

## On The Step



### ***The News is Not Good....."Its Great"***

**Ten, Nine, Eight.....Three, Two, One Happy New Year!!!!!!** As 2007 rolled in I couldn't help feeling that this one was going to be a good year, actually make that a Great year, with many accomplishments, many successes and great prosperity.

This month I have Hijacked the Chairman's report and am bringing you an Editor's report, all while Philip earns a well earned break at his property "Haxstead." I spend a fair bit of time with Philip and considering his OBE "Over Bloomin Eighty" age and mine being two-thirds of that, spending a day with him is exhausting with the cracking pace he sets and what he manages to accomplish in a day. A true inspiration and I am sure he will not let the pace slip in 2007.

So when January 1st rolled in and the effects of the previous night celebrations had started to subside, I examined why I thought 2007 was going to be so good, and realised that its my perception, of people places and events, my attitude, that will determine the outcome of events this year. Its like flying first solo its that voice that says "I Can" rather than skill that gets you around the circuit. Its attacking everything with a positive attitude and passion, that is going to determine that this year and in particular SPAA's accomplishments will be GREAT!

This Newsletter is well received world wide, with a large circulation and there appears to be no let down in the requests to be added to the distribution list, unfortunately anti-spam legislation prohibits us from sending this newsletter to you without your consent. By joining SPAA grants us your consent to send you the newsletter, so unless you have joined SPAA via the website then the law insists that unfortunately, this will be the last newsletter sent to you.

Behind the scenes the work at SPAA continues unabated, this year our Tasmanian Coordinator Kyle Gardner will take over the website, Kyle is a great talent and other than a great Searey builder, tech savvy. Brian Dehlsen joins the team and at present is working on a project to integrate seaplanes into the celebrations in Sydney for the Harbour Bridge's 75th birthday, it will be a good, no make that a GREAT day!!

The SPAA committee's workload spiked in the last half of last year when we lost Ben Hunter to a project in Southend just outside London England to restore to flying condition Qantas's original Boeing 707. I have now seen this aircraft parked at the Qantas jet Base here in Sydney and its looks fantastic, parked up against the much larger more modern 747-400's it really shows you how far aviation has come and is hard to imagine that this was the aircraft that once linked Australia to the rest of the world. Well done Ben it looks fantastic and you've done, yep you guessed it a...GREAT job.

I thank Grant Farrow for clarifying something that was mentioned in the December issue of *On The Step*, and that operations on the Melton reservoir outside of Melbourne are prohibited. SPAA is no stranger to working with authorities on easing restrictions for seaplanes and have discovered all too often that the easiest way for authorities to manage any activity is simply to ban it. Authorities are also adept to keeping people safe by just banning them from doing certain activities, rather than coming up with a managed thought out solution to integrate mans activities, with other members of the public and environment, this spearheads SPAA's efforts in 2007. Have a Great Year!!!

**Chad Boot—Editor**

#### **Inside this issue:**

In Brief	2
Seaplane Register Update	
Here We Grow Again!!	
In Brief	3
Does "Fred" make the Seaplane Pilot in You Happy?	4
Does "Fred" make the Seaplane Pilot in You Happy?	5
First Steps	6
Marine Parks	7



**Jan/Feb  
2007  
Volume 9**





### The Ramphos Trident LSA is now approved

The Ramphos has gained the first LSA approval for a weightshift aircraft in Australia and the first weightshift amphibian to be approved by a Government body for flight training in the world.

After months of hard work, the final paperwork was complete and Duncan Rech from CASA issued the Certificates of Airworthiness for two Ramphos Trident 912 and one Ramphos Trident Smart. Thanks to Duncan Rech from CASA for his help and his open mindedness with this project.

This is a milestone for Australian Recreational Aviation as now; we finally have a machine that people have wanted for years.

With its maximum takeoff weight of 600kgs with 320kgs payload, Folding wing, Strong stainless steel structure Excellent stability, Low fuel burn, as little as 6 litres per hour with its unique Mercedes Benz motor, the Ramphos is going to be a real winner.

The aircraft is real buzz to fly and on the water it is fantastic. On the step it is very maneuverable and has a retract system that is simple, strong and can be lowered in the water so you can juts drive up the beach or boat ramp. It can also be used as an air-boat.

For more information contact Rod on 0427288298



Rod with Duncan from CASA with the first Australian Weightshift LSA Aircraft

### Do You You Tube?? By Anthony Dunn

Just like EBay and the Ipod, You Tube is something that goes in the category:

*"everybody's doing it"*. To bring you up to speed You Tube is a free online video streaming service that allows users to view and share videos that have been uploaded by members. Anyone can view and share videos, and members can upload videos and use other features, free of charge. You Tube's members rate videos they like, You Tube review highly-rated and recent videos for consideration in 'Today's Featured Videos'.

Seaplanes feature prominently on You Tube, there are plenty of Takeoff and Landings in exotic places like the Maldives, Lake Como and the Azores. There's a great video of a Takeoff in a Glenn Curtis seaplane replica, also a seaplane takeoff from a land based dolly.

There's also a few spectacular crashes including a C185 amphib landing with its wheels down on water, hopefully this footage will prevent it from happening again, you can view it at the following link <http://www.youtube.com/watch?v=w6e3n1RYvsI>

Other Seaplane videos can be viewed by going to the website [www.youtube.com](http://www.youtube.com) and typing in seaplane in the search function



### Expressions of Interest, Sydney Harbour Seaplane Base at Rose Bay.

NSW Maritime is seeking Expressions of interest, for a two-year operating license to manage, maintain upgrade and grow business of Sydney Harbour seaplane base.

Operators are required to have experience in managing and operating a multi-user seaplane/transport facility in a safe, sustainable and business like manner within a regulated environment.

Tenders close January 30th 2007, and can be viewed at <http://www.maritime.nsw.gov.au/Current.html>

or contact Chris Hughes on (02) 9364 2240







### Classifieds

**CESSNA 182G FLOATPLANE.** Timex eng, damaged firewall. Offers invited around \$55,000 or \$39,000 without floats. Ph/Fax (07) 5524 2144. Email: gwsb@yahoo.com



### Seaplane Aircraft Register Update

#### Changes Of Ownership

VH-AJB Progressive Aerodyne Searey. Tracey Peacock, Cammeray NSW 2062.

#### New Allocation

VH-AJH Adventurer 333 Marcus Mewett Port Macquarie NSW 2444.



**An Example of a Homebuilt Adventurer that was recently imported from New Zealand**

## Here We Grow Again !!

### SPAA Welcomes Members New and Rejoining for December

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 airports.

Geoff Hayes—Ballarat VIC.

Richard Smythe—Box Hill VIC.

Dayne McCosker—Port Macquarie NSW.

Chris Reilly—Sydney NSW.

Perry Taylor—Sunshine Beach QLD

Chris Martin—Hay NSW

Chad Banfield—Airlie Beach QLD.

Fred Bahr— Washington USA.

Gary Skinner—Tullamarine VIC.

Hal Griffiths—Bridgewater TAS.

Wayne Skinner—Eden Park VIC

Dan Nickens—Florida USA

Bevan Anderson—Toowoomba QLD.

Ian Bishop—Airlie Beach QLD

Harvey Prior—Newport NSW

Ross Vining—Carlingford NSW





By Dale DeRemer, Ph.D.\*

Who the heck is Fred? Most of the hundreds of pilots who have flown with me over the years know about Fred. He's the little guy that lives, sometimes between your ears and sometimes on your shoulder. He's the guy who whispers to you when you go to the refrigerator to get a glass of milk, saying "Aw, go ahead...just drink it from the carton, its easier and...nobody's looking!". And he's the one who tells you "never mind with the weight and balance, just let's go!"... and he's the guy that says, as you are taxiing out, "Let's launch from the short arm of the lake so you can really see what your powerful bird can do. You are by yourself so you are light – let's see what this baby will do!"

But, interestingly enough, Fred can also be very beneficial to us pilots. Sometimes he acts as an enhancer of your senses. He seems to have more direct access to some of our senses than we have and can be an early warning system for us that something is not right. Have you ever walked out into a very dark place, become aware of the possibility of something lurking there, and had the hair on the back of your neck stand up along with that tingling feeling – for no reason apparent to you? That's Fred! I have had that 'alert!' several times in 20,000+ hours of flying, so I am a True Believer, like the time I somehow knew, beyond a shadow of a doubt, that the landing gear was not going to come down just before I selected it to be down. Or the time, when flying up in the Arctic across totally featureless terrain when for some reason I asked myself: "now, if the gyrocompass failed, how would I be able to keep pointed at my destination since the magnetic compass is worthless up here?" In another mile, thinking without stress, I had figured it out: I would stick a pin I happened to have in the glare shield exactly on the sun's shadow line from the window's edge. Keeping the shadow line exactly on the pin would keep me straight enough for the last hour of the flight, and – you guessed it – just moments later the vacuum pump shaft sheared, leaving me without gyros. Spooky? Maybe. I prefer to think it was just Fred giving me a heads-up -- maybe because he didn't want to be wandering around lost in polar bear country.

That's just a couple of many examples. But sometimes Fred doesn't shout at you when he has one of those important bulletins. Sometimes it's nothing more than a murmured 'oh-oh', so you have to put Fred into your 'scan' along with all the systems in the aircraft. Check on him often, just like you would check your dog or horse often to see what they are doing when in bear country.

### Managing Fred

Managing Fred is a skill all of us seaplane pilots need to master because sometimes he is right, like when he is wearing his "I'm your conscience" hat and when he's getting messages from some other senses that we have but aren't really well tuned into. And we have to learn to ignore him when he is being, as Rod Machado puts it, "the Devil on your Shoulder", and when he is being downright stupid, like when he yells "WOW, I could see the veins in the leaves on that tree we were so close!" just when you are flaring to touch down on that short lake. Fred doesn't consider the consequences of his actions . . . ever! That flare didn't work out perfectly, did it? You were distracted by Fred.

I have been keeping an eye on my Fred for a lot of years now and it appears that Fred is capable of logical thought as well as intuitive thought, just like we are but with one important difference: Fred's thought process never goes beyond the first iteration of logic and that's where he can get us into lots of trouble. Let me give you an example: you are walking down the boulevard, hand-in-hand with your sweetie on a beautiful day when an absolutely drop-dead gorgeous lady walks across in front of you. You are doing a pretty good job of not looking at her when Fred goes, "WOW, will you look at **her**!" Impulse reaction: you look. This action is very swiftly followed by pain as the fingernails sink into your hand! Fred never considered the consequences of his action: what would happen to you if he caused you to look. So, Fred can be a sensor, an advocate, the devil on your shoulder or just plain dumb.

So, how do we manage Fred? We can't totally ignore him because sometimes he is a tremendous asset: almost as good as God tapping you on the shoulder as you are flying along and saying, "I have some bad news and some good news: the bad news is that the (whatever) is going to fall off your seaplane on this flight . . . the good news is I'm telling you ahead of time so you can think about what you are going to do about it." Early warnings are a good thing and Fred can do them, at least some of the time.

So, we need to listen to Fred, even when he is just muttering. But then we have to manage that information we get from Fred. There are some good tools for helping us decide which hat Fred was wearing when he told us "Aw, you can get through under that crud up there", or "that tire's looking awful thin but its surely good for one more flight, come on – we're late already", or just when he says "oh-oh".





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### Judgment and the 'right' questions

To help you decide whether Fred's information is good or bad for you, the 'right' questions work well. They are questions like:

"Will what Fred is suggesting make me feel like I am a good person and pilot?"

"Will I feel better about myself tomorrow if I do this?"

"Is it the right thing to do?"

"Does it meet my personal aspirations?"

"Is this something that 'the pilot I would really like to be' would do?"

"Will doing this really make me happy?" and "will it give me satisfaction?"

### The wrong questions.

There are some wrong questions to ask ourselves when having to decide if what we are about to do is a good idea or not. They are wrong primarily because they take too long to answer and because we won't have all the information we need to make the decision until we go ahead with the action. In other words, by asking these questions, we won't know if it is a good decision or not until we play our card. They are questions like:

"Can I get away with this?"

"What will be the consequences if I do this?"

"What's the worst case scenario?"

The really nice thing about the 'right' questions is that they are easily and quickly answered and only require you to have one thing: your own set of personal aspirations or code of conduct, and the ability to remember it. This is nice because you get to set your own standards: what it is you need to adhere to or aspire to in order to feel good about yourself, a first step to happiness. The only chore is that you need to write it down and review it often because otherwise you will forget it. And believe me, Fred doesn't have any standards that you want to aspire to!

There is another wonderful benefit to following the answers to the 'right' questions: if we do, we will very rarely have to be answering to the FAA or be sitting in a court room answering for our actions.

Where do you start, to compose your personal code of conduct or set of personal aspirations as a pilot? I'd recommend the *Seaplane Pilots' Model Code of Conduct*, available in several versions and several languages at [www.secureav.com](http://www.secureav.com). This document was developed with a great deal of effort by an editorial board of very qualified pilots with the help of more than a hundred recognized pilots and other experts. It is a good place to start building your own personal set of aspirations to help you become that highly respected, highly qualified pilot you would like to be. I recommend it to you. Have a look at it when you get a chance.

Author's note: if your name is Fred . . . sorry old chap! It's a good name —that's why I used it for the little guy in my head, or on my shoulder. He's pretty widely known, too, amongst many hundreds of pilots who studied with me at the University of North Dakota or who have flown wilderness courses with me. So, no offense meant, Fred!

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After drizzle during the morning had delayed takeoff, the eventual flight to Moruya from Goulburn was a cakewalk. By mid-morning, I was heading towards the blue triangle in the distance, framed between Mt. Budawang, Clyde Mountain and the dark grey matter a few hundred feet above. The trip was the culmination of several months of testing the new SeaRey Amphibian, on and over the wind-blasted tussocks of the Goulburn strip. It was now time for the SeaRey's water baptism, and hopefully, my floating hull endorsement. I had enjoyed the last three years building the aircraft and I was particularly looking forward to experiencing the conversion of the waddling duck on land to the graceful swan on water. Despite having slept fitfully over the last few days, I was full of anticipation for the week ahead. This was going to be fun, but I didn't have any idea of just how much it was going to be.

Richard Holgate, a fellow SeaRey builder who had put his aircraft together at Cooma, and I had organised Rob Loneragan, of SeaRey Australia to meet us for the week at Moruya. We were both going to complete the water testing part of our Special Certificate of Airworthiness Phase I program with Rob who was also to instruct us on the floating hull. I had only experienced one water landing in my life, but it had been enough to convince me that I was going to be a seaplane pilot. Perhaps it was also in the blood as my father had been a wartime Catalina pilot and I had grown up with the full repertoire of hair raising tales.

We couldn't have ordered better weather for the week. It was typical May, with an enormous High Pressure cell squatting over the continent. Blue skies and calm sea breezes – ideal for the beginner. Each day was intensive from sunrise to sunset with two sorties each for Richard and I interspersed with common briefings and daily maintenance sessions. After Rob had put the aircraft through its initial paces and the full range of manoeuvres it was deemed seaworthy and time for me to take the stick.

My first impression was that I had a completely new aircraft under me. The SeaRey is definitely a waterbird. It was as if she had sniffed the sea air and shed her duck down. I was apprehensive about alighting, as the dangers of glassy water, undercarriage down and nose suction had been drummed into me to the extent that I thought landings would indeed be tricky. Despite these ever present dangers. I found the opposite. I could achieve good landings and enjoy the sensational moment of a soft touchdown and slipping over the water on the step. In fact, I found that not only did my approaches and landings improve but my takeoffs did as well. I could more easily manage the 'P' factor yaw to the left that comes with application of full power and did not have to worry about the steering problems inherent in a tail dragger. I think always landing into wind in a wide open space is bound to be more conducive to getting it right compared to making it on a designated strip of limited width and length. Rob had another explanation. He reckoned that the new 'C' hull was such a good design that even a novice like me couldn't miff it. Maybe we were both right. The 'V'-shaped hull certainly did cut through the waves. There was no hard bounce like one experiences on other types of water craft at planing speeds.

The endorsement program led us through the wide range of taxiing techniques, beaching and other water procedures. Learning to read the water and wind factors of operational areas were also covered. I found most of these issues and techniques familiar to some degree, having had some experience with canoeing, sailing and powered water craft. Although, tearing along the lake on the step and skidding around the corners with cross controls had to beat any adrenalin rush from a PWC. It was amazing.

I think the greatest thrill, and one totally unexpected, was the enjoyment of flying in the coastal environment. What could beat a silky touchdown on a deserted lagoon at sunset and skimming the breakers on takeoff. I was enthralled with the ease with which I flew the SeaRey, curving along beaches and gliding over the tree canopies to alight at the designated spot. With unfettered vision through the windscreen and side canopies it was the nearest thing with wings to the superman experience I had come across. Why had not anyone told me about this before? I wouldn't have spent all that time in the 172. On the other hand, perhaps the conspiracy of silence is desirable, we wouldn't want to clutter up our waterways with every Tom, Dick or Harriet would we?





**Reprinted From AFLOAT magazine**

**Re: Marine Parks**

I was interested to read in the December issue of Afloat the tremendous economic cost of the establishment of the Marine Parks in Port Stephens and Batemans Bay.

Of even greater concern to us is the total banning of seaplanes unless with a special permit from the Minister.

Seaplane pilots are all members of the Royal Volunteer Coastal Patrol or the Coast Guard and use their aircraft on a voluntary basis to assist the Patrol in many ways, not the least of which is in sea searches, when vessels go missing. The RVCP has appealed to the Manager of the Port Stephens-Great Lakes Marine Park to allow seaplanes to operate without requiring a special permit. The National Park has responded that:-

It is a defence to a prosecution for an offence in respect of a contravention of this Part (the zoning plan) if the person charged satisfies the court that the conduct constituting the offence was carried out in an emergency and was necessary to protect life or property)

**In other words, you are guilty until proved innocent.**

There are many vital services provided by a seaplane than those in an emergency particularly in observing, training, radio relaying and transport of urgent supplies or personnel (example, Search Masters).

The Marine Parks Authority has absolutely no experience with seaplane operations and is completely ignorant of their advantages and benefits to the Maritime Community. Seaplanes are the least polluting of all marine craft, except perhaps canoes and dinghies. They do not have a propeller with exhaust in the water, their engines are fine tuned with double ignition, so that all fuel is totally burned and there is no smoky exhaust.

On any voyage the only part of water used is the relatively short length at take off and landing, no more than a few hundred yards and then it is only the float bottoms which come into contact with the water.

In USA and Canada, it is only seaplanes and canoes which are permitted on many of the pristine freshwater lakes.

There is no need to separate seaplanes from other watercraft. From the air, a seaplane pilot has a birds eye view of all the water traffic and can simply choose an area where there will be no conflict. Once on the water, the seaplane taxis about, just like any other motorboat and it comes under the international rules for prevention of collisions at sea (COLREGS).

A seaplane pilot must have a boat drivers licence in addition to his normal flying licence.

Seaplane pilots themselves are waterbirds and concerned more than anyone else.

about the little penguin and Gould's petrel.

Yours sincerely

SEAPLANE PILOTS ASSN. AUSTRALIA

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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.



**On The Cover**

Grumman Seacat VH-KKD which was operated on the Gold Coast for many years, has had a total rebuild and is now operating at Magnetic Island North Queensland, by Paul and Carol Mills of Red Baron Seaplanes.

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