

Issue 48
July 2017

On-the-Step

Newsletter of the Seaplane Pilots Association of Australia



PRESIDENT'S REPORT

SPLASHDOWN 2017 SPAA Conference

Registrations are now open for the 'SPLASHDOWN 2017' Conference to be held at Rathmines from 26-28 October. NOW is your chance to register for SPAA's signature event at our discounted 'Early Bird' rate. Everyone is welcome: the conference program will suit enthusiasts and pilots, and there will also be a set of activities for non-flying partners. Don't miss it!

- \$ -

RATHMINES CATALINA FESTIVAL

The very popular Catalina Festival will be held on Sunday 29 October, just after the SPAA Conference closes. Stay at Rathmines after the conference to see the RAAF Roulettes perform, along with Paul Bennet's aerobatic team, and the undeniable star of the show: the mighty PBY-6A Black Cat.

- \$ -

PICNIC BY THE LAKE

Rathmines will also be the venue for our SPAA "Picnic by the lake" on

Sunday 20 August in conjunction with "Friends of Rathmines". This will be a great opportunity to test our marquees and BBQ equipment prior to the big SPAA events in October, so please fly-in or drive along and join in the fun. Enquiries via Donna Handley 0409 172 776

- \$ -

WINGS OVER ILLAWARRA

Wings Over Illawarra was an outstanding success for SPAA this year. Thanks to those who flew in and participated in the Seaplanes display! Donna Handley and Philip Dartnell once again set up an amazing SPAA marquee. Members of the public were able to join in and learn about SPAA, and that is of course why we attend events such as WOI.

- \$ -

SPAA CHRISTMAS PARTY

Preparations are already underway for the SPAA Christmas Party at South Grafton on 2-3 December! The inaugural event last year was an astounding success for the SPAA and Grafton Aero Club



communities, and this year should be even better. Put the first weekend in December weekend in your diary. Come along, and enjoy the Festive Season in company with other seaplane enthusiasts.

- \$ -

SPAA MEMBERSHIP

By now you have received your SPAA membership reminders. Please support the good work that SPAA does behind the scenes by renewing your \$25 Full Membership. Donations are also gratefully received. On behalf of the SPAA Committee my thanks go to those of you who have renewed or donated so far!

Fly Safely!

Malcolm Burns

0448 744 763

SPLASHDOWN! 2017

CONFERENCE

RATHMINES 26 - 28 OCTOBER

Register at: www.seaplanes.org.au
FOR DETAILS CONTACT:
Donna Handley 0409 172 776
Malcolm Burns 0448 744 763
Email: president@seaplanes.org.au



SEAPLANE PILOTS
ASSOCIATION AUSTRALIA

WINGS OVER ILLAWARRA



‘Wings Over Illawarra’ Airshow at Albion Park in early May attracted a variety of amphibious Seaplanes. A rowdy group of pilots and partners manned the SPAA marquee over the whole weekend. SPAA hats and other merchandise was sold to anyone who passed within cooe of the tent.

On Saturday evening the SPAA group enjoyed a hearty ‘Team SPAA’ dinner at a local pub by the sea, and then retired to build some energy for the Sunday show. A

fantastic WOI program included the sight of a Focke Wulf 190 in flight, an incredible FA-18 Super Hornet display, along with loads of heavy HARS metal on show.

Many thanks to all the SPAA members who gave freely of their time at WOI and assisted at ‘SPAA Central’. Handleys, Priddles, Pillemers, Cootes, Taylors, Dartnells, McNaughts and many others worked together seamlessly, and all appeared to have a great time as well.



Unveiling of a Plaque to Commemorate Australia's First Seaplane Flight

Mayor of Woollahra, Toni Zeltzer, spoke about the nomination of the First seaplane flight over Sydney and the reasons for this event being selected by the Woollahra Plaques Advisory Committee to receive a plaque.

off from the waters of Double Bay, with French pilot Maurice Guillaux at the controls, and flew firstly towards Manly, then westwards to the city and back to its starting point, in the first of several flights made that afternoon. The exercise created considerable public interest, firstly among the several hundred spectators who had gathered on the shoreline to witness the event first-hand, and also through the considerable press coverage generated nationwide both by this initial flight and the continuing trials of the Farman

Thank you Cr Marano. It is indeed lovely to have our local member Gabrielle Upton, the Consul General of France Nicolas Crozier, and members of the Hordern family here today along with our other special guests, as we honour this daring event. The First seaplane flight over Sydney, has been nominated by Chris Howe. Chris was previously a Councillor with Woollahra Council and is a current member of the Woollahra Council Plaques Advisory Committee. In his time as Councillor, Chris put forward a motion to Council to establish the Woollahra Council Plaque Scheme which was accepted. The Scheme, established since 2012, has been very successful with over 16 plaques to date confirmed for placement and I encourage you to submit applications to this worthwhile scheme.



Sydney's seaplane history began on 8 May 1914 with the test flight of a privately owned Farman hydro-aeroplane, the property of Lebbeus Hordern of Darling Point. The seaplane took

hydro-aeroplane over ensuing days. During the middle decades of the twentieth-century, seaplanes would become an integral part of the life of Sydney harbour as they still are today.



Lebbeus Hordern, a 23 year-old Sydney-born heir to a mercantile fortune provided the means. Lebbeus was born in 1891 and was the youngest surviving of nine children born to Samuel and Jane Hordern and the great-grandson of Anthony Hordern, founder of what had become, by Lebbeus Hordern's youth, Sydney's largest retail firm.

Hordern had imported the Farman seaplane having sighted the model on a visit to England in 1913 and arranged to purchase and ship the plane to Sydney. He acquired land on the Double Bay waterfront in Stafford Street and erected a shed to store and maintain the plane. It was in this rudimentary waterfront shed that preparation commenced for the Farman sea plane's first flight.

While Hordern's initial interest in flight was, in his own words, sporting there is little doubt that Libbeus appreciated and considered the broader applications of flight, and the craft in his ownership were used for serious pursuits, such as survey work and reconnaissance missions.

The Farman Hydroplane which featured in Sydney's first seaplane flight was, later in the same year, placed at the disposal of the Australian Naval and Military Expeditionary Force raised to neutralise and occupy German territories in the Pacific.

Libbeus Hordern died at his Darling Point home, Hopewood House in 1928. During the grave-side funeral at South Head cemetery, five aeroplanes from the New South Wales Aero Club flew over the ceremony to pay their respects to this early proponent of flight.

The other chief contributor to the events of 8 May 1914 was Ernest François Guillaux, known generally as Maurice. Guillaux appears to have been involved in the more flamboyant aspects of aviation - with exhibition flying and competitions, establishing a number of early air records. Guillaux brought an aircraft with him to Australia and staged exhibitions of his flying skills to the Australian public, as well as making the first airmail flight in Australia. This plane is now housed in Sydney's Powerhouse Museum, and is a testimony to the impact which Guillaux's visit to Australia made. The Wright Brother's first demonstration of powered flight was scarcely a decade before Guillaux made his visit to Australia. Guillaux died in France on 21 May 1917 in an accident involving an aircraft test.

As well as the press, and Hordern himself, Guillaux piloted a number of other passengers on that first day. The account of a game passenger, grazier F D McMaster of Cassilis, spoke of the calmness of his pilot - who had smoked a cigarette 'while surrounded,

by all the dangers associated with aviation' - which, coupled with Guillaux's obvious skills, had helped allay McMaster's own feelings of nervousness.



The inaugural sea plane flight raised the awareness of the Australian public of the developments made and the potential of aviation, which, for a country with an extensive land mass and a scattered population was especially relevant.

I would now like to introduce Mr Samuel Hordern to provide us with an insight into the life of Libbeus Hordern and this aspect of aviation history.

SAMUEL B HORDERN

Firstly I wish to thank the mayor Ms Zeltzer for inviting myself and my family to be apart of this honour of the unveiling of the plaque giving tribute to my great great uncle Libbeus Hordern and those that were a part of the innovative and historic event of the first seaplane flight in Australia. Thank you councilor Marano, the French Consul General and all other distinguished guests.

What can one say about Libbeus Hordern? Libbeus was a fascinating, dynamic and in many ways misunderstood person.

There is something that Ms Zeltzer mentioned that I very much wish to emphasise. We are here today because of the vision of a 23 year old!

That is something I believe deserves to not only be acknowledged it deserves to be celebrated. Libbeus was a young man who had vision. He was a DREAMER,

a DREAMER in the best sense of the word. He saw possibility where others saw impossibility. He saw opportunity where others were without.

Lebbeus spent his life as a bit of an outsider. He was without wishing to accept the expectations others placed upon him. He was born into a family that ran quite possibly the most famous family company in the country at the time 'Anthony Hordern and sons' department store. Thus there was great expectation on him to join his older brother my great granddad Samuel and help run the family company and be apart of the other organisations our family founded and ran at the time.

Though Lebbeus wished none of this. At the same time he was without simply being the flamboyant socialite the media often painted him as. Lebbeus's wish was to pave a unique and innovative future for himself that was separate from the rest of the family though at the same time played an important role in building the future of Australia.

Lebbeus saw the future of aviation and its potential to connect people and make the world a better place and he wished to be apart of that. Lebbeus saw this seaplane flight we are here remembering this day as the birth of that vision.

Though after organizing a very successful event and planning a bright future with Maurice Guillaux the pilot here in Australia, his vision ran into a little bump in the road called World War 1.

This though was without stopping his aviation pursuits or desire to help. Lebbeus donated the seaplane to the Australian military, which was sent to Papua New Guinea becoming Australia's first military plane to travel overseas and he went and joined the British Royal air force.

Upon his return he wished to continue where he left off pursuing his vision for aviation. These pursuits became very high profile and the young aviation industry in Australia gained a lot of publicity as a result.

He was a founder of the Aerial Company and became its managing director. This company was pioneer in commercial and recreational flights in Australia. In true Lebbeus style the first client of this new company was the department store David Jones, shipping advertising material and products for them. A move I am pretty sure annoyed my great granddad who was running our department store at the time.

Lebbeus began buying up planes and seaplanes overseas for use in Australia including an Air Yacht seaplane described by Lebbeus as 'the largest machine ever brought into Australia.' He envisioned this as the start of overseas air travel something that was without being considered at that time. He saw a future where others were without.

He commissioned the first ever metal flying boat – the Cockle. This became the model and prototype for 'empire' seaplanes that soon dominated aviation travel for which Rose Bay became a now well known airport. Lebbeus unfortunately passed away in 1928 at the age of 37. An age far too young. One can only imagine what he may of achieved if he stayed around longer. He passed away at his home up the road from here called 'Hopewood'. Also the name of his country estate at Bowral. A name very fitting to Lebbeus as it is HOPE that inpowers our dreams and Lebbeus was certainly a DREAMER.

Lebbeus was often dismissed as a flamboyant even superficial socialite who turned his back on the family business to fly planes and travel. Though Lebbeus was much more than this. He was a man few really knew and I believe fewer understood.

We have a sample of writing at our house of Lebbeus's that I wish to read a part of. Writing that I believe comes from the soul of complex, spiritual man endeavouring to make sense of the world around him.

The piece is called 'Success – Aim of the blind – but Atheists fail'

The mundane strength of mankind stands upon the fruits of toil. Genius and death consummate success only when the soul realizes that in death following a life of service is joy personified in sacrifice.

Men strive blindly for success through desire, ambition, life-hunger, crushing opposition with adamant strength, riding rough shod over human frailties – pushing to the desired and to influence, power, riches or to vast enterprises of human endeavour, of racial thought and revolution, ravishing the peace of national existence or lifting the lid off hell for world dominion.

So do the blind strive for success

How then is the throne of success to be gained? How this ambition of the nations realized? How may the

multitudes satiate desire with individual fulfillment?

waters of creation.

The more success is pursued the further it recedes. Other kingdoms to be conquered rise before the mental vision of the favoured man. Can he at last stay the end of the pursuit and say 'Here is success!' He cannot and so the ceaseless round.

These are the words of a man with great depth and great introspection.

And such success demands payment not in money but in health. Each night is a mock of sleep and each day success arises to fresh duties that are sores upon the soul of him who would be free, and other blinded eyes, gorged with envy, seek ways and subtle means to compass his destruction.

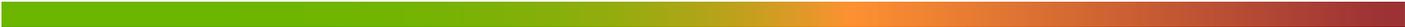
Lebbeus was a man who questioned. A man who pursued his DREAMS regardless of how ridiculous they seemed. He represented HOPE. HOPE was where he lived. HOPE was where he passed.

But no atheist may reach for full success, he lives in a state of perpetual decay, denying the life that breathes joy, beauty, hope, into every moment of eternal existence. For such success has no meaning but annihilation, his life expression is but an eddy in the

I believe that is what Lebbeus wishes this spot and plaque to represent is HOPE for those with a DREAM. HOPE for those without wishing to accept society's expectations of them.

Some stand on water and sink. Some stand on water and float. Lebbeus stood on water with HOPE and began to fly.

Thank you





Grafton Aero Club presents

WINGS AND WHEELS

OPEN DAY Sunday 20 August 2017

Free entry - Free Parking

At South Grafton Aerodrome

150 Vere Street, South Grafton

Sunday 20th August 2017, 10:00am to 2:00pm

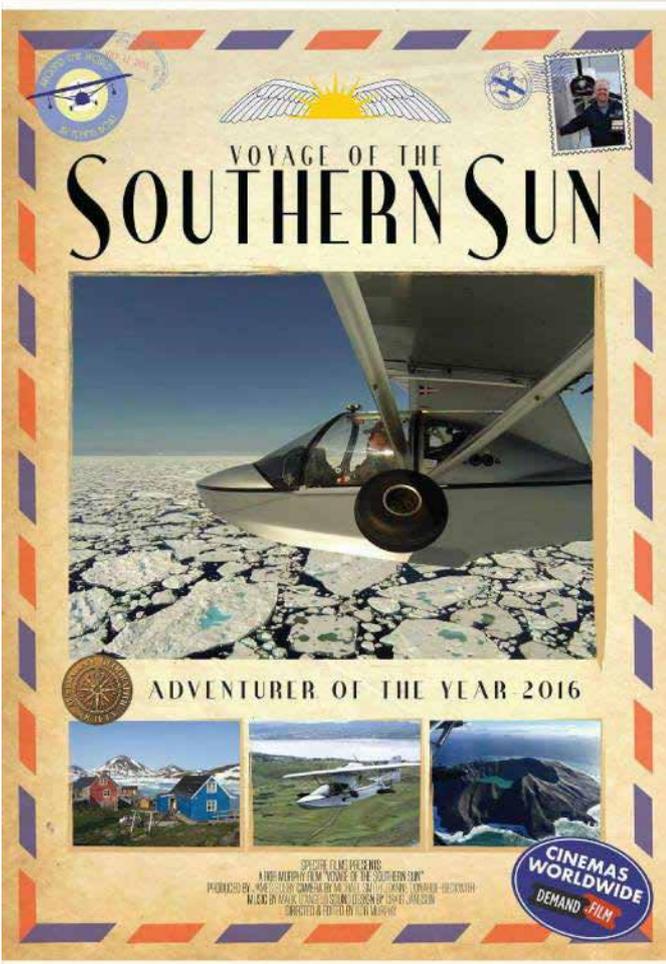


**Vintage-Classic-Sports-Touring Cars, Motorcycles-Hot Rods
Go-Karts-Race Cars, Caravans-Boats-Stationery Engines
All types of Aircraft, Helicopters, Warbirds, Models and More
Joy Flights available**



www.graftonaeroclub.com/wings-and-wheels





Michael Smith might have been excused for taking a long break after his world record around-the-world trip but it seems he has been going at a frantic pace. Thanks largely to the Rob Murphy Film about Michael's adventure "The Voyage Of The Southern Sun" Michael has been traveling the breadth of Australia and around the world screening the movie and receiving accolades for his exploit. Premier screenings, all accompanied by an introduction and Q&A session by Michael, have been held in Adelaide, Albury, Bright, Brisbane, Dromana, Illawarra, London, Melbourne, Russia, Swan Hill, Sydney and probably several more by the time you read this.



Rob Murphy and Michael are to be congratulated on putting together a thoroughly involving and quality feature film. "Australian Pilot" editor, Mark Smith,

reviewed the movie claiming it was "a documentary that should inspire even the most jaded aviator, with a story of one pilots dream to recreate history in a small aeroplane".

I have reproduced Mark's review below as it says it far better than this news sheet's editor could. Besides Mark Smith writing about Michael Smith who is an aviation adventurer in the mold of Dick Smith and Sir Charles Kingsford Smith seems so right.

"Voyage of the Southern Sun is a film about a real boy's-own adventure detailing the round-the-world flight of cinema owner Mike Smith in his two-seat, single-engined flying boat.

While other pilots have made the same trip in single-engined aircraft equipped with the latest electronic navigation systems and autopilots, Mike's Searey is a purely stick and rudder affair, with hand flying the order of the day. The 7 ½ month odyssey followed visual flight rules the entire way around the world.



The original seed for the trip was Mike's fascination with the Qantas flying boats that flew the first Australia to England passenger services in the 1930s. Adding to the allure of the trip was the opportunity for the entrepreneurial cinema owner to visit theatres in as many different countries as possible.

Mike's initial goal was to follow the same route, ending his trip in the United Kingdom. Once he touched down at Southampton at what he thought was the end of the trip, he had the urge (and support of his wife) to keep going across the Atlantic and beyond – all the way back to his home port of Williamstown, Victoria.

Voyage of the Southern Sun is told via a combination of interviews with Mike cut with vision from cameras

mounted on the aircraft. It's obvious there was never a plan to make a film about the trip given the relative scarcity of footage from along the way, but this is actually a good thing because at times documentaries about such undertakings become overburdened with yet another shot of an aeroplane, yacht or car simply travelling.

The great thing about Mike is how simple and down-to-earth he makes the whole trip seem. There is none of the over-the-top cliff-hanging drama and melodramatic recreations of dangerous situations that are seen in other documentaries about long distance flying trips, just a matter of fact description of the journey and his experience. His planning was meticulous, with the goal being to enjoy each place he stopped at.

It's amazing to note that Mike didn't seek any sponsorship for the trip and in fact kept what he was doing a closely guarded secret; so much so that his first stop after taking off from Melbourne's Port Phillip Bay was at his mum's home at Raymond Island in the Gippsland Lakes to tell her of his audacious plan.

This is a must-see documentary for anyone who enjoys flying and adventure.

To arrange to have the film screened at a cinema as an aero club event contact info@suntheatre.com.au”.



Royal Aero Club presents Michael with the exceptional achievement silver medal.





P2XCURSION



There seems to be no shortage of innovative light flying boat concepts being floated over the past few years, possibly inspired by the Icon A5, though certainly one, the ATOL, was launched before the A5 was first announced. The editor, and I am sure many others, feel that many of these concepts will never progress beyond slick video renderings and a few mock-ups and I fear some may even be elaborate attempts to lift money from eager investors.

One "concept" that has progressed well beyond mock-ups and shows some substantial physical development and some very innovative approaches is the Norwegian based P2Xcursion by Equator Aircraft. A hybrid drive utilizing a fin mounted propeller driven by a 97kW electric motor deriving its power from a Diesel or Wankel driven 60kWhr LiIon battery.

The fuselage has an aerodynamic forward geometry merged with the boat hull further back for minimizing drag on the boat hull section. The Floatwing removes the need for external high drag support geometries, and provides high stability. Drag is kept low over all with a laminar flow fuselage, canopy and airfoils.

Talk among seaplane pilots seems to centre around the suitability of the floatwing concept, particularly in rougher waters, the clamshell canopy, and the replacement of rudder pedals with a twist joystick.

A YouTube video of an motor test looks impressive but I suspect that it was only drawing on the 18kWhr test battery rather than the full hybrid system.



I look forward to seeing news of this aircraft undergoing flight tests and then successful water operations.

DETAILS - (Flight related data is theoretical, and are subject to change as we progress with test flights)

REG:	LN-EPX
SEATS:	2
MTOW:	750kg
USEFUL LOAD (dry):	240kg
MAX CRUISE:	130KTS
ECONOMIC CRUISE:	118 KTS (20l/h)
STALL:	48KTS / 52KTS w/o FLAPS
RANGE:	845NM / 1565km
GEAR:	RETRACTABLE
MATERIAL:	Carbon / Kevlar Composite
AVIONICS:	MGL iEFIS with remote
transponder and radio	
PROPELLER:	DUC Flash, with custom DUC
hub and spinner	
ENGINE:	ENGIRO M97 Electric (97 kW)
water cooled, 32 kgs)	
GENERATOR:	ENGIRO G60 (60kW, water
cooled, 15kgs)	
ICE:	WST KKM 352 Wankel (57kW)
Multi Diesel (45kgs)	
Controller:	Sevcon size 10 (2pcs, 8kgs per
controller, water cooled)	
Boost Battery:	Custom LiIon pack (6kWh) 32kgs
Test Battery:	LiPo pack (18kWh) (separate
BMS), 100kgs	
EMS:	Sevcon & Equator Aircraft
custom screen solution	
Cooling:	Common automotive heat
exchangers 4pcs	

PICNIC BY THE LAKE

Sunday 20 August

Come to Rathmines and enjoy a BBQ lunch with SPAA Pilots and 'Friends of Rathmines' on 20 August. Enjoy a scenic Seaplane flight around beautiful Lake Macquarie, see some historical memorabilia and reminisce about years gone by when this former RAAF Base was the busiest flying boat facility in the Southern Hemisphere. SPAA Members and guests are welcome!

Enquiries: Donna Handley 0409 172 776



Seaplane Pilots Association Australia (SPAA) is a not for profit organisation staffed by volunteers.

Its goals are to:

- ***Promote the safe and responsible operation of Seaplanes.***
- ***Advocate for equal rights and access to waterways for Seaplanes.***
- ***Engage with the Civil Aviation Safety Authority (CASA), Air Services Australia (ASA), industry stakeholders and other interested parties on Seaplane related matters and legislation.***
- ***Foster high standards of Seaplane training and airmanship.***
- ***Provide support and information to its members.***

SPAA OFFICE BEARERS

President

Malcokm Burns Mb 0448 744 763 email: [Click Here](#)

Vice-President

Kevin Bowe (07) 5474 4745 Mb 0414 744 799 email: [Click Here](#)

Secretary

Paul Cummins Mb 0414 497 636 email: [Click Here](#)

Treasurer & Public Officer

Wendy Robinson Mb 0434 226 674 email: [Click Here](#)

Training Coordinator

Duncan Miller Mb 0423 881 765 email: [Click Here](#)

Waterways Access Policy

Lars Larson Mb 0407 253 609 email: [Click Here](#)

Social Secretary

Donna Handley Mb 0409 172 776 email: [Click Here](#)

Editor "On-the-Step"

Keith Clark Mb 0419 237 831 email: [Click Here](#)

Honorary Chairman

Rob Loneragan Mb 0411 816 300 email: [Click Here](#)

QLD Coordinators

Kevin Bowe (07) 5474 4745 Mb 0414 744 799 email: [Click Here](#)

David Geers (07) 3352 4311 Mb 0418 103 535 email: [Click Here](#)

ACT Coordinator

Peter Stuart-Smith (02) 62585803 Mb 0419 287 201 email: [Click Here](#)

VIC Coordinators

Jack Peters (03) 9690 5398 Mb 0414 737 400 email: [Click Here](#)

Rod Gunther (03) 95474454 Mb 0417 688 388 email:

SA Coordinator

Jamie Dantalis Mb 0412 848 608 email: [Click Here](#)

TAS Coordinator

Kyle Gardner (03) 6237 0094 Mb 0419 363 731 email: [Click Here](#)

WA Coordinator

Lyn Williams Mb 0416 153 796 email: [Click Here](#)

NT Coordinator

Andrew Lawlor Mb 0415 586 204 email: [Click Here](#)

Safety Officers

Jack Peters (03) 9690 5398 Mb 0414 737 400 email: [Click Here](#)

Kevin Bowe (07) 5474 4745 Mb 0414 744 799 email: [Click Here](#)

National Commercial Representative

Adam Holt Mb 0402884811 email: [Click Here](#)

Victorian Commercial Representative

Rod Gunther (03) 95474454 Mb 0417 688 388 email: [Click Here](#)

Local & Special Area Contacts

National Parks & Waterways Officer Kevin Bowe (03) 95474454 Mb 0414 744 799 email: [Click Here](#)

Great Sandy Straight Marine Park Kevin Bowe (03) 95474454 Mb 0414 744 799 email: [Click Here](#)

Ben Hutchinson (03) 95474454 Mb 0413 040 403 email: [Click Here](#)

Moreton Bay/Stradbroke Islands David Geers (07) 3352 4311 Mb 0418 103 535 email: [Click Here](#)

R405 – Sydney Harbour Rob Loneragan (02) 8003-3130 Mb 0411 816 300 email: [Click Here](#)

Central Coast (NSW) Jim Moline (02) 4360 2993 Mb 0418 235 879 email: [Click Here](#)

St Georges Basin/Nowra (NSW) John Daley (02) 4443 4092 Mb 0412 434 765 email: [Click Here](#)

Port Stephens/Great Lakes Marine Park Rob Loneragan (02) 8003 3130 Mb 0411 816 300 email: [Click Here](#)

Smiths/Wallis Lake (NSW) Steve Ridley (02) 6554 4953 Mb 0408 284799 email: [Click Here](#)

Wallaga Lake (NSW South Coast) Ted Munckton (02) 6493 4055 Mb 0407 934 055 email: [Click Here](#)

Victorian Waterways Jack Peters (03) 9690 5398 Mb 0414 737 400 email: [Click Here](#)

Swan River Trust – Perth (WA) Lyn Williams Mb 0416 153 796 email: [Click Here](#)

Pittwater (NSW) Rohan Walter (02) 9997 2600 Mb 0404 803 747 email: [Click Here](#)

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.