are in the process of organizing a public screening of this simply because it is so important to remind everyone why we fly, and how important the local airport is. I encourage everyone to either see a public screening or buy the DVD. If you were ever one of those people that went to the local airport for no particular reason, if it was to just hang out, if it was just to talk planes, if it was to watch them come and go then I guarantee you'll love this movie

Check it out at www.onesixright.com





Of all the swanky new planes and products that were on show at last months Airventure Oshkosh, one that I thought would appeal to a lot of people, is the Air Gizmos GPS Panel Dock. The panel dock fits Garmin's GPSMAP 196, 296, 396 and 496 handheld GPS units, and I noticed it in many aircraft on the airfield.

The dock allows the GPS to be flush mounted with the instrument panel, and therefore look professional and finished. It also allows the GPS unit to be quickly and easily removed when necessary. The panel dock is designed to fit in a standard 6.25" avionics stack, but could be mounted anywhere in the panel, the dock makes the GPS look like it belongs in the panel.

The antenna and power cables slide through prefabricated "keyholes" in the back of the unit, which keeps the connectors from slipping back into the panel when the unit is re-



moved.

The product is intended for use in experimental aircraft, production aircraft would require approval. Air Gizmos also manufacture docks for iPods and GPS antennas.

They cost US\$99.95, check it out at www.airgizmos.com



The Air Gizmos panel dock fitted to a CubCrafters, new Sport Cub.



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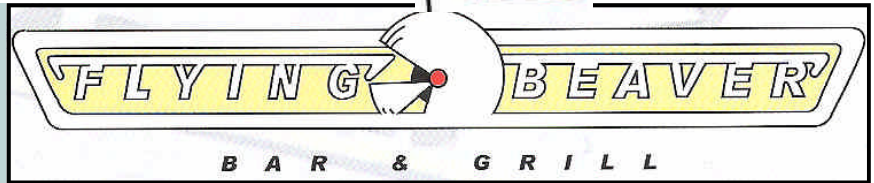
Places To Visit: Flying Beaver Bar

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If you like drinking Beer, and you like watching seaplanes come and go, then this is the place for you.

The Flying Beaver Bar and Grill is located near the south terminal at Vancouver International terminal in British Columbia Canada. This is the base for Harbour Air Seaplanes and close nearby is a busy public seaplane terminal, seaplanes are coming and going all the time, operating just meters away in the Fraser River right next to the main airport.



The Beaver Bar is a favourite pre-flight stop when departing from the south terminal, a drinking hole for airport workers and old salts alike. Happily, servers are adept at reading nods and hand signals when you're ready for a pint of their micro-brewed beer. Daily food and drink specials ensure you're well fed and very merry. The Bi-plane burger is a winner, so are the Twin Otter crab cakes, Wednesday Wings night is a hit and I am sworn to secrecy about Thursday \$8.50 steak night (comes with tiger prawns, baked potato and salad). Weekend Breakfasts are served from 8am, no beer until 11 though.



There is an outside patio area, which I hope is covered in winter, the place is always packed, they carry the Disclaimer
THE FLYING BEAVER RESERVES THE RIGHT TO PARTY YOUR BUTT OFF ALL NIGHT LONG!

(4670 Inglis Drive, Richmond, 604-273-0278) Enjoy!!!!



**For Sale: DeHavilland Beaver VH-PCF**

Don't let this one migrate back over-seas.....

Gorgeous full ground up rebuild of an ex-military 1959 DHC-2 MK1 S/N 1348 Beaver by Sealand Aviation. 0 time everything. 2005 Paint, 2005 Interior, 7 - 8 Seats, For Sale USD\$ 460,000 on land wheels in Australia.

Details:

- TT 9507 hours.
 - Airframe was stripped and painted with Dupont Imron.
 - Custom rebuilt for start up seaplane venture which due to delays with regulations and changed market conditions is not going ahead.
 - This airplane is ready and nothing needs to be done.
 - Only 15 hours flown since rebuild and certification to charter category by **Transport Canada and CASA (Australia)**.
- Always hangered.

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“And in the end, its not the years in your life that count. It’s the life in your years”

Abraham Lincoln

The Purpose of Snapped 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



Mixing It With Boats. Victoria Harbour Vancouver. One of SPAA’s main objectives is to educate the authorities and boating public alike, that in other parts of the world Seaplanes sharing the harbour with other maritime vessels is standard practice, operating safely and professionally all year round.





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Photo Courtesy of Dan Mewing from Akuna Seaplanes Port Macquarie

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