



Columbia Seaplane Pilots Association

13200 Fielding Road
Lake Oswego, Oregon 97034

<i>President</i>	ARON FAEGRE	503-222-2546
<i>Vice President</i>	BILL WAINWRIGHT	503-293-7627
<i>Treasurer</i>	JAMIE GREENE	503-292-1495
<i>Secretary</i>	JOHN CHLOPEK	503-810-7690

May 2009

Volume 30, Issue 2

CSPA BULL-A-TON

Inside this issue:

CSPA Fly-In and Annual Meeting Details, details	1
President's Message	2-3
Map to the McKinnon Air Park Wally's Hangar Lives on	4 5
News From Wiley's Seaplane Base	6
Invasive Species:	7
AOPA E-Brief: TSA, GA security proposal Potential replacement for 100 LL	7 8
Armchair Diversion: Fly the Blimp	8
Oregon Pilot Memorial Tribute Independence State Airport	8
Independence State Airport Memorial Day Tribute	8
Maintenance Tips Spring Cleaning	9
NTSB Suspension:	10
CSPA Classified	11
CSPA Dues Form: It's time!	

2009 CSPA ANNUAL MEETING and Fly-in

Hooray! Hooray! The First of May, Seaplane Flying Starts Today!

Dave Wiley, 1927-2007

→ *DETAILS . . . DETAILS* ←

When: Sunday, May 17, 2009.
Arrive for early bull session @ 11:00
Belly up for the burgers @ 12:00
Meeting @ 1:00
Door prizes after the meeting...heh,heh,heh

Where: Mike Reese's Airport (McKinnon) ****See Map on Page 4****

How:
By air: OG29. Latitude 45 degrees, 25.84N, longitude 122 degrees, 14.52W
By Land: 12930 SE Ten Eyck Road; Sandy, OR 97055
From Hwy. 26 in Sandy, turn North onto S.E. Ten Eyck Road (you'll need to take a couple of hard lefts to stay on Ten Eyck Road), continue on 3.7 miles. If you come to Lusted Road, oops, too far.

By Sea: Not an option — no kidding.

What to bring: Side dish, pre-lunch nibbles, whatever.

—RSVP—

This worked so well last year, we're bringing it back by popular demand.
Assure yourself a full belly and enough dessert to keep you happy.
Call Bill at: 503-293-7627 (any time, day or night) or email at:

btwainwright@comcast.net

President's Message

The Waldo Lake access issue appears to be getting close to a court decision. You will recall that the lake already has a 10 mph speed limit per Oregon Marine Board rules, but the Forest Service (FS) has issued a rule that would outlaw all “internal combustion boat motors” and “floatplanes”. The rule has no supporting documentation of pollution, noise, or any other problem. The rule is issued simply as a “social” decision. In the case of floatplanes, the FS has admitted to us that they personally have not even seen a floatplane on the lake.

I will give a summary of the events of the past month, and then below that repeat a summary of events sent out by email a couple of months ago. The case seems to have come down to the fundamental question of “who owns Waldo.”

4-26-09 Update on Waldo Lake

On April 22nd Judge Coffin held oral arguments for summary judgment on the case. The oral arguments opened with the judge asking Steven Stewart's attorney Bill Cloran to speak. That led to innumerable detail questions about the Administrative Procedures Act, the Quiet Title Act, and Section 1609 which defines the national forest system. Cloran summarized the law on land ownership, especially the Equal Footing Doctrine, which clearly gave each state title to the beds and banks of their navigable waters. For the original 13 colonies, those rights had belonged to the King of England. When the colonies formed the United States, they did not want those rights to go to another central authority. So the title ownership to the beds and bank for each state was left with each state. In the west, the title ownership was with the US government while the land was a territory, but on statehood, under the Equal Footing Doctrine, the beds and banks were transferred to the State for ownership. The law seems quite clear in this standard.

The waters need to be significant enough to be “navigable” to fall under this clause. The law doesn't require evidence that the water body was used, but at the point of statehood it must have been large

enough and deep enough to be “capable” of use. Cloran pointed out that the Battleship Oregon would be capable of plying the waters of Waldo Lake, to make the case that Waldo Lake passes the usability test for navigability. The judge commented back that it might be difficult to get the battleship to the lake. Cloran admitted it would take a large trailer. Everyone in the courtroom laughed.

At that point the US Attorney Karen Bratis was asked to speak on their views on the issues. The essence of the US Attorney's argument was that because can “presumptively” assume it is owned by the US government since there is no court case that has proved otherwise. The Forest Service has a 2001 opinion from one of their attorneys that says this.

The judge said he was quite bothered by this approach. He asked Bratis what the basis of the “presumptive” ownership was, and she responded that it was because it is surrounded by federal forest land and is remotely located. The judge said that those sounded like “findings” so why didn't they submit them to the court to debate, along with a real discussion of ownership and all the items Cloran had brought up. Bratis said they weren't really findings, but was mentioning them so that the judge would know that their position wasn't “arbitrary and capricious”.

The judge said it seemed like they wanted it both ways, and they had to either explain the legal basis for “presumptive” ownership, or submit reasons like that the federal land surrounds it and quote a law that explains how that results in ownership. The judge asked the US attorney if any of the other federal agencies – BLM, FERC, Coast Guard – use this “presumptive” ownership concept. Bratis said she was not aware of any. The judge brought up the example of whether he could close down roads in the vicinity of the federal courthouse, just because he is bothered by cars driving by. Could he just “presumptively” claim ownership because no court has adjudicated the ownership?



He pointed out that if he did close down roads, and then a driver was ticketed, the driver could come into court and declare innocence. The first question for the court would be to show that the federal government had the authority to issue the ticket – i.e. owned the road. If ownership couldn't be proved, the case would be thrown out. The judge wondered why if a boater used an internal combustion engine on the lake, and was given a ticket under the proposed law, why the case wouldn't be thrown out since the federal government wouldn't be able to show ownership?

As part of the oral proceedings, our attorney Dave Bartz presented on behalf of seaplanes, with the same issues presented by Cloran. The Flyfisher's attorney, supporting the US Attorney's position presented issues supportive of the Forest Service, and requested additional time to file some more testimony. The judge granted all parties two weeks to submit additional information, and then will allow one week after that for rebuttals to that information.

3-22-09 Update on Waldo Lake (Sent out by prior e-Bull-a-ton)

As of a month ago both Stewart and CSPA have each filed requests for summary judgments with the court asking the judge to make his ruling. This is because we feel the record strongly supports a finding that Waldo Lake is navigable, which means the Forest Service (FS) is not the agency allowed to regulate seaplane use of the lake. If the lake is navigable, it is owned by the State of Oregon, and it is the State that is allowed to regulate seaplane use. We want the judge to now make a ruling.

On the federal government side, the strategy appears to be the inverse - to try to keep the trial going as long as possible, by any means. Presumably this relates to the federal government having essentially unlimited funds, while they know normal private parties like CSPA don't have unlimited funds. This has resulted in an odd twist in the case.

A month ago, instead of responding to our summary judgment briefs, the FS instead asked the court for an indeterminate halt to all proceedings because "the Forest Service is going to be meeting with the Governor's office on Friday next week and we may come to a resolution of the whole thing" [I am paraphrasing since I don't know the actual words]. At that point Stewart's attorney, Bill Cloran, got an affidavit from Mike Carrier (the Gov's Natural Resource specialist) who in that document acknowledged unequivocally that the State of Oregon does not agree that the federal government owns the lake. Cloran filed a brief with all the reasons why the case should go on and not stop, and attached the Carrier affidavit. The judge said let's have a conference call with all parties and talk about it on Tuesday (before the planned Friday meeting). At the conference call there was extensive discussion, following which the judge said "no." He said he wanted to have a decision out by July when the FS rules take effect. He then gave the FS a one week extension to get their final brief turned in, since they had missed the deadline (as best I understand it).

The meeting between the FS and Gov's office is odd, because the State hadn't joined the suit to protect its interests (probably not wanting to appear anti-environment), so formally the state isn't even part of the case. So how does the FS think it can solve the court case with the State? Our attorney Carson Bowler suggested we try to find out about this planned closed door Friday meeting. I tried, but was unable to find out anything specific. I left messages asking what the meetings with the FS are about, whether someone is representing aviation, like Oregon Department of Aviation, and that we'd like to be at the table if there are seaplane rights being discussed. I received no calls back. We still can't find out what occurred in the meeting.

The following week I got a call from Bowler, who said Karen Bratis (FS attorney) wants to know if we want to discuss things with them, presumably for a settlement. The FS needs to pass an "order" imple-

menting the plan, and presumably the FS could include language allowing seaplanes use of Waldo (under negotiated terms) in that implementing order if we agreed to drop the lawsuit.

I usually brainstorm our legal decisions with our CSPA VP Bill Wainright, and did so in this case. We concluded I should talk with Steven Stewart to get his input on the issue. We felt that conferring with Stewart was an important first step out of respect for the fact that he has carried the major financial and legal load. My tendency is to go to a settlement meeting with hopes that some good can come out of it. I also remembered that when the accident on the Willamette occurred and that some were calling for passing a bill eliminated seaplane use on all of the Willamette River. In that case Dave Wiley started up settlement discussions that got all parties together and in the end developed our Oregon seaplane rules which are reasonable and truly serve the interests of seaplane safety while allowing their regular use of the river.

called and talked to Stewart. Stewart reminded me that this is his third attempt to stop the FS from taking over ownership of Waldo Lake over a 15 year period. He won the first two. But he said "they just keep coming back." Stewart pointed out that if we got a memo of understanding (MOU) with the FS allowing seaplane use, how long would it be good for? They could turn around the next month and say they changed their minds. In fact Stewart says there is already a MOU between the FS and State about how to jointly run Waldo Lake (with the State Marine Board in charge of the rules for the lake) which has been in place for over twenty years. But this whole legal issue is because the FS up and ignored the MOU and now wants to control the lake by itself. So Stewart's point was that the only result that would truly be meaningful as to who has the right of control over the lake is a judge's ruling.

In spite of those concerns, I told Bowler to say, "yes we are willing to sit down with FS." I felt we should be open to working positively with the federal government on these issues. So then the FS said back to Bowler, "what would we be looking for?" So I referred them back to the negotiations we had a year and a half ago during the appeal process, which the FS had unilaterally terminated. I said we wanted to continue where those conversations had left off, which was with the idea that a seaplane might be considered a "vehicle of arrival" like a car or RV, but that after landing (perhaps at designated preferred locations) the seaplane might have no more "powered rights." Under this idea we might negotiate terms such that we don't use the seaplanes like power boats on the lake – no motoring tours around the lake, no practice landings, etc.

The FS didn't even respond to our response. So apparently they decided they didn't want to negotiate after all. After a few weeks the FS did turn in their responses to summary judgment. And that led to the normal "responses to responses" and "responses to responses" by the various parties. Not surprisingly, the FS is attempting to have the court delete Stewart's expert testimony about the history of Waldo Lake and why it is navigable and owned by the State.

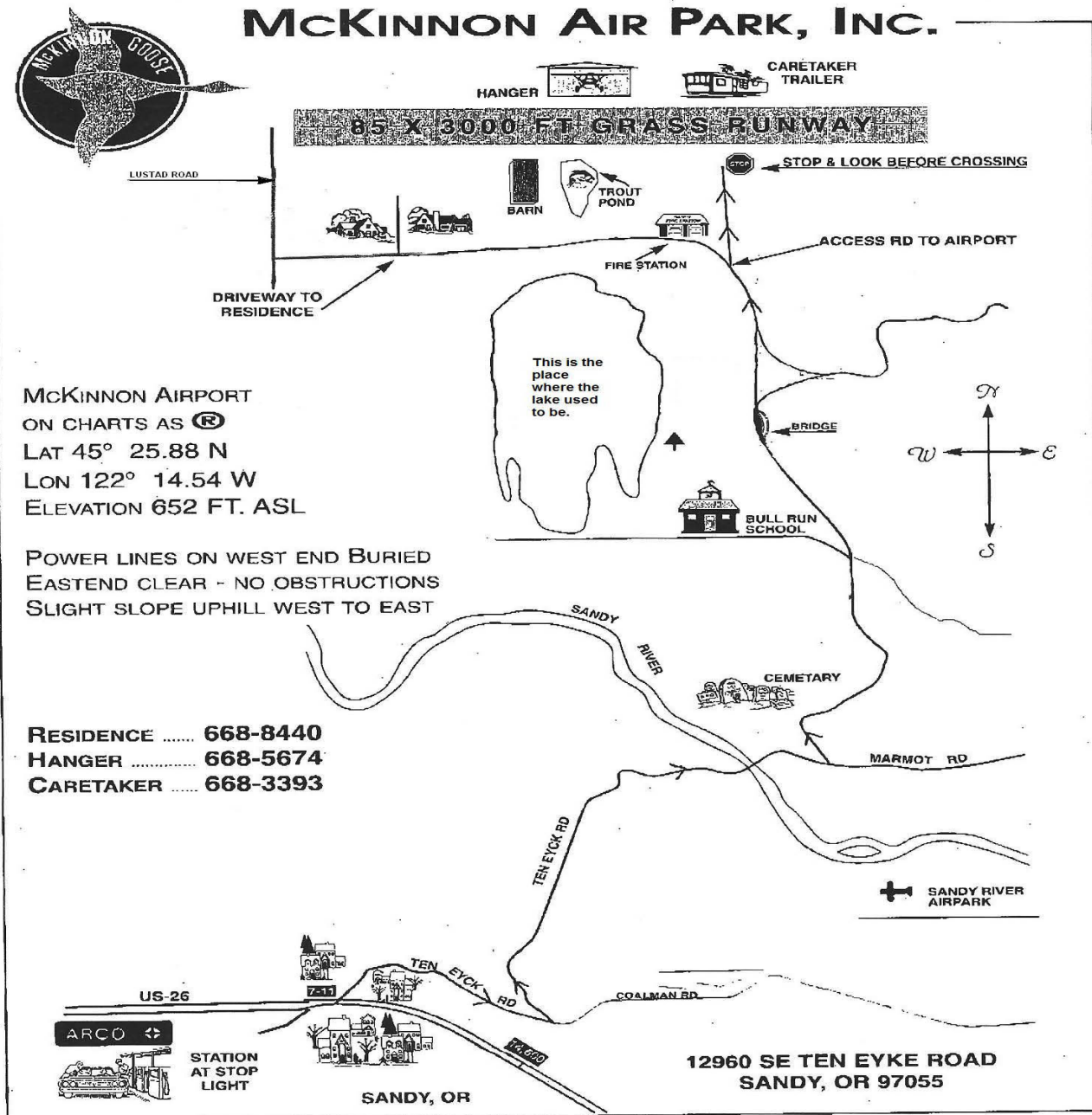
That is where it stands. There may be one more oral argument session in front of the judge. But then we should expect a decision before July 17. I'll appreciate any comments you, our membership, may have.



Aron Faegre
President Columbia Seaplane Pilots Association

Open for Discussion: Possible Fly-Out Events For The Season

- Fly-Out to Bird Museum and Camping Trip to Cavanaugh Bay, Idaho
- Owyhee Reservoir Fly-Out and Camping Trip
- Local Fall Splash-In and Picnic
- Bring Your Fly-Our Ideas!



Wally Olson and the Evergreen Flying Service Live On

Contributed By Tom Clark

How well do you remember old Evergreen Field in Vancouver? Wally Olson opened the field in 1945, and operated the airport for over fifty years. It was the home of the NorthWest Antique Airplane Club for, like ever, until it closed in 2005. Well, the new owners who bought the land to develop into a shopping center had raised all the buildings on the field and were ready to tear-down Wally's big hanger when some of us (about a dozen volunteers) decided to salvage the front of the old hanger. The idea, was to re-construct the old hanger facade in the Western Antique Airplane and Automobile Museum in Hood River Oregon <http://www.waaamuseum.org/>, about sixty miles up the Columbia river from Vancouver, in a hanger that wasn't even built yet.



Wally's Hanger, Evergreen Field in 2005

We finally completed the move, and in a ceremony on Presidents Day we dedicated the new 200,000 sq ft building with Wally's old hanger front erected on the inside of the north wall.... It looks fabulous, and really preserves the sixty years of memories of Wally and all the fun we had there.



Dedication Day

News from Wiley's Seaplane base

The Wiley family would like to update everyone with the status of Wiley's Seaplane base. Jody continues to live in the home that they built back in 1952. The seaplane base that Dave started and fought for back in 1977 is still in operation. With the loss of Dave and the T-craft we are operating the base on very limited bases. We are not able to provide any instruction or services. The base is open for transient use and for a place to haul out a plane for short repairs and service. There is limited dock space and a truck and trailer is on site. We do not have fuel or a mechanic. Aron Faegre has taken on the role as the contact person for transient use. He can be reached @ 503-880-1469 or E-mail faegre@earthlink.net. If you need a place to haul your plane out of the water for a short time please contact Tim @ 503-703-6130, E-mail me tim@stonecenterinc.com , Or contact Aron if I can not be reached.

As most of you all know Dave worked very hard to keep our waterways open for Seaplane traffic. The base that he created at his home in Lake Oswego was the first battle that he fought and won. With a great deal of research and letter writing he was able to establish a history of seaplane traffic on this stretch of the Willamette. He was then able to have his property "grandfathered" in as a seaplane base. Over the years he worked hard to maintain this. He also worked very hard to fight for the rights of seaplanes throughout the country. We all feel that this is his Legacy and would like to keep the base going in his memory as long as we can. It is our hope that someday there can be seaplane instruction available again in some capacity.

For now the base is available for limited use. The base currently has no source of income so it is a self service operation. We would like to thank all of you for your support over the past. We would like to thank Aron for taking on the role as a contact person for the transient use. We would also like to thank John Chlopek for putting together a work party last summer. They cleaned up the brush and replaced the missing and broken boards on the dock. This is a big help to keeping the base open. With this kind of help and support we should be able to keep the base on the charts in Dave's memory.

We would like to encourage everyone to donate to the Dave Wiley Memorial fund. This is a tax deductible fund we have set up with the Oregon Community Foundation. The goal is to create a permanent trust fund that will be used to make annual grants to local flight schools to assist young future aviators. To do this we will need to raise a total of \$50,000.00. So far we have raised over 22% of our goal. We now have just under 3 years to complete our goal. These are tough economic times and few people have extra money lying around. If you can, we ask that you make a donation in Dave's memory. Dave has been a valuable asset for the aviation community and has been truly missed.

The Wiley family would like to thank all of the contributors:

Craig & Susan Burger	Amy Earheart	Aron Faegre & Kathy Kelley
John Hardy	Maryanne Hill	John & Jean Howard
John R. Loacker	Hector & Viviana Marquez	Claribelle Ross
Stone Center Inc.	Theresa & Lois Stride	Pat Warren
Tim & Lisa Wiley	Jody Wiley	Willamette Valley Soaring club

We would also like to thank all of those that contributed to the US bank Memorial fund. Unfortunately we do not have a record of all of you. If you donated and aren't on the above list, please let us know right away (and we apologize that somehow a good record wasn't kept). Tax deductible donations can be made out to:

Dave Wiley Memorial Scholarship Fund
Oregon Community Foundation
1221 SW Yamhill St., Suite 100
Portland OR 97205-2108

All of the Wiley's would like to extend a big thank you for all of your support over the past year and a half. This is a wonderful community that we all share. If any of you find yourself at Wiley's seaplane base please stop in and say hello to Jody. She would love to see you.

Sincerely,

Tim Wiley, Jody Wiley & Family
Wiley's Seaplane Base.



Protect Your Waters

[Hitchhikers](#) [Impacts](#) [Prevention](#) [Resources](#) [News](#) [Activities](#) [About Us](#)

Reprinted from the SPA Water Flying Update, April 2009,
with permission from the Seaplane Pilots Association, minor edits

INVASIVE SPECIES – A COMPLEX PROBLEM REQUIRING PERSISTENT EFFORTS



We have received many complimentary comments about the Invasive Species cover story in the March/April issue of *Water Flying*. Thank you all for your kind words. As we have said, this is a seaplane access issue that is growing in scope, with aquatic invasive organisms threatening an ever increasing number of water bodies throughout North America. The concern that increasing numbers of lakes will be closed to seaplanes is very real as communities search fervently for answers to this serious threat to their economies.

Dr. Strayer's research and white paper published in *Water Flying* represents an authoritative initial response from the seaplane community to help find effective solutions for this threat. The problems related to this issue are complex and do not lend themselves to easy answers or quick fixes – if they did, someone else would have solved them. Some of you pointed out that one of the suggestions in Dr. Strayer's article has some real-world implementation difficulties for seaplane owners. One of Dr. Strayer's recommendations to stem the tide of float plane transfer of organisms was a 3.5% water/bleach solution placed in the bilge of floats. This solution is toxic to micro organisms, invertebrates, and other aquatic species and would thus decontaminate the water, preventing the transport of live organisms to other unaffected waters. While this is a sound procedure for killing invasive species (and works well on some boats) it may not be applicable for all seaplane applications. Engineers at Wipaire caution that solution strengths greater than 1% bleach could be highly corrosive to exposed metal. They did not recommend bleach solutions even in dilutions of less than 1% because of this corrosive property.

Wipaire engineers are continuing to search for a substance that will both kill invasive species yet remain friendly to our metal aircraft parts and floats. The SPA Foundation also continues to search for practical solutions to this complex problem. The Seaplane Pilots Association and Foundation is determined to commit the science and the research needed to make a difference and to combat this community problem. And it is the seaplane communities' very aggressive engagement with the fundamentals of this devastating community problem that will help demonstrate to officials and community leaders our determination to be a critical part of finding solutions to our common problem. Thank you for your support for this work.

TSA, GA industry open dialog on security proposal

Reprinted from AOPA ebrief

Transportation Security Administration officials met April 6 with AOPA and other general aviation industry representatives to begin talking about concerns and alternatives to the proposed Large Aircraft Security Program. "This meeting was a good first step toward coming up with more appropriate ways to handle general aviation security concerns," said AOPA President Craig Fuller. Load the following link:

http://www.aopa.org/advocacy/articles/2009/090408tsa.html?WT.mc_id=ebrief

Tests suggest 94 unleaded fuel a potential replacement for 100LL

Reprinted from AOPA ebrief

Flight and test-cell trials indicate that 94UL unleaded fuel could represent a viable replacement for 100LL, which could face limitations due to the availability of tetraethyl lead, according to Teledyne Continental. 94UL doesn't match 100LL's octane, and there is a question of whether its octane is sufficient to avoid detonation on a hard climb on a summer day, but Teledyne said four test flights in a normally aspirated A36 Bonanza revealed no cooling or detonation issues so far. (3/31)

Load the following link:

http://www.avweb.com/avwebbiz/news/Continental_94_UL_Replacement_100LL_200048-1.html

Fly the Goodyear blimp

Pitching 30 degrees down is situation normal for Goodyear blimp pilots. Fly along and feel yourself reaching for the armrests in this "AOPA Pilot" video. Watch the video at the following link:

http://www.aopa.org/aircraft/articles/2009/090408goodyear.html?WT.mc_id=ebrief

15th Annual Independence State Airport Oregon Pilot Memorial Tribute

Mark your calendar: Memorial Day, Monday, May 25, 2009

Program begins at 10:30 AM with an Oregon Air National Guard F-15 fly-over followed by USCG rescue helicopters arrival and continues to 3:00 PM. The 2009 Pilot Memorial Event, sponsored by the Independence State Airport Support Group, kicks off with a Welcome by Mitch T. Swecker, Airports Manager for Oregon Department of Aviation, followed by flag lowering ceremony lead by the AMVETS and Fleet Reserve Association while Suzanne Bladow sings the National Anthem. A Pilot Memorial Wreath, provided by the Pines Chapter of 99s, will be placed by BSA Troup 38 who will also help direct traffic. The CAP Cadets will help with parking aircraft.

USA flags, provided by U.S. Representative Kurt Schrader, and Memorial Vases for lady pilots, provided by the Airpark So-n-So's, will be presented to families of the ten deceased aviators for their service to the community and the military. A Missing Man formation flight is planned by 4 local RV pilots lead by Denny Jackson. Rescue demonstrations, display of aircraft and helicopters along with open hangar displays will continue until 3:00 PM.

The Polk County Chapter of the Oregon Pilots Association is providing a Community Picnic for \$5 in the Nutsch Aviation Hangar at 11:30 AM. Note: Parking is limited. Shuttle bus service is available from the Marquis Spa parking lot at the corner of Hoffman & Stryker Roads. until 3:00 PM.

Information available from Andy Andersen, 503.838.4231 or andyconnie1@minetfiber.com

Recommended Products

Keeping your Airplane in Tune



By Rachel Norman, Wipaire Customer Service Manager
Reprinted with permission from Wipaire Corp.



Water is everywhere. For seaplane operators that is a great thing. But when it comes to aircraft and float maintenance, that can create some special considerations. One of the most common questions we get on the phone or when customers stop in is "what products should I be using to care for my floats?" Be it grease and lubricants, sealants, or anti-corrosion products, we do have some recommendations for them. By no means is this list inclusive, but it covers the most common products we use and recommend, and is a good starting point if you aren't already using a similar product.

Grease - HCF 605, or a high-quality marine grade grease with at least a 500-degree melting point. We use grease to lubricate the wheel bearings, main gear retract mechanisms, nose gear pivots, and rod ends. Grease should never be applied to the nose track itself, as the current nose trolley blocks are made of impregnated nylon which are designed to operate smoothly without lubrication. Applying any sort of product to these will cause dirt, dust, and debris to collect, which impedes smooth operation of the nose gear and can lead to unnecessary wear.

Float Sealant - Sikaflex or Pro Seal, or RTV Silicone. For sealing dry areas of the float or applying patches to damaged areas, our manufacturing group uses Pro Seal 890. This is a great product, but requires a special gun to apply. Another option which also works well is Sikaflex 201 or 252. This can also be applied to dry areas to seal them. If the area is currently wet, an RTV Silicone can be applied to seal the area.

Hardware Lubrication and Protection Grease - LPS 2, or Boeshield T9. Hardware should be lubricated before installation, either using grease and a brush applied to the hardware, or by spraying on LPS 2. Exposed hardware can then either be protected with grease, which can have a tendency to collect dust, dirt, and run or rub off, or Boeshield T9, which forms a protective barrier on the exposed parts.

The service manuals for our floats also detail procedures for caring for the different systems on our floats and the products we recommend. A quick phone call to Customer Service is always welcome if you have other questions. We can provide some of these products, or help you locate them locally as well, and are always open to questions or suggestions if you are using a different product or have questions about whether your product is a suitable substitute.



Spring Cleaning for Your Aircraft

By Dave Utsch
Refinishg and Interior Manager, Wipaire Corp.

Does the warming weather have you antsy to wake your airplane from its winter slumber? After not having seen your plane for a few months, a few new nicks and chips in your paint might be jumping out at you. These nicks and chips happen, but they are not as difficult to handle as you might think.

The best way to cure these little paint imperfections is to clean the area very well and then use a touch-up brush with the same paint that is on your airplane. It is a good idea to use a catalyst in the paint so it fully dries for long durability. After you have all the areas touched up, apply a Carnuba base wax. This wax is very easy to apply and will protect your aircraft finish for years to come. Be careful not to apply wax in your static ports, nor to apply direct water spray into them.

Now that you have the outside of your airplane looking shiny and new, you might also notice that the interior could use a little care. You can purchase all the products that you need to touchup your aircraft interior at Lake & Air, Inc. Always test any product in an inconspicuous area to ensure that the product will not change the look of your material. If you have leather, be sure to treat it with a conditioner to add moisture back into it. This will lengthen the life span of your leather interior by keeping it soft and supple.

Feel free to contact us with any questions you might have on caring for your paint or interiors, we are here to help you preserve your investment.

Don't Screw Up in the First Place, You Will Probably Lose

WORCESTER — The National Transportation Safety Board has upheld the two-month suspension of a local lawyer's pilot's license imposed after he flew a Piper Cub too near the surface of Wachusett Reservoir and the Cosgrove Intake Building .

NTSB documents identify the pilot as Roy A. Bourgeois and state the incident took place about 5:30 p.m. Aug. 2, 2007. Mr. Bourgeois is a Worcester lawyer.

Two men fishing from shore told administrative law Judge William E. Fowler Jr. at a two-day hearing in August and September 2008 that the single-engine aircraft was about 30 feet above the water and 50 feet from the shoreline when it flew by them.

Two Department of Conservation and Recreation watershed rangers testified that the Piper Cub was close enough to the Cosgrove Intake Building , where they were standing, that they were able to describe the two men in the airplane.

The Cosgrove Intake building is where drinking water from Wachusett Reservoir flows east to metropolitan Boston .

Conservation and Recreation Commissioner Richard K. Sullivan Jr. said today that the agency was eager to get the word out that pilots are not to fly within 500 feet of a person or structure. In the aftermath of the terrorist attacks of Sept. 11, 2001, the Federal Aviation Administration issued a notice that aircraft were not to come within 500 feet of a public water supply.

“In terms of public health and public safety, we take this very seriously. Two fishermen and two of our DCR watershed rangers acted quickly and reported this incident, and this should serve as notice to any pilot who might be thinking of doing the same thing,” Mr. Sullivan said.

The commissioner credited heightened public awareness after 9-11 with fewer instances of low flyovers at Quabbin and Wachusett.

Mr. Bourgeois told Judge Fowler he had a passenger on board the Piper Cub, Robert Hansman, who was photographing wildlife.

The pilot told the judge that he had several years' experience with soaring and gliding clubs and that he had flown over the reservoir “hundreds if not thousands of times,” and no one had complained before.

Mr. Bourgeois maintained that at no time was his flight “careless, reckless or dangerous.”

The FAA had recommended a 90-day license suspension, but because Mr. Bourgeois had no prior violations penalty was reduced to 60 days.

Mr. Bourgeois appealed the decision of the administrative law judge to the NTSB, which denied the appeal, based on what it called compelling and persuasive evidence from witnesses.

The 60-day suspension took effect Feb. 16.

CSPA Classified

Engine and Seaplane Props For Sale

I'm upgrading my 172M to a O-360 and want to sell the old engine: Lycoming O320-E2D w/ RAM 160 HP Modification S/N - L42229-27A

Presently land based in Eugene, OR
Hours SMOH - 896 Hrs. Total Time since new 2307 Hrs.

Accessories included: mags, air, starter, carb, etc. (no exhaust, no mounts)

Props are matched for the 320-E2D Land/Sea (straight float configuration):

Land Prop McCauley 1C160/CTM7557M1

Sea Prop McCauley 1A175/ETM8044

Both are in excellent condition with current prop logs and annuals.

Contact: Dave Wellman
Eugene, OR
541-984-1442

1945 Grumman G44A

Super Wigeon 8628TT

s/n1427 414U

McKinnon conversion - 5500 Gross Land and Water
Lycoming 270 hp GO480 engines- 525 SMOH on both
3 Blade Hartzel props- 350 SOH both

154 Gal fuel

Retractable Floats

Cabin Heater

KX 175 B radios, DME, Transponder

Wool/ leather interior- very nice

Airframe-very clean

Annual good to 9/09

Based inland N/W for the last 45 Years- Fresh water only. A True Classic Amphib

Contact Bob: 208-755-6774

\$350,000

This widgeon belonged to Dwight Calkins in Spokane for many years. Has been flying to Priest Lake and beyond since the mid 60's. It is a VERY nice Widgeon.

Aircraft for Sale

1942 Taylorcraft L-2, DCO 65 - N47625

Airframe: 2166 Est.

Engine: 2190 Est., 72 SMO

Prop: 2190 Est., 670 SMO

Exterior Color: Olive Green

Interior: 2 place

Restored in 1991. Continental C-85-12F engine overhauled 2002, installed in 2006.

Inspection Status: August 2008 annual. All AD's thru 2008-24

Clipped wings, vortex generators, steerable tail wheel, lots of mods.

Location: Aurora, OR

Condition: Good

\$24,900.00

Contact. Tim Wiley e-mail

tim@stonecenterinc.com

Cell: 503-703-6130

Stinson 108-3 Parts for Sale

Picture This: Our spare Stinson parts...your Hangar, garage, or possibly as a fully functional, working part of YOUR Stinson. A variety of parts taken from a collection of retired aircraft, some just right for that empty space in your reconstruction projects, antique aircraft display, conversation starter, or your paperweight needs. Rare items, some which perfectly demonstrate Newton's 2nd law— (the unstoppable force part) a great education piece for the kids. Must see.

Email John for info: jm.chlopek@comcast.net

Got Airplane Stuff?

Please submit the particulars of the item you're looking to Bill Wainwright via email- we'll do our best to fit your ad in next time.

Email your ad to: btwainwright@comcast.net

CSPA DUES — DONATION FORM FOR LEGAL FUND

Clip and send to:

Columbia Seaplane Pilots Association

401 NW Brynwood Lane

Portland, OR 97229

\$20 **CSPA yearly dues**

Donation to Columbia Seaplane Pilots Association Legal Fund to keep Waterways Open

\$ _____ Name _____

\$500 Address _____

\$250 City _____ State/ZIP _____

\$100 Telephone _____ email _____



Columbia Seaplane Pilots Association
13200 Fielding Road
Lake Oswego, Oregon 97034

—RETURN SERVICE REQUESTED—

