

On-the-Step

Issue 39
June 2014

Newsletter of the Seaplane Pilots Association of Australia



PRESIDENT'S REPORT

Sometimes sitting down to put the next issue of On-the-Step together is a chore. What to write about? Where can I find some articles? I am delighted to say that is not the case this time around. The past two months have seen many special events and good times had by our members, hopefully forming the basis of some good reading.

- \$ -

Many of you have been following the adventures of David Geers, Marty Corr, Doug Bauer, Vaun Moncur, Errol & Colleen Pillemer as they flew on the most amazing adventure covering the complete coastline of mainland Australia, and a bit of Tassie too. Those that have been keeping an eye on their Facebook site will have some idea of what an adventure they had and some of the incredible sights they saw. I know there will be a very professional video of the adventure coming before long but in the mean time please enjoy the preview later in this issue. I must take this opportunity to give special congratulations to David Geers who formulated and planned the trip, and who led the group safely for the complete trip. He certainly earned the title given to him by his traveling colleagues, "Wing Commander".

- \$ -

It almost turned out to be a bigger

event for the French than it was for Australia. Attended by the French Consul General, French descendants of Guillaux, and a French television filming group, the Centenary Celebrations for the First Seaplane Flight in Australia turned out to be a great success with 11 seaplanes flying circuits of Sydney Harbour, presentations at Rose Bay, great media coverage and celebratory lunch at old Catalina base at Rathmines.

- \$ -

I might be starting to sound like a broken record (I am guessing that doesn't make a lot of sense to the younger, digitally raised, members) but it can't be said too often. Check your undercarriage position downwind, base and final. We have had a few more incidents of check failures. Fortunately no serious injuries but one badly damaged plane and one badly damaged image. A wheels down water landing can so easily end fatally.

- \$ -

Donations! We are a very low cost association to run, but we do need funds to cover our work opening up and simplifying access to many of our beautiful waterways, as well as maintaining access to those we already use. Please visit our website and make a small donation. \$20 - \$50 dollars a year is a small price to pay for having



a body to fight for your rights to share waterways with other boat users and resolve any other issues involving seaplanes.

A big thank you to Ben Hutchinson, Robert Turner and Rohan Walter who have donated in the Jan - June 2014 period.

- \$ -

It comes as a surprise to many, but Lake Boga, near the Victoria / NSW boarder, was a major flying boat base during WW2. Although the lake has almost disappeared during times of drought, the lake and the local community are extremely welcoming of seaplane visits. Jack Peters is involved in the organisation of a major seaplane gathering in March 2015. The event is in support of the Make-a-Wish Foundation so register now for a great splash in. Details to come.

- \$ -

For those who have been enjoying Dan Nicken's story of "Vee-Chee" you'll be please to know it continues in this issue.

- \$ -

Fly Safe & Wheels Up for Water



The celebrations for the Centenary of the First Seaplane Flight in Australia turned out to be a great success. The weather forecasts were not all that encouraging, but the weather gods decided to smile on the seaplane fraternity and put on a beautiful day for the celebrations over Sydney Harbour and at the Rathmines Catalina Memorial Park 100km to the North.

Early on the morning of 11 May, twelve seaplanes gathered in three groups off the coast to the north of Sydney Harbour. At 0900 the first group,

comprising three Lakes and one C180, flew in the heads and up the north shore of Sydney Harbour. On reaching the Harbour Bridge they conducted a left turn and proceeded

easterly along the southern shore to Rose Bay where dignitaries, media and a small crowd watched as they conducted a missed approach before returning to the northern shore and repeating the circuit. After the second circuit they landed at Rose Bay and became part of the official ceremony where the local mayor (Toni Zeitler), Tom Lockley from the Aviation Historical Society, and the French Consul General (M Berti) made presentations. The French Consul General provided France / Australia badges to the seaplane pilots involved along with certificates recognising their involvement in the event.

Meanwhile the two other groups of seaplanes circuted the

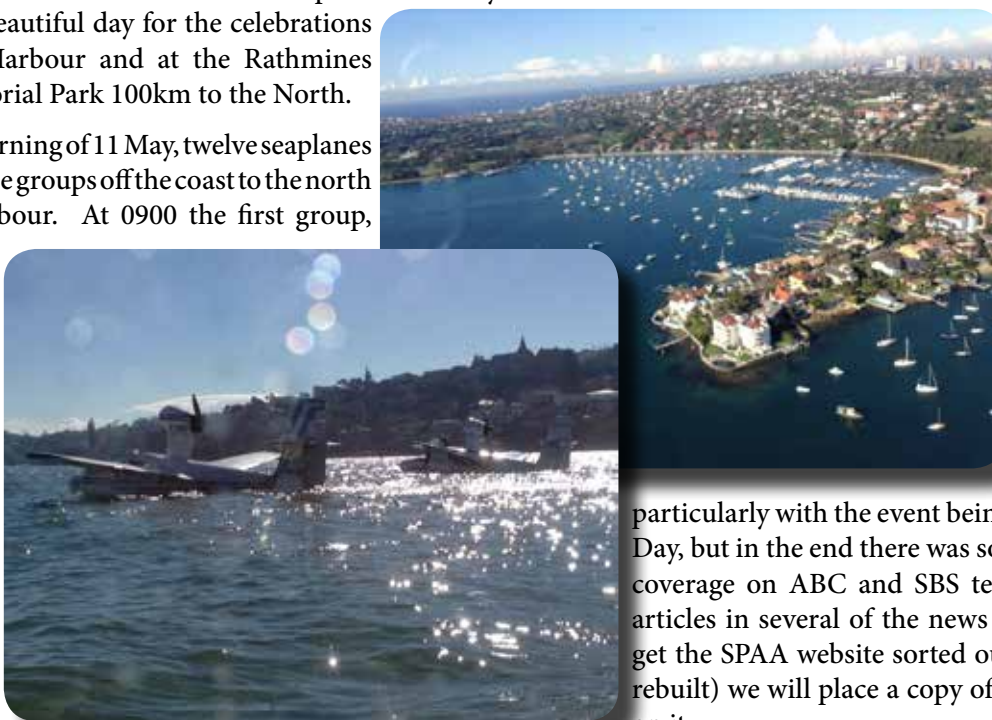
Harbour twice before heading north to Rathmines for a celebratory lunch.

The arrival of twelve seaplanes alighting on the water and then taxiing out and up the ramp, originally used by the Catalinas during WW2, provided a spectacular sight for many eager spectators.

It looked as though media interest was going to be hard to generate, particularly with the event being held on Mother's Day, but in the end there was some excellent news coverage on ABC and SBS television as well as articles in several of the news papers. When we get the SPAA website sorted out (currently being rebuilt) we will place a copy of the ABC coverage on it.

For those "dinky-di" Ausies who listen to "Australia All Over" on Sunday morning radio, you may have heard an excellent interview with Philip Dartnell who did a wonderful job highlighting the history of seaplane flying in Australia and the joys of modern day seaplane flying. Well done Philip.

A big thank you to all of you who helped make it a success, whether on the ground at Rose bay (Phil Dartnell, Jim Moline, Anne Clark), flying the aircraft (Bill & Donna Handley, Ben & Vicki Hutchinson, Harvey Prior, John Daley, Philip Dulhunty, Tim Gilbo, Jay & Vic Laybutt, Rohan Whittington, Ben Hunter, Brian Dehlsen, Keith



Clark) and at Rathmines (Malcolm Burns, Chris Hooper). A special mention to Donna Handley who arranged the flying in of an espresso coffee machine and cakes, and the lunch at Rathmines.

It also should be mentioned that the whole event would never have occurred if it hadn't been for the work of Tom Lockley and his colleagues at the Aviation Historical Society of Australia, who asked the SPAA to organise the event as part of the series of celebrations around the activities of Maurice Giullaux and the centenary of the first airmail in Australia. (see article in this issue).

- \$ -



Every so often we hear the question "what are the rules for seaplanes when on the water?". When on the water a seaplane is considered to be a boat capable of more than 10 knots and as such should be governed by the rules and laws for boats capable of greater than 10 knots. SPAA worked with the maritime authorities some years back and came to the agreement that, rather than require a seaplane to carry boat registration as well as its CASA registration, it would suffice for the seaplane to have single registration under the much more stringent regulations of CASA. However pilots in command of these seaplanes must hold the appropriate boat operator's license.

Not all states require boat operator's licenses however, if your state of residence does not require a license, it may be worth considering gaining a license from another state if you ever consider alighting on the waters

**It
Flies!**

**So Do
I Need a**

BOAT LICENSE

of another state. SPAA strongly recommends that all seaplane pilots hold a boating license and, most importantly, be familiar with and abide by the boating rules and regulations. But seaplanes are special and their pilots are more highly trained than just about any boat operator. The actions of seaplane pilots in their craft are far more critically judged by the public and authorities and

incidents involving seaplanes will attract far greater and more critical publicity.

There is a requirement for seaplane pilots to not only abide by the boating rules but also to maintain standards of conduct and respect for neighbours and the environment as good or better than the best of other boat operators.

Aviation Historical Society of Australia Airmail Centenary Commemoration Group

You are invited to the Sydney Launch of the postage stamps that are being issued by Australia Post to commemorate the first airmail flight in Australia, which occurred in July 1914. The event will be held at the Australian Aviation Museum, Starkie Drive, Bankstown Airport, 5pm-7pm on Wednesday, 2 July, 2014. Light refreshments will be provided.

RSVP Friday 27 June to Christine Ewoldt, guillauxphilately@gmail.com or (02) 8356 9583

THE JOBS WE HAVE TO DO!

When your job is getting you down and all you can look forward to is spending the weekend mowing and painting the gutters, think of poor Adam Holt who has to drag himself out of bed each morning to do this onerous work and I am sure you will feel much better about your lot NOT!

Here Adam reports on his "work"

I was recently lucky enough to go to the Philippines to help get a seaplane operation set up for a cooperate owner. In the months prior they had sent their two company pilots to Sydney to be trained in seaplanes in our C206 and then into the C208 Caravan. Once this training was completed in Sydney we went up to Manila to set up the aircraft and conduct some proving flights with their new C208 EX on Wipline 8750 floats. This is the first of type on floats in the Philippines so after a couple of days of dealing with the CAAP (Philippines version of CASA) we were given permission to operate the aircraft on the American register under our U.S. licences.

The aircraft is based in Subic Bay which is a 30 minute flight north west of Manila but the owner lives in Manila and travels to his island each weekend (yes he owns an island...) The Philippines are a tropical paradise and put the Whitsundays to shame! The water is crystal clear the reefs are spectacular and the locals friendly and helpful. With over 7000 islands at low tide it is the perfect place for seaplanes. After the proving flights we finished off the training for the owners pilots and left one of our company pilots to assist with the operation and help them develop their skills and procedures over the next twelve months. I'm secretly hoping that he takes a holiday soon and I have to go back to fill in for a month or two!



A SPECIAL ENDORSEMENT

I hope you don't mind me taking a bit of a self indulgent moment, but a lady very special to me has gained her floating hull endorsement. When I was in my mid 50's I was explaining to friend, Jenny Entwisle, that I had wanted to fly since I was a very young child and did not want to end up on my death bed regretting that I had not achieved the one thing that I had desired throughout my life. Jen, an instructor at Bankstown at the time, is a pretty straight talker and she simply said to me "Well just do it, what is so important that it is stopping you from learning to fly". I had no answer so a few weeks later she was teaching me to fly. I eventually got my PPL under her stewardship, and it wasn't long before I longed for the other part of my dream which was to have a seaplane. Poor Jen wondered what trouble she had led me into when I started building my Searey, but when she eventually had a fly with me she saw a whole new dimension of enjoyment in flying. In her thousands of hours of flying she had never seen the world from the

perspective of a seaplane operation and she wanted to be part of it. This year Jenny, now an instructor's instructor, won a grant to get her floating hull endorsement and, not unexpectedly, breezed through her endorsement over several days on the Mid North Coast with Rob Loneragan. Jenny was delighted

and is absolutely enjoying all aspects of seaplane flying but says she wants to do many more hours of seaplane operations before she feels confident to consider instructing. We do hope that it

won't be too long before she can reinforce the very small band of floating hull instructors. In the mean time Jenny would be happy to help anyone requiring a BFR.

Personally, it is a great joy to me to have been able to open up a fabulous new world of flying experiences to someone who previously opened the life changing world of flying to me. Congratulations Jenny.



THE LOSS OF ONE OF OUR US COLLEAGUES

We were saddened to read that one of our US based members, Kenneth Berger (60) died during a failed takeoff from Banks Lake in Eastern Washington on the afternoon of May 24. He was flying the Searey that he had finished constructing only last year. It was reported that shortly after clearing the water his plane nosed back in and we are advised that the coroner's report indicated that he had suffered a heart attack just before the impact.

Our condolences to Ken's family and friends.



AROUND AUSTRALIA SEAPLANE ADVENTURE

by David Geers

How do you summarise 60 days, 18,273km, 148 flying hours, 77 land landings and 124 water landings?... In one word **FANTASTIC!**

And to make a clockwise seaplane circumnavigation of Australia even better, teamed up with a group of like-minded seaplane pilots.

The plan....

Find a co-pilot that is prepared to share the cost of fuel and accommodation... One advertisement on the American Searey website, attracts a very excited Marty Corr, who is building a Searey at Bankstown and works overseas on oil rigs. Marty ticks all the boxes of lightweight, pilots licence and great sense of humour.

Joining us in completing the circumnavigation was Doug Bauer from Maryborough, who had just finished building his Searey, Andrew Wilson from Lord Howe Island in his Freedom Colyaer and Colleen and Errol Pillemer in their Lake Buccaneer.

Also joining us along the way were, Rohan Whittington (Super Petrel); Peter Gilbert (Searey); Brad Smith (Searey) – all joining us for a few legs along the way. And of course Vaun Moncur (Super Petrel) who was planning to join us for the whole trip. Vaun joined us in Melbourne and unfortunately for Vaun had some issues in Broome. You will need to wait for the video for the full story there...

Rather than just making a lot of publicans happy as we travel around, we decided to team up with the Make A Wish foundation, taking as many disadvantaged kids for joy flights as we travelled around. We managed to take up 18 kids on our travels around Australia. This was certainly a win-win situation, as we had just as much fun taking the kids up for a flight as they did flying with us!

Reflecting on our choice to fly clockwise and leaving Brisbane at the beginning of April was a stroke of brilliance, thanks Colleen for suggesting it. It meant that we had reasonably warm weather down South and missed a lingering wet season up North. We were extremely lucky as we had relatively good tailwinds most of the way, it was only travelling south down the Queensland coastline we encountered headwinds 15 to 20kt's headwinds. Travelling around Australia in April and May I think is the best time

as it is not too cold down South and it is the end of the wet season up North, just perfect for seaplanes.

We were constantly asked what was the highlight of the trip? It is a very difficult question to answer as there were so many highlights on this trip, every day that we flew there was spectacular

scenery, taking the Make A Wish kids up flying, the generosity of so many people that helped us out on our adventure, meeting interesting characters every day and of course the mateship of a great bunch of people that joined us on the adventure.

I won't talk about all places we visited as it would take me months to get it all on paper. Marty my co-pilot was very vigilant at updating our Facebook page Australian Seaplane Adventures, which is still available to view online even if you are not a registered Facebook user. Click on the link from our webpage www.AustralianSeaplaneAdventures.com.au ...

If you are thinking of doing an adventure like this do it before life passes you by. There is always lots of excuses not to do an adventure like this, I haven't got enough money, I haven't got enough time etc etc. There will probably never be the perfect time for you to do an adventure like this, so if you get half a chance go for it.



My top 10 Tips for seaplane around Australia

- 1 Travel as light as possible!!!
- 2 Satellite tracking device.
- 3 20L Fuel bladders.
- 4 Telstra mobile phone. And waterproof cover!
- 6 A good camera and learn how to use it before you leave.

- 7 Minimal clothing... you will pack too much.

- 8 A can of tyre puncture repair.
- 9 Your favourite pillow.
- 10 Deodorant (there is no weight limit on deodorant).

Cheers

David Geers



AIRMAIL

CENTENARY

COMMEMORATION



The celebration of the first seaplane flight by Maurice Guillaux was something of a precursor to the Centenary of the first airmail flight in Australia, also by Guillaux. Although the feat did not involve seaplanes it was a very significant event in Australia's aviation history.

Maurice Guillaux was born on 24 January 1883 at Montoire-sur-Loir in France. At the age of 29, he was issued with a French pilot's licence number 749 on 19 February 1912.

Almost a year later, he broke all existing records for speed, duration and distance flying in a Clement-Bayard aeroplane and became known as the world's most daring aviator. He became the chief pilot of the Caudron aircraft factory in France, giving many displays of flying skill. He bought for himself a Bleriot monoplane that was specially designed to loop the loop to thrill spectators even further.

Australia was to be the first major stop on a world tour. Aerobatic shows that could be performed by Guillaux' Bleriot were extremely popular: the French stunt pilot Adolphe Célestin Pégoud was thrilling crowds in France, and indeed his activities were so popular that from August 20 1913 to the end of the year there were over 500 stories about him in the Australian newspapers.

Guillaux' main intention was to make money, and in this he was very successful. Huge crowds came to his performances. During the period from April to the beginning of July he covered most major cities between Newcastle and Adelaide.

There was considerable interest in the possibility of carrying mail by air and the famous American flyer Arthur B 'Wizard' Stone who was also in the country touring with his aeroplane was contracted to carry the first official air mail between Melbourne and Sydney. Special cards were printed and sold to the public. Unfortunately, Wizard crashed his aeroplane in Rockhampton racing against an automobile and he wrecked his flying machine beyond repair and left him injured. As he had no replacement aircraft, the flight was cancelled and the mail went by rail.

Maurice Guillaux was contacted by the PMG to make a similar flight to what had been earlier planned with Wizard Stone. Right up until the day of the historic flight's departure, Guillaux was giving demonstration flights over Melbourne and wowing the sky watching crowds, the cards had no difficulty in selling after such salesmanship.

On 16 July 1914 at 9.12 am, after a short delay waiting for the mail to arrive, Maurice Guillaux took off in high spirits from the Royal Agricultural show grounds in Flemington Melbourne bound for Sydney, seated on his flimsy under-powered Bleriot XI aircraft that was controlled by wing warping. The journey took 2 days, 5 hours and 43 minutes, and he carried 1785 postcards (Australia's first air mail) with some Lipton's Tea and some OT lemon cordial (Australia's first air freight). At the time this was the longest such flight in the world, it was front page news. However, two weeks later, World War I broke out in Europe and Guillaux's epic history making feat was largely lost to the collective historic memory.

The Aviation Historical Society of Australia (Inc.), a group of aviation enthusiasts dedicated to preserving Australia's aviation history and heritage are co-ordinating a re-enactment flight which will occur from 12-14 July, 2014 to coincide with Bastille Day celebrations. A wide coalition of businesses, aviation groups, historians and philatelists has



collaborated to carry out the re-enactment flight. The aim is not to just recognise the work of Maurice Guillaux, but to showcase the wonderful history of Australian aviation over the past century and more.

The planned itinerary for the reenactment flight is still subject to some small adjustments as planning is finalised but the current plan is as follows.

Saturday 12 July: depart Essendon: the original departure was 9 12 am (because the delivery of the mail was delayed twelve minutes). Mangalore – Benalla – Wangaratta – Albury to arrive about 4pm. The majority of the time on the ground will be at Benalla and Wangaratta.

Sunday 13 July: depart Albury for Wagga Wagga, breakfast with the Aero Club; (today we heard that the Alliance Francaise of Wagga will be welcoming the aviators to Wagga); then Temora Aviation Museum, and arrive at Harden by 2 30. Among many other things, Chris and Judy Hawker have advised that they are attending, with their Hawker memorabilia display – so the celebration of Australian aviation history takes on yet another aspect. The display can be seen on <http://www.harryhawker.com.au/Photos.html>

Monday 14 July: Harden to Goulburn, (John Ferrara, airport owner with help from others arranging time on ground at Goulburn) then to Mittagong, home of the Berrima Aero Club. Jabiru pilot Owen Zupp comes from the area and the local aviators are keen to participate. Mittagong to Bankstown to arrive by 1 30 pm. Lunch at the Aviation Museum at Bankstown will mark the end of the air event. The mail will be taken by road to the Powerhouse Museum, and details of this are still to be finalised. The air mail will be 'backstamped' on 18 July and sent to its recipients. !8 July is the exact hundredth anniversary of the arrival of the 1914 mail.

WANT TO PARTICIPATE IN THE AIRMAIL CENTENARY COMMEMORATION?

If you would like to fly in company with the aircraft commemorating this event on any of the legs, including a fly over of Sydney Harbour please contact Tom Lockley on guillauxcentenary@gmail.com or 0403 615 134.

Please also notify Keith Clark at president@seaplanes.org.au if you plan to participate in this event.

SPLASH-IN AT "SEAREY HEAVEN"

For some of us that weren't fortunate enough to be able to be part of David Geer's amazing Round Australia Adventure, a few days in "Searey Heaven" was wonderful compensation. Searey Heaven is Rob Loneragan's name for Wallaga Lake on the NSW far south coast or Emerald Coast as it is known. This is where one of our longest standing members, Ted & Jenny Munckton, owns two caravan parks perfectly set up for seaplane visitations.

Rob Loneragan and Keith Clark flew south from Rylstone Airpark and were joined by Ben Hunter and Brian Dehlsen departing from Bankstown (Sydney) on the three and a half hour flight to Wallaga Lake. I now know why Rob gave it that name with many unpopulated lakes



and lagoons, perfect flying whether all topped with the exceptional hospitality of Ted, Jenny and their family.

Thank you Ted and Jenny and the gods of Searey Heaven!

NEW LIFE FOR VEE-CHEE

Part 3 of an adaptation of a story by Dan Nickens

On the morning of Festival Day, Rob had no time to fly. I took VH-CHI up for a solo flight because the weather was so nice. I got the impression, however, that all was not right. She was running a bit rough. The mag checks were fine, though. I decided maybe the carburetors weren't quite balanced and flew anyway.

The Rhylstone food fest turned out to be an old time small town party. Local foods and drink were served on tables stretched down the middle of the main street.

The weather was great, the people were friendly, and the food was fine. I was not happy. Something was going on with VH-CHI.

As soon as I could I excused myself. It was a forty minute hike back to the aerodrome. I didn't wait for a ride. It proved to be a walk well-spent as I found two excellent rock specimens, including a lovely lump of anthracite coal, and an exquisitely iridescent blue feather.

I pulled VH-CHI out and took another good look at her engine. I spotted black exhaust soot on her manifold balance tube. A more careful look showed that the exhaust system had worn a hole in the tube. This was allowing air to enter the manifold behind the carburetors. It was amazing to me she ran as well as she did.

A field fix was in order. Rob had some metallic tape that I applied generously to the wounded tube. That I covered with 100 mph duct tape, then I secured the tube away from the exhaust.

VH-CHI absolutely purred. That seemed to be a clear indication that flight was in order.

We flew out to the Lake Windermere and went hunting for dead trees to shoot. We squeezed into some pretty tight places for some spooky shots. I kept us out as long as I could before touching down back at the aerodrome at last light.

Toby was up before daybreak for his meditation. He came back and asked if we could fly. Knowing Rob would be involved in seeing his guests off, I quickly accepted the opportunity.

The phone call had not come in from his possible yoga mate. At the beginning of the flight he was much more edgy that I would expect from someone just completing mediation.

The calm waters of Lake Windermere took care of any residual edginess. Toby was soon giving his camera a workout on the dead trees. By the time we got back to the aerodrome he was in a peaceful place.

That peace was soon to be shattered: the yoga instructor called. She had rejected the other suitor's proposal. Toby was given an invitation to join her at Bali. He was ecstatic.

An old school mate of Rob's was waiting at the clubhouse. Rob had offered him a flight. The mate's wife, Suzanne, was terrified at the prospect. Rob and her husband somehow managed to persuade her to fly with me.



Suzanne and I followed Rob's airplane to Lake Windamere. Once again the calming effect of the lake worked its wonders. Suzanne was smiling upon our return. A cynic might say it was because she got out of the flying deathtrap alive. I know better. She got out more alive than she got in.

By lunch the non-flying intruders had left the airfield. The air was cool and beautiful. Rob and I set off on a cross country flight to another large lake.

Lake Burrengong was absolutely still when we found it. We drove for miles skimming on the mirrored water. Along the way we scattered mobs of kangaroo on the quiet shores. After two hours we turned back for another soft sunset touchdown on the grass at Rylstone.

I had hoped to have some solitary time with Rob. That was not to be. In a move that Rob said was uncharacteristic, his older brother Paul came for a visit.

Paul was Rob's polar opposite. He was brash, assertive and opinionated. He lacked Rob's graciousness and sensitivity. He was quite likeable, but he was different.

I was relieved to find that Paul would fly with Rob. VH-CHI and I could have our own little section of sky to ourselves.

Lake Windamere was its usual placid self. Rob and Paul played on its surface as I flew overhead taking pictures.

There was a great reflection of Rob's SeaRey on the water. I dropped down to 200' to capture the magnificent picture.

The unusual reflection was making it difficult for my camera's automatic focus. In frustration I put the camera in manual mode. Now I had to use two hands to get the shot: one to focus, one to shoot.

Rob was scooting along at a brisk clip, but slower than I needed fly. I had full flaps in, maneuvering with the rudder to try and maintain a close overhead position.

Rob turned left. I did too. That's when the wing broke loose.

How many seconds does it take to recover from the shock of an inadvertent stall? How much time does it take to put a camera down and start the recovery? How much time do you really have from 200'?

Not much. I reckon recovery isn't likely under those circumstances. I'm pretty sure I didn't. VH-CHI did.

The airplane stalled, the left wing dropped radically, I swung my camera to the side and by that time we were flying again. My only contribution to our salvation was to steer with the rudder. VH-CHI did the rest.

I can easily recover a normally induced SeaRey stall in 50'. It's more like 200' if I'm lackadaisical and let the wing drop. VH-CHI's altimeter showed no altitude loss at all.

I was dumbfounded, shocked at what had happened. I have never inadvertently stalled any airplane. Ever.

My experience at Polo Flats showed me that VH-CHI stalled at a significantly higher speed than N220WT. She had also showed a nasty tendency to drop her left wing. In the earlier tests I noticed no self recovery capability.

Recriminations filled my head. I had been lulled into complacency and used all the wrong physical clues from years of flying my SeaRey. None of those clues applied to VH-CHI.

I flew off by myself with VH-CHI to ponder what had happened.

I remembered Richard Bach asking me if I believed some shots are worth dying for. No, but I had just seen one that could be offered as proof positive that it was a possibility. In retrospect, it wouldn't have been worth it at all.

I touched VH-CHI's controls and did some gentle, simple maneuvers. She was flying like an angel. I think she was relieved and pleased. She had just shown herself to be an extraordinary flyer. Who needs a human pilot when the airplane flies itself?

Not a word of this was shared with Rob and Paul. Only the two of us knew she had saved herself and her flaming galah pilot.

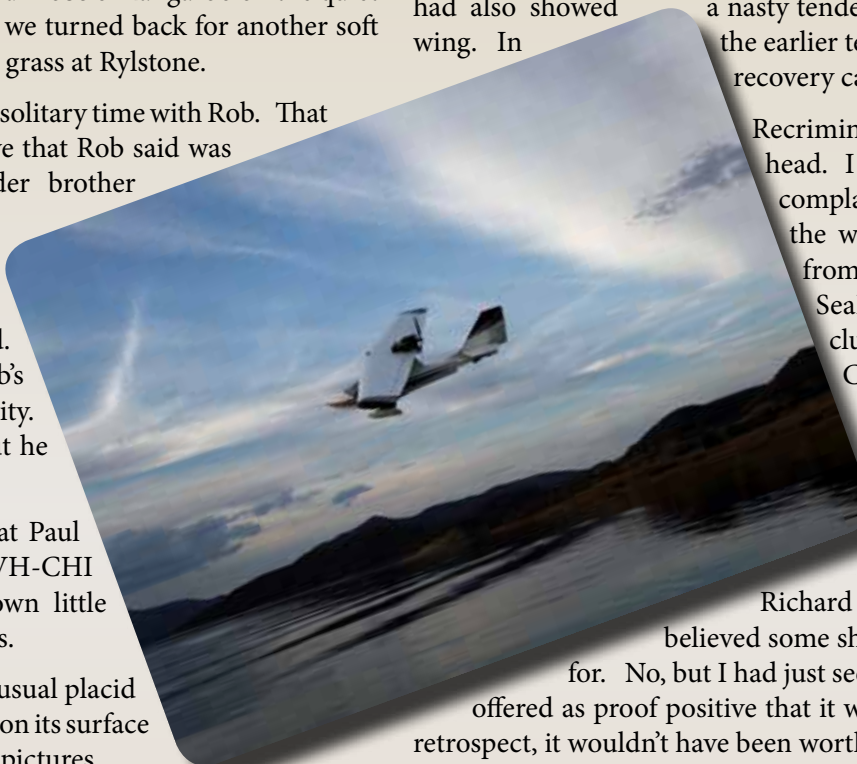
My flying day was over. I let VeeChee take me back to the aerodrome. She took up a course behind Rob and delivered us softly to the grass.

Later in the quiet of the evening I tried to share the secret with Rob. He was unbelieving. "Aw, come on, mate. That's crazy. You have thousands of hours flying SeaReys. You wouldn't accidentally stall one."

I didn't argue, but VeeChee and I knew better.

END PART 3

-To be Continued-



Tumut Valley Fly In

August 30th/31st 2014

Tumut Aero Club

will hold its

Annual Fly-In
at Tumut Aerodrome.

Come and enjoy the spectacular scenery of the South West Slopes and Snowy Mountains region. As well as planes, we hope to have hot air balloons, the ACT Model Airplane Club and Doug Martins amazing collection of Mini's to name a few additional activities. We would especially like to invite all seaplane aviators to bring their planes and demonstrate to the rest of us on our surrounding waterways what we are missing.

**For more information email flyin@tumutaeroclub.org.au
or see the latest details at
www.tumutaeroclub.org.au/flyin.html**

SPAA OFFICE BEARERS

Chairman

Phil Dulhunty (02) 9870 7277 Mb 0413 431 441 Chairman@seaplanes.org.au

President

Keith Clark (02) 9654 9125 Mb 0419 237 831 President@seaplanes.org.au

Vice-President

Rob Loneragan (02) 8003-3130 Mb 0411 816 300 rob@searey.com.au

Vice-President

Graham White Mb 0403 625 445 anserties@hotmail.com

Secretary & Merchandising

Ben Hunter Mb 0417 022 712 secretary@seaplanes.org.au

Treasurer & Public Officer

Jim Moline (02) 4360 2993 Mb 0418 235 879 treasurer@seaplanes.org.au

Assistant Treasurer

Brian Dehlsen (02) 91812499 Mb 0418 860 970 brian@kelvindale.com.au

Public Relations & Advertising - Membership Coordinator

Philip Dartnell (02) 9331 3668 Mb 0458 605 168 membership@seaplanes.org.au

Editor "On-the-Step"

Vacant editor@seaplanes.org.au

QLD Coordinators

Kevin Bowe (07) 5474 4745 Mb 0414 744 799 bowekw@gmail.com
David Geers (07) 3352 4311 Mb 0418 103 535 david@computerdrive.com.au

ACT Coordinator

Peter Stuart-Smith (02) 62585803 Mb 0419 287 201 pstuartsmith@srk.com.au

VIC Coordinators

Jack Peters (03) 9690 5398 Mb 0414 737 400 jack.peters@optusnet.com.au
Rod Gunther (03) 95474454 Mb 0417 688 388 rod@seaplane.com.au

SA Coordinator

Jamie Dantalís Mb 0412 848 608 dancorp@chariot.net.au

TAS Coordinator

Kyle Gardner (03) 6224 9424 Mb 0419 363 731 Kyle@islandice.com.au

WA Coordinator

Lyn Williams Mb 0416 153 796 lyndenwilliams@bigpond.com

Safety Officers

Jack Peters (03) 9690 5398 Mb 0414 737 400 jack.peters@optusnet.com.au
Kevin Bowe (07) 5474 4745 Mb 0414 744 799 bowekw@gmail.com

RAAus Liaison Officer

Jack Peters (03) 9690 5398 Mb 0414 737 400 jack.peters@optusnet.com.au

National Commercial Representative

Adam Holt Mb 0402884811 anhaviation@gmail.com

Victorian Commercial Representative

Rod Gunther (03) 95474454 Mb 0417 688 388 rod@seaplane.com.au

Training & Commercial Operations

Bill Lane Mb 0401548581 guruaviation@gmail.com

Local & Special Area Contacts

National Parks & Waterways Officer	Kevin Bowe	(03) 95474454	Mb 0414 744 799	bowekw@gmail.com
Great Sandy Straight Marine Park	Kevin Bowe	(03) 95474454	Mb 0414 744 799	bowekw@gmail.com
Moreton Bay/Stradbroke Islands	David Geers	(07) 3352 4311	Mb 0418 103 535	david@computerdrive.com.au
R405 – Sydney Harbour	Rob Loneragan	(02) 8003-3130	Mb 0411 816 300	rob@searey.com.au
Central Coast (NSW)	Jim Moline	(02) 4360 2993	Mb 0418 235 879	treasurer@seaplanes.org.au
St Georges Basin/Nowra (NSW)	John Daley	(02) 4443 4092	Mb 0412 434 765	delayx747@bigpond.com
Port Stephens/Great Lakes Marine Park	Rob Loneragan	(02) 8003 3130	Mb 0411 816 300	rob@searey.com.au
Smiths/Wallis Lake (NSW)	Steve Ridley	(02) 6554 4953	Mb 0408 284799	steveridley52@yahoo.com.au
Wallaga Lake (NSW South Coast)	Ted Munckton	(02) 6493 4055	Mb 0407 934 055	egmsearey@gmail.com
Victorian Waterways	Jack Peters	(03) 9690 5398	Mb 0414 737 400	jack.peters@optusnet.com.au
Swan River Trust – Perth (WA)	Lyn Williams		Mb 0416 153 796	lyndenwilliams@bigpond.com
Pittwater (NSW)	Rohan Walter	(02) 9997 2600	Mb 0404 803 747	rohanwalter747@gmail.com

On-the-Step On The Step is distributed free to all members of the Seaplane Pilots Association of Australia (SPAA)

Stories, articles, photos and news are welcome and should be sent to: editor@seaplanes.org.au.

Joining the Seaplane Pilots Association is easy, visit the website, click the **Join Here** button.