



On the Step

Newsletter of the Seaplane Pilots
Association of Australia

Issue 32 -
August 2012

David Geer's **SeaRey** &
Phil Woodbridge's **Seamax**

Past President's outgoing message!

In with the New out with the Old!

Well ... not so old, but time for me to step aside and make way for new blood to steer the organisation!

After nearly 10 years as President and now immersed in an exciting new project demanding my full attention, it's the perfect time for a new President at SPAA.

I am delighted to introduce Keith Clark as our new President. Keith is a fine seaplane pilot who was formerly a CSIRO scientist and was also a developer and shareholder of a publicly listed energy technology company. Recently, Keith retired from his company and is able to contribute his energy and management skills to the SPAA. He will make a fine President.

In the decade that I have been honoured to be SPAA President I am proud of our achievements, including:

- Establishing SPAA State Representatives,
- Consolidated working relationships with Government Depts,
- Establishing the SPAA website
- A self managed web based membership system.
- A 4-fold increase in membership over the last 2 years

In addition to serving the GA seaplane community, we are also developing a relationship with the rapidly growing recreational seaplane community.

I would like to acknowledge the SPAA Executive Committee who have been generous with their time and contribution toward making the SPAA the strong, growing and vital organisation it is today. I look forward to continuing my involvement as an Executive Committee member.

In closing, I congratulate Keith and wish him great success as the new President. Under Keith's leadership I am confident the SPAA is in excellent hands and will continue to flourish.

* * * Safe Alightings * * *

Rob Loneragan Immediate Past President



**Rob Loneragan
Immediate
Past President
SPAA**

From the editor

Is it a Boy or a Girl?

When I was building my SeaRey, my wife Linda said I spent more time with the SeaRey than I did with her, and since there seemed to be aluminium tubes everywhere she christened my Searey "Ali" and so she has been "Ali" ever since.

How do you determine the name and the gender of an aeroplane?

I was reminded of this question by correspondence with Judy Hodge about her new Swan "Charlie". I had asked Judy, "what do you intend to do with her?" referring to her new float plane. Judy responded that the plane was most definitely a **HE** and his name was "Charlie"! You can read Judy's reasoning on Page 6

So, does your plane have a gender? And if so what is it and how did it get its name?

Or, is this talk of gender of aeroplanes and names for them just a load of nonsense from sentimentalists?

Maybe you think a plane is a machine, plain and simple - no names are needed?

Send me your thoughts.

On another note . . . how well are you listening to your aeroplane?

In an article on page 4 I talk of whispered warnings from my engine. The article describes how my engine was sending me warnings of a developing problem. I simply failed to listen or maybe I did not understand the language. The problem didn't go away and I am now learning to understand "engine talk" which means I am retiring the engine and installing a new one. Yes it's expensive, and since it is a home built, registered in the "experimental category" I will do the installation myself, so it's quite a lot of work.

Finally I offer my sincere thanks to Rob Loneragan for a decade of outstanding work promoting seaplanes in Australia - Well done Rob!!

Gear up to Kiss the Water # #
Ross Vining (VH-RRZ) Editor

Taking over the reins

from a president with the charm, wit, political nous, understanding of the industry and aeronautical ability of Rob Loneragan is a daunting undertaking.

However, after nearly 10 years presiding over the growth of the SPAA, the establishment of healthy relations with government bodies and the public, as well as the setting of standards for access to our waterways with safety and responsibility, it is understandable that he should feel the need for a change.

Also, steady change and refreshment in the executive is also necessary for the long-term health of an organisation.

Over the past 12 months there has been a marked growth in the membership of the SPAA and this gives us confidence for a strong future for the SPAA.

With membership growth I see a future where the SPAA is widely representative of ALL interests in seaplane flying, and where it can be a body of sufficient size, and holding sufficient respect from the aviation sector, and from governments and the public, that we can strongly negotiate for improved and more rational access to our fabulous waterways.

Analysis of the SPAA membership shows that the great bulk (no reflection on your weight or fitness levels) are in the over 50 age group. This is due largely, no doubt, to financial and time factors, but it does flag a warning that we need to also attract new young blood.

New President SPAA Keith Clark



The SPAA will look at undertaking more activities that engage the public, stimulating interest in the younger sector, and will investigate ways in which we can involve younger less experienced enthusiasts who may not yet have the time or resources to own a plane, or feel daunted at the process of gaining a pilot's license.

Finally I stress that this is your representative body and I seek your feedback on concerns and/or suggestions. Please don't hesitate to email or phone.

Keith Clark - President SPAA

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Catalina Pilot John Pitt Kennedy 1916 - 2010

Dear Editor

I am a film maker in Adelaide. I made a short film about my Grandfather John Kennedy who was a Catalina captain in WWII with UK 202 Squadron. The film was completed in early 2010, six months before he died at age 94.

The film is on You Tube, <http://youtube/UxVJMXcd6mI>, its called "John's Catalina".

His life in brief:

John Pitt Kennedy was born in England in 1916 at the height of World War I, when his father was fighting on the Western Front.

He earned a B.A. in Agriculture at Oxford University then worked in Malaya where he learned to fly.

On the outbreak of war John returned to England and enlisted in the RAF. Initially he trained pilots and later captained Catalina flying boats into the Atlantic from Gibraltar and Castle Archdale in Northern Ireland.

After WWII John moved to Tasmania where he set



John Kennedy's Catalina crew - Gibraltar 1944

up a crop spraying business and was also a flying instructor at the Devonport Aero Club.

When asked what he was most proud of in his life, he said, "I played my part in the War without killing anyone".

Best wishes, Linda Kennedy
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RIP Neville Kennard (1937 - 2012)

A eulogy by Phil Dulhunty

Neville Kennard was a very political man. He described himself as an anarchistic-capitalist. He funded but was critical of think tanks, he was an enthusiastic supporter of Socratic dialogue and unconventional wisdom. He was a radical in the true sense, who wanted us to think hard about the potential value of different political and economic systems.

But it was his activities as a pilot and a seaplane supporter that we should cover in this journal.

Neville's introduction to seaplanes was probably through his uncle, Graham Pockley, who was a Sunderland flying boat captain in WWII. Graham was credited with sinking 3 U-boats in the Bay of Biscay, in an area that became known as "Pockley's Corner".

I came to know Neville when he purchased a Lake amphibian. I was then the founder of the seaplane pilots association and looking for members.

After Neville wore out the Lake amphib. He acquired a Lake Renegade, with lots more horsepower he competed with me to see who could have the most crashes. Whilst I was having my crashes on in NSW, Neville had a 'beauty' in the Gulf of Carpentaria.

After that Dick Smith talked him into buying his jet "Long Ranger" helicopter and we thought we had lost him from the real world of aviation - but not so!

An opportunity came for us to acquire a real flying boat - a PBY Catalina which had been converted from its wartime role as a maritime patrol bomber to a bushfire water bomber in Portugal.



Neville Kennard & wife Gaby

Without hesitation Neville recognised the historical importance of this famous aircraft to Australia and offered a substantial contribution to its acquisition.

Together we organised for the Catalina to be serviced and flown to Australia to become part of the Historical Aircraft Restoration Society (HARS) fleet.

Subsequently a second "cat" became available from the Portuguese litter and Neville proposed we bag that too. This time though a new organisation, the "Catalina Flying Memorial Ltd" to enable it to be stationed at the heritage listed wartime base at Rathmines on Lake Macquarie.

Neville's intention was that this cat, now registered as VH-CAT, be operated as a warbird and flown with "adventure" passengers.

We were fortunate to have Neville at Bankstown recently to appear in a documentary in support of this project - see photo above. The 150 members of the cat club are grateful to Neville for the seminal role he played in this project and extend their sympathies to Gaby and all of Neville's family.

Philip

A more detailed appraisal of Neville's life may be found in the June newsletter on our website www.catalinaflying.org.au

31 Year drought breaks!

Be there to see it happen.

The last time a Catalina landed at Rathmines was in 1981 when Mike Wansey's confederate air force Catalina visited the ex-RAAF WWII Seaplane base.

But its going to happen again during the Catalina Festival at Lake Macquarie on Sat 3 Nov 2012. The HARS Catalina land will alight on the lake, taxi up the ramp for the first time and will be on display for the day.

The ramp has seen many seaplanes. During the war years Walrus, Mariner, Dolphin, Sunderland, Dornier, Kingfisher float planes as well as Catalina's used the old ramp.

After the war, Buccaneers, Seabees, Riviera amphibians and various float planes called in.

More recently, recreational aircraft such as SeaReys, Super Petrels and Seamaxes are visitors.

**Visit Rathmines -
The spiritual home of
marine aviation in Australia.**

For more info on the Festival contact -
Bill Hitchcock (02 4944 8189)
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Pictured is Peter Lynch's beautifully restored Grumman Mallard, soon to arrive from the USA. We are expecting that it will soon be a visitor to Rathmines, the spiritual home of marine aviation in Australia.

Wherefore the Whispered Warnings!

Sometimes your engine whispers to you. When it does you should listen carefully.

My son Ben (28) was visiting recently, and as he had just acquired his PPL, we decided to go for a play on the water in the SeaRey.

On approach for our third water landing we couldn't reduce the engine power below 4600rpm. (about 60% power on a Rotax 912).

We climbed to a safe attitude to assess the problem.

The aircraft behaved normally at full power but when we retarded the throttle, an odd vibration developed and the engine would not reduce below 4600rpm.

The vibration did not feel healthy so we maintained close to full power and proceeded back to Parafield Airport making sure we were always within gliding distance of a suitable landing point.

We discussed the problem with the tower and said that we expected to do a dead stick landing so it might be best to use a non-active runway. Tower agreed and offered any assistance we required.

Once we were over the runway we switched off the engine and did a dead stick landing - no dramas.

The Rotax 912 engine is a "Flat Four". In effect, it is a pair of two cylinder engines sharing a crankshaft. Each side has its own carburettor. The throttle controls the two carburettors via two independent sheathed cables.

On inspection we found that the right side throttle cable was not retracting into its sheath when the throttle was retarded. The result was that the right half of the engine was running at full power and could not

be controlled.

The problem was caused by several broken strands in the multi strand throttle cable where it leaves the sheath on the carby end. When full throttle was applied these broken strands had retracted into the sheath and then jammed there so that the right side of the engine remained at full throttle regardless of the cockpit control.

Further close inspection revealed that the left side throttle cable also had broken strands.

These broken strands were not evident to a casual inspection, but were detectable by careful inspection.

Of note is a subtle symptom of the problem that we did not recognize prior to the incident.

For some weeks prior to the incident, we had had trouble with variable idle speed. Sometimes the engine would idle too fast, we would adjust it back to appropriate speed, then the next day it would be too slow.

The engine was trying to tell us something, but we were not listening!

With the benefit of hindsight, it seems likely that the varying idle was due to the broken strands catching in the sheath and that more careful inspection at that time would have revealed the problem.

The moral of the story?

When your engine whispers warnings to you, listen carefully, don't wait until it shouts.

Ross Vining - Editor

ICON A5 - Spin Resistance vs Spin

Icon have released a video which appears to compare the spin performance of a conventional spin-recoverable aircraft and the A5 which they say utilises new Spin-Resistant Airframe (SRA) technology.

Icon claim the A5 will be the first conventional production aircraft to fully meet the new spin resistance standard, for Part 23 certified aircraft. See the video at www.iconaircraft.com

Icon is to be congratulated for the effort they are putting in low speed safety, but some commentators feel the "SRA", is overhyped and suggest that part of the Spin Resistance may be due to limitations on control movement

Other have suggested the story is all just marketing SPIN anyway and have pointed out that many

existing designs are already spin resistant.

Apparently ICON have applied to the FAA for exemption from the upper weight limit for amphibious light sport aircraft. They want an extra 250 pounds above the current weight limit of 1430 pounds to accommodate the structural changes needed to make the aircraft spin resistant. This has generated considerable debate on internet discussion sites.

Some commentators suggest the safety benefits of the ICON are over stated, that the weight increase is really to enhance cosmetic marketing features, that with a 100HP engine it will be underpowered at the increased weight and that it enables unfair competition in an already stressed industry where existing designs comply with the current weight restrictions.

There are some very talented people behind the Icon and the design has many desirable features. But there are many other good designs already flying - Should the ICON be given an exemption?

We watch with interest!



I Need Floats



Grant Farrow

Victorian SPAA member Grant Farrow has a day job flying 777 for Virgin, but to satisfy his passion for flying he needs a seaplane.

In the past he has had a variety of GA aircraft and even a chopper, but he reckons nothing beats the RANS amphibious seaplane he previously had (see pic above). Grant says he just "needs" another seaplane. He loves the ease of beaching and getting in and out for a swim that a float plane provides. But of course, for maximum flexibility it has to be amphibious.

Grant says the best way to find the ideal amphibious float plane is to build it yourself.

The Aircraft

Grant's plan is to build a RANS S7S (this model is called the Courier) on Floats.

RANS have been supplying aircraft kits for more than 2 decades and has acquired a good reputation for solid performing STOL aircraft. Their latest aircraft, the S7S benefits from this experience and many have already been equipped with amphib floats.

Engine & Prop

The Rotax 912 ULS, 100HP engine is the standard donk for a RANS S7S. Grant plans to fit it with an Airmaster propeller hub with reversing option.

The new RANS S7S fuselage takes shape.



The Airmaster hub uses electric control to provide a constant speed hub with full feathering capability. In addition, specifically for seaplane use only they have an option to enable the propeller to be put into Beta mode so that it provides reverse thrust. This is potentially very useful for manoeuvring a seaplane in tight spots, or even just reversing of the beach to impress your none-reverse-equipped friends.

The Floats.

In the true "build it yourself spirit, Grant is building his own amphibious floats using a pre-drilled kit from Zenair. He will equip them with electric bilge pumps and micro switches to confirm the gear is **UP** for water landings, or **DOWN & LOCKED** for hard surfaces.

All components of the floats will be pre-painted before assembly to provide maximum corrosion resistance.

Grant plans to have her in the air by Christmas.

And we look forward to the pictures and the final story.

Ed



In 1942 Ito Susumu, piloting a seaplane, was catapulted off a Japanese submarine off Sydney Harbour to conduct a night time reconnaissance flight over the Harbour. Returning to the Sub, the rough seas flipped his aircraft and it had to be abandoned.

The next day three midget subs were launched from the "mother" subs outside the Heads, entered the harbour and sank a disused ferry at Garden Island.

Coincidentally, Phil Dulhunty was a gunner assigned to an anti-aircraft battery defending the harbour that night.

Ito and Phil have since become friends and Ito outlined where he thought his plane had sunk and the wreckage has been found off Norah Head.

SPAA subsequently offered Ito Susumu Honorary Membership. He accepted saying he was thrilled that old enemies could become close friends.

Ito hasn't flown a seaplane for over 60 years but he loves the idea of flying off the water, and the articles

Old Friends



and pictures in "On the Step".

He regrets there are no private seaplanes in Japan when there are such ideal waterways such as the Inland Sea.

Recently I had the pleasure of meeting Ito again as part of a Channel 7 program marking the 70th anniversary of the Midget submarine attack in Sydney.

The photo shows Ito and me together with Ito proudly wearing his SPAA tie and thanking me for

not having shot him down in 1942!

We also visited the Naval Museum in Kure where the midget subs were built – hundreds of them, and further along the coast a special shrine to the midget submariners who perished. The subs were never really successful and, although not designed as such, turned out to be suicide weapons

Philip Dulhunty OAM - Chairman

A more complete version of this article and an excellent story by Ito himself is on the SPAA website.

From Ugly Duckling to Swan

Judy Hodge

This is a story about "Charlie" the ugly duckling who transformed into a beautiful swan.

Judy Hodge wanted a float plane. She found Charlie on Planesales, he was a sad looking brown duck (C182P) who could not swim and looked like he had seen better days. Judy bought him, got him some water wings (EDO2960 floats purchased on EBay) and began to transform him. He took a lot of work, but 2 years later he has been transformed into a snowy white beauty with blue highlights.



Editors Note - in preparing this story I noticed that Judy referred to her plane as a "he" and so I asked her why. She replied:

I am so totally in love with him and simply couldn't love him as I do if he was a girl - simply inappropriate! Besides, look at that ventral fin!

He is a gorgeous strong, reliable creature - nothing 'girlie' about him at all!

Charlie? Well, I found him on the internet and the ad said "always hangared" hangared??? the hangar was a typical haphazard farm shed to which the horses had access - all down his back were the teeth marks of a bored horse!

When we were little children, my father would do a slap-and-hold just above our knees and call it a Charlie-horse-bite - and that's what I thought of the moment I saw him. Dad has been gone 23 years now and it was he who first asked if I'd like to fly on our farm in South Africa. It was also a special moment when, on Charlie's first flight after the renovation was complete, my son Stephen (who is in the RAAF) and I scattered Dad's ashes over the ocean. So fitting.

I learned to fly in 1976 but my dream of being an airline pilot in those days was not considered fitting for a young lady. Marriage and children ensued and there were no funds for me to indulge in a selfish pursuit.

I then became unmarried, started my own real estate office and met a vendor with his own plane who was



doing his instructor's rating. . . you can guess the rest!

I first flew floats in Bill Lane's C206 in 2004 and knew I had found what was missing in my life. Flying floats is the ultimate freedom - it's oh so wild and interesting!

After some time in Vanuatu I returned to Port Macquarie in 2007 to get my float endorsement and CPL. And decided I needed my own float plane.

I found Charlie on the internet and in October 2009 Charlie arrived - a sad looking creature, but totally free of corrosion and with low hours. We stripped his paint off and worked on him whenever we could, it took a while. I am so grateful to Bill for understanding my "impossible" dream and helping me achieve it.

We launched him on 9th May this year. I am planning to operate him in Port Macquarie providing scenic and charter flights as well as float endorsements.

Floats or hull? Floats any day! So much more graceful and the view is awesome! But I won't rule out floating hull altogether - I would so love to fly a really big seaplane! I read Jimmy Buffet's book "A Pirate Looks At Fifty" - that Grumman Albatross would be my dream home!



This is Judy's "Dream Home" - Jimmy Buffet's Grumman Albatross



Seaplane History in Russia

There is a really good movie on YouTube covering the history of Seaplane development in Russia. It's 51mins long, with English narration, when you have an hour to spare it is well worth while.

I was fascinated by the movies of the BE-8 amphibian in the early 1950s, it lacked a classic seaplane hull and instead had underwater wings, rather like the winglets on the new Akoya.

It also covers the development of the really impressive BE-200 goto YouTube & search for "Wings of Russia Seaplanes"

The First Seaplane!

Glenn Curtiss (1878–1930) was an American aviation pioneer and a founder of the US aircraft industry. He began as a bicycle then motorcycle builder, then manufactured engines for airships and in 1908 joined the Aerial Experiment Association (AEA), a pioneering research group founded by Alexander Graham Bell.

Curtiss rose to fame by making the first officially witnessed flight in North America, winning a race at the world's first international air meet in France, and making the first long-distance flight in the US. The Curtiss Aeroplane Co, built aircraft for the U.S. Army and Navy, and, his experiments with seaplanes led to advances in naval aviation. Curtiss civil and military aircraft were predominant in the inter-war and World War II eras.

*The picture shows the take-off of the first seaplane flight in the history. January 26, 1911
Glorietta Bay, San Diego, California.
Piloted by Glenn Curtiss*



From Russia with Love



Not it's NOT a seaplane - but it is landing on water - frozen water that is - and the plane does belong to an SPAA member and seaplane enthusiast, Igor from Russia.

Igor is a private pilot and seaplane enthusiast. Igor visited the Sun n Fun Flyin in Florida and took many great pics, you can see them on his blog at:

<http://igor113.livejournal.com/287038.html>

Igor writes, "Now I have two planes: Beechcraft Musketeer (<http://igor113.livejournal.com/262313.html>) and IAR-823 (<http://igor113.livejournal.com/273725.html>). Unfortunately these are only ground planes." email: moto113113@gmail.com



Dear Editor

Some great Seaplane news from Finland!

We have started production of newly designed Finish amphibious plane, the Atol. It is based on a older design from 90's, but strongly modified. We have a special offer for first new confirmed orders. Email us for more information or check out our website.

Hope to hear from you.

Anssi Rekula [anssi.rekula\(at\)gmail.com](mailto:anssi.rekula(at)gmail.com) or [markku.koivurova\(at\)atol.suomi.net](mailto:markku.koivurova(at)atol.suomi.net)

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Take a look at their website **www.atol.fi**

The Atol is a 2 seat seaplane of wood composite structure produced by Atol Avion Ltd. The designers say that their wooden structure is stronger and lighter than many composite aircraft, and with appropriate storage and maintenance will last for decades.

The aircraft has a low aspect ratio wing to save weight and allow for a large variation in the centre of mass (resulting in easy and safe loading).

It also has a relatively high v-angle in the wing so that the wing tips are higher when running on water. It also gives the aircraft good stability and forgiving stall characteristics.

Atol's hood opens backwards for easy to access the front deck from the cockpit which is great for beaching.

It has Rotax 912ULS engine and is available as either LSA (650kg) and Ultralight (495kg) versions.

It stalls at 74km/hr and cruises at 150-170km/hr



Member Profile Errol Pillemer



I've been flying since 1966, but have only recently become a seaplane pilot.

My flying career began in the South African Airforce, and then I joined the airline at 21 and finally retired from airline flying in 2007.

I always had the urge to fly seaplanes and had been looking into them for a while until I met Bill and Donna Handley and the hook was in.

Did my endorsement with Kevin Bowe and then began the search for a Lake amphibian of my own.

I have finally found one and the purchase is complete. But it is in North America so I am now in the long process of having it taken for inspection, dismantling, shipping, reassembly and registration. Hopefully she will be ready to fly soon as we would like to join the Daintree /Eclipse trip in November.

It's an EP version of the Buccaneer and will be kept with Bill Handley's EP at Wedderburn.

As you can imagine there is great excitement in our home and we cannot wait to fly in her.

So I am really a very experienced airline pilot, but a complete novice in light aircraft, GA flying and especially seaplanes. Will be a great learning curve and I am really looking forward to it all

Regards

Errol Pillemer

[errol\(at\)pillemer.net](mailto:errol(at)pillemer.net)



Errol's beautiful new Buccaneer reflected in a Canadian lake. Soon she will be gracing Australian waters!

Weather to Fly



Keith Clark

What's a guy do to get a fly these days! Sydney had the worst summer for flying that I can remember. Wind and rain was the norm, except, when some family or work commitment prevented me from flying. Those seemed to always be sunny, windless days.

But there was a light ahead in this long gloomy tunnel of bad weather. For the first time since 2009 there was a GASA coming up in May. A GASA is a "Great Australian Searey Adventure" and this year around 12 SeaRey amphibians planned to gather on the shores of Wallis Lake, part of the Great Lakes Region about 250km north of Sydney. Nearly five days in one of those bits of seaplane heaven.

I had it planned. The day before departure I went to the airport and packed and preped the plane, it seemed perfect.

Day one of GASA I went to the airport early, rolled ZRA out, did my pre-flight checks, jumped in and cranked the motor over and cranked the motor and cranked and cranked, each time accompanied by a more violent shaking, louder clattering, and a deeper sinking heart.

Looking back at the prop I could see it hit the compression stroke, then just rattled back and forth.

Three hours later, having removed the plugs several times to drain the fuel from the flooded cylinders, added a battery

booster pack, removed the float bowls several times, I had to concede, ZRA wasn't going anywhere. B@#\$! sprag clutch was stuffed.

The next day I drove the three and a half hours to Wallis Lake and sat on the shore watching Seareys fly and splash and fly and splash till sunset. Anyhow, doing the fuel run was much more fun NOT!

I have to admit, if you can't fly, hanging around with a group of Searey pilots for a few days is probably the next best thing.

Anyhow, one week, a new sprag clutch and a few engine mods later, my Searey was starting better than ever and I spent a long weekend around the same lakes with a group of family and friends introducing them to the incomparable joys of seaplane flying. Four new converts sold on the joys of amphibian flying, even if happy to remain in the right seat.

And it was beautiful weather for the flight home. Flying a vectored flight around Williamstown with all new views, and the incomparable flight up Sydney Harbour's R405 the whole event was capped off by my first "greaser" landing at YSBK in many months.

Life can be fabulous ... summer of 2011-12 forgotten!



Keith Clark introducing friends to the joys of seaplanes

Good News from the USA

Lake Waldo Seaplane Prohibition revoked!

There has been an on-going battle over the right of seaplanes to operate at the scenic Lake Waldo in Oregon state in north western USA.

In the latest development, seaplanes are allowed to use the lake and this use will be monitored by The Oregon Department of Aviation (ODA)

The ODA's Board is finally recognizing its role to further aviation in Oregon. Oregon's seaplane rules

require that the least restrictive solution consistent with safety be used when managing seaplane access.

"Outright seaplane prohibition will be reserved for only the most extreme situations of unusual and continuous congestion or the lack of physical suitability for seaplane operation. Normally, limits on areas of operation or time or seasonal restrictions will be adequate to avoid conflict."

This latest announcement is a triumph for rationality!

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*The enormous Russian, Beriev designed,
A-42 "Albatross" at the Gidroaviasalon
(hydro-aviation exhibition) held at the
Beriev test centre near Gelendzhik*

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