



# Columbia Seaplane Pilots Association

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## CSPA BULL-A-TON

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**Eagles may soar, but weasels  
don't get sucked into jet  
engines.**

Bull-a-Ton Newsletter Editor:  
Mary Chlopek

## Of Sausages and Seaplanes

*A conquering army on the border  
will not be stopped by eloquence.*

- *Otto Eduard Leopold von Bismarck*

### President's Message:

By Aron Faegre

Politics is not a pretty picture you can hang on your wall. The recent events involving Waldo Lake point that out well. After a three year battle, your itty-bitty little non-profit Columbia Seaplane Pilots Association has won the legal good fight against a goliath named the United State Forest Service. Two judges in federal district court declared that the Forest Services banning of seaplanes from Waldo Lake was "arbitrary, capricious, and an abuse of discretion." However, in a short four months the win is denied by the whim of a state politician exercising personal interests.

General Aviation is under assault in our country. After having 20 years of outstanding experience as a pilot, it is beginning to occur to me, that our generation of pilots may be the last ones who are, well ... *pilots*.

The word *pilot* comes to English from French via the Indo-European root "ped" meaning foot, as in "pedestrian" or "pedal". First as a nautical term, it referred to the person operating the steering oar out the back. That oar was the "foot" that was controlled by the "pilot" who determined where the vessel was to go. Where would the vessel walk to – who controlled its feet – the

*pilot*. In 1848 the term was transferred in France to refer to those who flew balloons. The term stuck, and 162 years later, we are still aerial pilots.

For seaplane pilots it is both the water rudder and the air rudder that we hold in our feet and steer with. Since most of the first aircraft used waterways for their runways, I like to think that a seaplane pilot is truly still the most basic of pilots – with one foot in water and the other in the air.

Why do I say that general aviation is under assault? Just look at the laws that FAA, TSA, and our various government agencies are trying to pass to limit what a pilot can do, and you will understand. The flying dream is that man might someday fly by his own control and desire. The limitations being attempted on small aircraft is nailing a coffin around general aviation.

Sure, there will be plenty of seats available on the giant aircraft of the future. But the 10,000 year old dream mankind has nurtured, that like a bird, a person could fly them self, that is in jeopardy.

## President's Message: Of Sausages and Seaplanes

(continuation)

Let's list three major fronts that are under attack:

The FAA is focusing more and more on scheduled service as being the sum of what "aviation" means. The FAA staff is now predominantly non-pilots, who view their work as simply being administrators to serve the airlines. They are not open to finding ways to innovate general aviation and allow it to thrive. The FAA's management view of a general aviation airport has not changed in 50 years. They are choking it to death.

The TSA is focusing on hardening the access to general aviation airports and planes. It is hard to stop terrorists. Eliminating freedom of flight is one easy approach and can to the uneducated look like positive action, even if it does nothing in reality. In a democracy, one must harness the good will of the citizens to watch over and protect each other. As the saying goes – once guns are outlawed, only outlaws will have guns. General aviation pilots need to be viewed as a major part of the solution to solving aviation terrorism, not as the problem.

Federal land agencies are trying to appear more environmentally friendly, because in the past their policies have been disastrous. Rather than addressing the real issues that would make a difference, it is convenient to throw in elimination of any aviation activity to their impact statements. To the uneducated it can appear that they are making progress in protecting the land, when it is often in reality just a straw dog – a false issue that attracts attention and allows the agency to avoid addressing the important issues at hand.

Of course our Waldo Lake fight originates in the third category. But it was enabled by the first category, in large part because the FAA was not willing

to stand up for the aeronautical *pilots* that it should be representing. In all of our efforts to maintain seaplane access along important waterways such as the Missouri River (for travel between eastern and western U.S.) and now Waldo Lake (for travel between central and western Oregon), the FAA has been asked many times to take a stand in favor of aviation. So far, they have ignored our requests.

Our Waldo Lake fight is a minor fight in this larger issue of whether general aviation can survive. However, our small issue, I feel, gets to the core of the general aviation issue. I know that I was not alone as a child, dreaming of flying over this earth and seeing it from above. For me, this is less about our rights as pilots, as about fighting for future generations of pilots to be allowed to be ... *pilots*.

As your President, I want to continue to fight this issue. It is easy to get cynical, and give up on our democracy – the greatest political system yet devised. But we are on the "high" side of this issue. There still is no record of seaplanes causing any problem on Waldo Lake. The Forest Service staff admitted they had in all their years of managing the area, still never seen a seaplane on the lake. If we give up on Waldo Lake, we might as well give up on all the lakes under federal and state control. And if we give up on those, I'm not sure what is left for seaplanes.

Please let us know your view on this and how you feel we should proceed on the Waldo Lake issue. The Marine Board ruling will likely be appealed. At a minimum I feel we should join that fight.

Respectfully,



Aron Faegre

# The Fix is In!!!

By: Bill Wainwright, CSPA Vice-President, SPA Field Director for Oregon and Idaho

January 14, 2010

Today, before 10 AM the Oregon State Marine Board (OSMB) voted 4 to 1 to adopt the staff recommendations to make Waldo Lake free of internal combustion engines, which includes floatplanes.

## **Oregon Administrative Rule: 250-020-0221 Boat Operations on Certain Waters in Lane County**

**(10) Use of internal combustion motors in boats and floatplanes operating on the surface of Waldo Lake is prohibited year round. "Watercraft" includes boats and floatplanes operating on the surface of Waldo Lake. Official use of internal combustion motors in watercraft operated on the surface of Waldo Lake by local, state or federal governmental officials or agents is allowed for the following activities: search and rescue, law enforcement and fire suppression. Previous approval by the Willamette National Forest Supervisor is required for other activities undertaken by local, state or federal government officials or agents that involve use of internal combustion motors in watercraft operated on the surface of Waldo Lake. Emergency landings of private or governmental floatplanes on Waldo Lake are allowed without previous approval.**

The Oregon State Marine Board consists of 5 members who are appointed and serve at the pleasure of the Governor. They are Trey Carscadon (Chairman), Rick Allen, Brian Carroll, George Tinker and Deborah McQueen. The Meeting was called to order at 9 AM this morning and after a brief introductory presentation by the City of Portland the agenda moved to Item B, Waldo Lake.

At the very beginning several pointed questions were asked by Board member Rick Allen over the process which had brought this rule and its expected outcome to the Board. I believe that it was also at this point when he said that it was this sort of back room lawmaking that little by little chipped away at citizen rights and was why so many people were disenfranchised with government. Then the OSMB Executive Director (ED) ,Paul Donheffer, read excerpts from the rather voluminous staff report into the record. It was obvious from his remarks that he was focusing on the reasons why this rule was not needed. The only slightly positive references were as he made the necessary recommendation to the Board that the rule be adopted to satisfy the Memorandum of Understanding that the Governor had directed him to

sign with the Forest Service calling out the language that the Board would be voting on.

The Board Chairman, Trey Carscadon, then called for a motion to consider adopting the rule. It took almost a minute before there was a motion on the floor as all members looked at each other hoping the other would make the motion. After Brian Carroll made the motion, and it was seconded" with reluctance" by George Tinker, the discussion began.

Rick Allen did most of the questioning regarding the process again this time drawing out the ED to the point of admitting that the whole process, of which he knew the ED didn't agree with, was directed by the Governor and orchestrated by the Assistant Attorney General. He was gravely concerned about how the public input was withheld from the board to the point of saying that several people had asked him if he had seen their letter but that because of the way this process had proceeded it hadn't been necessary to view the public comments because the outcome was predetermined.

Deborah McQueen spoke about her coming to the Board not to be a bobble-head and in the end was the only no vote. She spoke passionately about the way government should conduct its self and not be a taker of rights and instead be a protector or giver. Bravo Deborah!

George Tinker and Brian Carroll both spoke about the box that they had been put in through political arm twisting. Several comments were made with respect to the past good stewardship of the Marine Board and that this was a low point and that they hoped that this sort of thing would never happen again. Trey Carscadon spoke last and his was the only positive spin in that he referred to the Governors vision for a motorless experience for his constituents. (Not an exact quote)

In several of the members comments it became obvious that they had been in consultation with one another and several references were made to the fact that this decision, even before the vote, would probably end up in court.

At that point the chairman called for the vote and after Deborah's emphatic no vote , the other four cast their vote to pass the rule as worded by the staff recommendation and MOU. They then went on the next item on the agenda.



*Reprinted from the SPAA Newsletter with permission of the author. Part 2 of this story to be run in the spring.*

Most pilots would have seen the video of the Beaver that crashed on take-off from Hood Lake earlier this year (pictured below). You will find the video at

<http://www.youtube.com/watch?v=YVwlodvWh7w>

It is chilling to watch. Fortunately the occupants escaped relatively unscathed! Why did it happen? The video was taken from virtually dead ahead of the aircraft so it is difficult to judge the distance, but as you watch it I am sure you will be asking yourself, "Surely the pilot must realise he does not have enough space left." And your mind will be screaming "Cut the power. Abort the take off". But he does not. Instead the plane appears to lumber into the air, very slow, nose high, way behind the power curve, coming almost straight at the camera man. The camera man dives for cover as the plane barely clears him, apparently clips the fence and cartwheels across a grassy field. It is amazing that no one was seriously injured.

Why did that happen and what can we do about the very high take-off accident rate of seaplanes. Our resident Safety Professor, Dale DeRemer has prepared a detailed article on assessing the takeoff distance required.



## Seaplane Lessons at Wiley's

Great news, we hope!

On the topic of learning things the right way, a couple of adventurous spirits are looking to reinstate float instruction at Wiley's Seaplane Base. But we can't do it without the support of the community and CSPA. What additional services would association members like to see (i.e. flight reviews, advanced instruction, more fly-ins, etc.)? We are still looking for a C-150, C-152, Taylorcraft, Aeronca, or Stinson on floats—preferably to lease.

We welcome any and all feedback. Please contact Fawn McManigal at 602-361-3046 or [choc.dyn@gmail.com](mailto:choc.dyn@gmail.com).

## On the invasive species front--

Hi All,

I'm sure you are aware of my concern about the Invasive Species issue as it affects seaplane operations. Here in California we have already lost the use of some lakes due to this issue, specifically due to the concern about the transport of Quagga and Zebra mussels into their lakes. There are other lakes in this state that have implemented fees and established procedures in place of physical inspections before launching (not possible with an arriving seaplane). Still other lakes (Lake Tahoe) are studying what measures to take to prevent the transmission of these species into that lake.

A number of articles have been published that may lead to a solution to this issue for seaplane owners. I have also been in contact with the CEO of one of the companies that is commercializing the bacteria, in the product called Zequanox. They are interested in setting up a trial test and we are working out the details for this test.

I believe that a solution might be the introduction of this product, Zequanox, into the float compartments and bilges of seaplanes to kill these mussels, thus preventing their transmission by seaplane to other water bodies.

More study is needed but at least this is a positive start. I'll update everyone as this investigation progresses.

Regards,

Walter Windus,  
SPA Vice President and Field Director for California



I have been working with Walter on this issue. Currently Oregon has exempted seaplanes from the new boat inspection program, but about 20 other states are looking into this issue and the regulations that they might impose to stem the spread of invasive species into their state. We are currently working with an outfit called the Pacific States Marine Fisheries Commission. They are coordinating the efforts of these states so that future regulations won't be different from state to state. So far they have been very receptive to our input and the proactive approach that the seaplane community is demonstrating. We will keep you informed as more information becomes available.

Bill Wainwright  
CSPA Vice President  
SPA Field Director for Oregon and Idaho

**Walter's latest update:**

Hi All,  
Happy New Year to you and your families.

After speaking with Henry (Henry Hinman, SPA Board Chairman) about this problem here in the west, he asked me to look into this and give a presentation at the upcoming Board meeting. I'm sending this message out to you all to get your input and suggestions so they can be incorporated into the final presentation.

**BACKGROUND**

Invasive Species means different things to different people. Here in the west, the term primarily applies to Zebra and Quagga Mussels but also applies to the Water Hyacinth. In the northeast, Milfoil is a significant problem. In the Mississippi Valley, Didymo is a problem. As you can see, the term can apply to any foreign water species.

The Seaplane Pilots Association for a year now has published several articles in our bi-monthly magazine about the Invasive Species issue and has included recommended preventative measures. It is felt that the web based seminar and self certification process described below would be more effective than just publishing the information. In time I would expect wide acceptance of the certification program and documentation within the Invasive Species Management community.

**PROPOSAL**

The Seaplane Pilots Association will develop a "Best Practices" document and web based audio/visual program which will include a web based question and answer section, similar to the web based training programs from AOPA. When the program is completed satisfactorily, the applicant will be allowed to print a 8.5 by 11 certification document which can be displayed to lake

invasive species monitors if and when needed. It is envisioned that there will be a 15 to 20 minute web based DVD containing a short example of various invasive species (Quagga/Zebra mussels, milfoil, etc.) with a longer demonstration on how to verify that the floats/hull and bilges are free of contamination. Also to be included are methods to kill and remove any mussels or veligers (mussel spores) attached externally or contained in the bilges. We are working with a company in Davis, California that has a natural bacteria that will kill the mussels and veligers, which we will recommend that seaplane operators use in their bilges when it becomes available.

The local water body managers will be allowed to "inspect" the seaplane to verify compliance with the seaplane program (i.e. inspect the hull and rigging for attached foreign invasive species.).

SPA will also be responsible for publicizing the program with its members and with the major water body managers to gain wide recognition and acceptance for the program. It is the intent to have this program substitute for any and all local training/management programs and therefore allow seaplanes to be exempted from any permits and fees from the local agencies.

I would appreciate any ideas or help in our developing this program.

Best regards,  
Walter Windus

If you have any comments for Walter you can reach him at [wwindus@msn.com](mailto:wwindus@msn.com)



Click and enjoy:

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<http://www.youtube.com/watch?v=j6PnKUEFX8g>

<http://www.youtube.com/watch?v=1PmYItnlY5M>

## Washington Eyes Aircraft Ownership Tax, I'll bet the state of OR not far behind on this!!!

Washington State aircraft owners are getting ready to fight a new tax that could add hundreds or even thousands of dollars a year to their fixed costs. State Sen. Cheryl Pflug told the Washington Pilots Association that a citizens' commission on tax preferences has recommended a 1 percent yearly excise tax based on the value of aircraft. An aircraft worth \$100,000 would therefore be taxed \$1,000. Pflug told the association that the commission views the tax as a "revenue opportunity" and is recommending the state legislature impose it. She urged the WPA to give her ammunition to fight the proposed tax in the form of economic impact analyses and the volunteer efforts of pilots in maintaining state-owned airports. WPA spokesman John Townsley

told AVweb that aircraft owners now pay a flat annual registration fee (\$65 for a piston single) and that the proposed tax wouldn't benefit aviation.

"Currently state aircraft registration fees and excise taxes collected for aircraft go to the general fund and are not reinvested in airport infrastructure," Townsley said. He also noted that aviation fuel is the only fuel that has sales tax added and that those taxes also go into the general fund. He noted that there are 138 airport projects pending that have not been funded.

# GA NEWS

Aviation EBrief Updates

### · [Seaplane Bypasses Airport for Haiti Relief](#)

Seaplanes can bypass crowded airports and land on beaches or water, and seaplane owner Bill DaSilva donated the use of his Albatross, the only type of seaplane able to fly from the Miami area to Haiti and back without a need to refuel. SeaPlane Operations provided flight planning, permitting and customs clearance filing for a seaplane to transport 12 medical personnel from Michigan to Haiti. "It's a great way to make a visible contribution through general aviation," said SeaPlane Operations owner Bob Kimes. [Lake County Record-Bee \(Calif.\)](#) (1/27)

Link: [http://www.record-bee.com/letters/ci\\_14283292](http://www.record-bee.com/letters/ci_14283292)

### · [AOPA president reflects on first year in office](#)

Craig Fuller, the president of the Aircraft Owners and Pilots Association, said his first year in the position brought some pleasant surprises. Fuller, a long-time pilot, said he was pleased by the support in Congress for general aviation. "They understand its value," said Fuller. "They understand that GA's activities in their districts and states make an important economic difference."

General Aviation News Link: <http://www.generalaviationnews.com/?p=16370>

### · [TSA still a threat to general aviation, attorney says](#)

According to aviation attorney Alan Armstrong, the Transportation Security Administration still represents a threat to general aviation. The TSA has the authority to bypass the Administrative Procedure Act and enact security measures without publishing them in the Federal Register. The House of Representatives passed an amendment curbing this power, but the Senate has not yet passed a similar amendment. [General Aviation News](#)

(12/30) Link: <http://www.generalaviationnews.com/?p=17060>

### · [Coast Guard sounds death knell for Loran-C](#)

The U.S. Coast Guard gave notice Jan. 7 that it will start decommissioning the long range navigation (Loran-C) system beginning Feb. 8. "Recent reports have shown that the constellation of satellites is vulnerable to outages and service disruptions," said Craig Spence, AOPA vice president of operations and international affairs. "AOPA has long cautioned against decommissioning Loran before a separate navigation system is established as a backup." Read more: <http://www.aopa.org/advocacy/articles/2010/100112loran.html>

# CSPA Classified

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1948 Super Stinson 108-3 IFR Floatlane, N108BT  
Portland, Oregon area \$80,000 or 1/2 share @ \$40,000  
TT 925, 100 since new cylinders, headliner, windshield, float  
bottom skins. Contact John Chlopek: 503-810-7690.

See link for more details/photos:

<http://www.c-spa.org/v2/classified/planes.html>

## Got Airplane Stuff?

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looking to Bill Wainwright via email- we'll do  
our best to fit your ad in next time.

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Dues or Donations can also be made on-line at the CSPA web site via PayPal.

Click: <http://c-spa.org/v2/joinus.html>

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\_\_\_\_\_ \$20 CSPA yearly dues

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