



# Columbia Seaplane Pilots Association

13200 Fielding Road  
Lake Oswego, Oregon 97034

[www.c-spa.org](http://www.c-spa.org)

*President*  
*Vice President*  
*Treasurer*  
*Secretary*

ARON FAEGRE  
BILL WAINWRIGHT  
CLIFF GERBER  
JOHN CHLOPEK

503-222-2546  
503-293-7627  
503-313-0840  
503-810-7690

August 2010

Volume 31, Issue 4

## CSPA BULL-A-TON

### Inside this issue:

CSPA Annual Fall Splash-In Details and Particulars	1
Ross Lake Access Call to Action	2-3
Lake Tahoe Follow-Up	2
Invasive Species Update	2
Couple three things Dues payment options	4

*Please e-mail  
your e-mail address to  
[info@C-SPA.org](mailto:info@C-SPA.org)  
So we can save  
money on postage.  
Thank you.*

Bull-a-Ton Newsletter Editor:  
Mary Chlopek

## CSPA Annual Fall Splash-In

Yes, that time has come again when float pilots and their hangers-on gather for one last hurrah, some end-of-summer burger flipping, re-telling the tall tales of summertime float flying, border-crossing run-ins, camping in mosquito country, FAA entanglements, and big plans for the upcoming float repair season. Come join us!

### The Low Down:

**Who:** CSPA pilots, spouses, well-behaved float-curious pilots.

**Where:** Wiley's Seaplane Base. 13060 SW Fielding Road, Portland, OR 97223. Lat: N45-25.9. Long: W122-38.9. CTAF: 123.075. (2OG3). Accessible by land: Cars, bikes, or pedestrians only please. Parking available for amphibians, if you dare.

**When:** Sunday, September 12, 2010, 11:00-ish a.m. with lunch around the standard lunch-time, or when the coals get hot.

**What to bring:** Burgers and fixings are on us. Bring a side dish or dessert to share, and maybe a fold-up chair if you have one handy.

Need driving directions or more info on how to get here?

Try the CSPA web site, the Events section for the particulars. Look under the Events tab at: [www.c-spa.org](http://www.c-spa.org), or call Bill, who knows all.

You're coming right? Great! Let Bill know you'll be here, and how many hangers-on to expect. Call him at 503-293-7627 (any time, day or night) or by e-mail at: [btwainwright@comcast.net](mailto:btwainwright@comcast.net).



## Please Help us Keep Ross Lake OPEN

CSPA members and Friends, Another assault on the use of your seaplane is afoot. Read the following from WSPA President Bruce Hinds and Board Member Stephen Ratzlaff. WSPA members were supportive in our battle with the Forest Service over Waldo Lake, now it's time to return the favor and support them with a letter or comment to the National Park Service. The comment period closes on 09/31/2010. Your comments must be postmarked no later than 09/30/2010.

Please note: The preferred method for commenting is to use the electronic form located at:

<http://parkplanning.nps.gov/commentForm.cfm?parkID=337&projectID=16940&documentId=35271>.

You may send written comments and/or your letter to:

North Cascades NPS Complex

Attn: Superintendent

810 State Route 20

Sedro-Woolley, WA 98284-1239

Hello Everyone,

Just like the subject line states above.... as most of you know we've been working with Ross National Recreation Area over their proposed new management plans which could, would if they get their way, close Ross to seaplanes. If you've not followed the story, I urge you to dig in, read the following story prepared by Stephen Ratzlaff which explains the whole mess. Then, **we need you to write a letter, soon**. He's suggesting by the end of August, but the deadline is actually the end of September..... Please don't wait until the end.

If you've been to Ross you know what a jewel it is and the advantages of being able to fly there.

Bee Sea n'ya,

Bruce Hinds, President

Washington Seaplane Pilots' Association

Seabee Club Newsletter

[www.wa-spa.org](http://www.wa-spa.org)

360-769-2311 Home

360-710-5793 Cell

### Lake Tahoe Follow-Up:

Despite the alarming announcement in the last Bull-a-Ton it turns out that the dust up over the potential restrictions on seaplanes on Lake Tahoe didn't come to pass. The California and Nevada pilots that responded to this threat were able to meet with TRPA officials and staff and through their diligent efforts the subject never came to the floor at the meeting that was held in June.

### Invasive Species Update:

Work is progressing on the recommendations to avoid the possibility of spreading Invasive Aquatic Species with Floatplanes. Both the Seaplane Pilots Foundation and the 100th Meridian Initiative have produced drafts of their recommendations and we should expect to see a final document soon. On September 14th there will be a video production shot at Black Lake in the Seattle area. The goal is to produce a video outlining the cautions and decontamination steps necessary for straight float and amphibious floatplanes as well as hull type seaplanes.

## Pilots Need to Submit Input For Ross Lake to the National Park Service by Aug 31, 2010

As many seaplane pilots are aware, the National Park Service is creating a management plan for Ross Lake National Recreation Area in Washington which would affect a wide variety of activities and, as proposed, would severely restrict (and essentially eliminate) seaplane operations on the lake. WSPA is leading the effort along with WPA, AOPA and the Seaplane Pilots Association to ensure that seaplanes will still have full access to the lake and are calling on individual pilots to register their feedback.

Please read the following introduction and then send in your feedback so they understand we are a large constituency and it is important for us to maintain access. Please let me know if you will be able to submit input so we have our own record. (email: [Stephen@ratzlaff.co](mailto:Stephen@ratzlaff.co)). The official deadline for submissions is September 30<sup>th</sup>. We believe early submissions have greater impact so we are asking that pilots submit their comments by August 31<sup>st</sup>.

Many of our pilots recently attended a series of meetings in Washington hosted by the National Park Service to discuss the draft general management plan and environmental impact statement. The park service has created four alternative plans for managing the area, and each would have a different impact on the level of seaplane access. Their preferred option would limit the seaplanes to the north and south ends of the lake, and prevent access to nearly all acceptable seaplane campsites – their proposal would essentially eliminate seaplane access.

The seaplane pilots attending the meetings presented our case in a professional and polite manner. We reminded the National Park Service that it had already determined that seaplane operations only numbered one or two dozen a year at the lake and there was no history of complaints about seaplanes. Pilots in attendance explained that limiting operations to certain areas of the lake wouldn't be feasible because the aircraft often need to land near the center of the lake for wind conditions, water depth, obstructions, and docking facilities.

The NPS officials appeared to understand that the current proposal was not feasible nor was it fair to seaplane pilots. Furthermore they saw the level of support for maintaining access for floatplanes.

The next stage in the process is for those concerned to submit formal comments regarding the proposed plan to the NPS. The deadline for submission is September 30<sup>th</sup>, 2010. If you are a seaplane pilot now or hope to be in the future, and wish to maintain access to this wonderful location, please submit your comments to the National Park Service.

These should be provided electronically at the following location: <http://parkplanning.nps.gov/commentForm.cfm?parkID=337&projectID=16940&documentID=35271>

Suggested comments:

- I support leaving current access for seaplanes as it is today. It has worked since inception and there is no data to suggest this might change.
- Few, if any, noise complaints have been raised by visitors or anyone else. It is unlikely this will increase as seaplane rated pilots are decreasing in number and Ross remains a relatively remote location.
- The proposal does not provide adequate and secure/safe campsites to seaplane visitors. Only north facing campsites provide sufficient protection from the southerly swell.
- Any concerns about noise or excessive use could be readily addressed through the implementation of a standard noise abatement policy and

guidelines for seaplane access..

- A permit system limiting seaplane access is unnecessary and is not supported.

Additional comments may include:

- Seaplane use of the park has never been excessive and there is no data to suggest that will change. This was also a concern when the prior plan was developed in the 1980's and excessive use has not since materialized.
- Seaplanes make less noise than outboard engines in aggregate. It has been estimated that there are probably less than a dozen seaplanes in a season. Seaplanes only make sizable noise when taking off which only lasts 30 to 60 seconds. The total time of noise (in excess of an outboard motor) is no greater than 10 to 12 minutes a year.
- Seaplanes have historical significance to the northwest and should remain a part of Ross Lake.
- If access is still provided to motorboats throughout the lake, then it is unfair and unjustified to limit seaplanes access.
- There are only a limited number of campsites (north facing with a dock) which are well suited for float planes.
- Seaplanes provide access to the elderly and handicapped, who cannot readily access Ross Lake.
- It is unfair to eliminate access for seaplanes to the preferred campsites.
- Seaplanes are a classic part of the history of the northwest.
- Seaplanes are a mode of transportation, unlike jet-skis and ski boats. They are generally used to access the lake and then leave. Seaplanes are often used in the same sentence with jet-skis yet they are vastly different in use and noise output.
- Seaplanes pollute less than any motor boats. Engine exhaust does not enter the water.
- Seaplane pilots must be licensed by the federal government and are required to complete recurrent training. (They are legally bound to not consume alcohol and fly.) The pilot community is also very effective at policing themselves. This is one reason few problems occur with those in the seaplane community.
- Limiting seaplane access to the proposed areas reduces safety by artificially

If you would like to get detailed information about the process and the proposals, download the latest Newsletter from: <http://parkplanning.nps.gov/showFile.cfm?projectId=16940&docType=public&MIMEType=application%252Fpdf&filename=ROLA%5FAIts%5FNewsletter%5F060210b%5Flores%2Epdf&clientFilename=ROLA%5FAIts%5FNewsletter%5F060210b%5Flores%2Epdf>

For more information, please contact Stephen Ratzlaff, WSPA board member at [Stephen@ratzlaff.co](mailto:Stephen@ratzlaff.co) or Bruce Hinds at [bruce-hinds@earthlink.net](mailto:bruce-hinds@earthlink.net).

**Stephen Ratzlaff**  
stephen@ratzlaff.co  
206-250-1625

## Couple Three Things.....

- **SPA Press Release**

SPA has announced the election of new officers and board members. Walter Windus and Jay Frey, long time friends of CSPA, are the newly elected Chairman of the Board and SPA President, respectively. More details are found at the SPA website.

- **Dues Anyone?**

Please make note of the date noted in Bold Vibrant RED on your address label. Is it this year, next year? (There's a good pilot.) Last year? Uh-oh. There is just a LOVELY on-line dues payment option which will save you a stamp, if you're low on stamps. [www.c-spa.org](http://www.c-spa.org). If you trend toward the more traditional, send you dues payment to Treasurer **Cliff Gerber, at 18406 Nixon Avenue, West Linn, OR 97068.**

- **CSPA Mini-Classified**

Mike Kincaid , in Idaho sends word about a newly restored J-3 for sale. Check it out, and more, on his website. <http://www.c-spa.org/v2/classified/planes.html>.

- **Safety Corner**

Emergency Maneuver Training: Caution Wake Turbulence, by Paul BJ Ransbury, and J. Clarke McNeace. Check the link online at via the CSPA web site: <http://c-spa.org/v2/uploads/Caution-Wake-Turbulence-Final-V21.pdf>.



**Columbia Seaplane Pilots Association**

18406 Nixon Avenue  
West Linn, Oregon 97068

—RETURN SERVICE REQUESTED—