

# On-the-Step

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Newsletter of the Seaplane Pilots Association of Australia



## PRESIDENT'S REPORT

SPAA Membership Renewals fall due very soon. Please show your support for SPAA's good work by renewing your \$25 membership promptly online. If you are having trouble logging-on to the website to do this, please let us know so that we can help!

If you are a non-financial member of SPAA, you can go to our website to restore your full membership. If you are not sure how to do this, please pick up the phone and ask..

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It is great to see that regular commercial Seaplane operations have commenced on the Swan River adjacent to the City of Perth. This has been a long and difficult process. Congratulations and many thanks to the SPAA representatives who have patiently and

persistently assisted with this approval.

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Although the ICON A5 has had delivery troubles, a few new alternatives are popping up in Europe and Russia. One of our SPAA members recently ordered an ATOL Amphibious Seaplane from Finland. This little boat should be an interesting addition to the Seaplane fleet in Australia.!

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Beautiful May weather on the East Coast has developed into a cold wet Winter. The strong winds will arrive soon. Remember that rough air in the lee of terrain can be a significant threat when we are looking for smooth water.



Are you planning a trip to Oshkosh this year? If so, please register your interest with us at [seaplanes.org.au](http://seaplanes.org.au) and consider the benefits of also attending LakeFest at Brainerd in the week prior. LakeFest is a great educational conference with a safety focus. For more details check our website.

*Fly Safely!*  
**Malcolm Burns**  
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# ANYTHING BUT WHEELS

*“Skis and Floats - anything but wheels”, written by Dave O’Malley, gives a great overview of the wartime aircraft not hampered by the need to land on airstrips. Go to the Vintage Wings of Canada website for the full article, it’s a great read.*

Extracts from  
ANYTHING BUT WHEELS  
Fighters on Floats



The Douglas DC-3/C-47, often considered the most important aircraft of all time and in particular of the Second World War, was critical in delivering supplies and personnel on all fronts in every theatre. As the US Navy, Marines and Army began to have success island hopping on their way to Japan, it was thought a heavy amphibious transport would be needed, and the Gooney Bird got the call. Edo, the number one float designers and suppliers in America, designed for the C-47C a pair of one ton floats, the largest they had yet built. Each float was 42 feet in length! To put that in perspective, a P-51 Mustang was only 32 feet long. *Photo: rccanada.cacom*

The Douglas C-47C float plane was a handful to fly—difficult to get off of and land on water. It handled poorly in a crosswind and, as one would imagine, sluggish compared to the wheeled variant. *Photo via 1000AircraftPhotos.com*



The Bristol Bolingbroke was a Canadian variant of the Bristol Blenheim light bomber and patrol aircraft. They were built by Fairchild Aircraft Ltd in Longueuil, Québec. Only a single Mk

III was constructed (RCAF serial number 717). It was taken on strength by the Test and Development Establishment at RCAF Station Rockcliffe in Ottawa. It was immediately modified to a float plane and made its first flight just a month later from the Ottawa River. The scene depicted above looks to be the float plane base at Rockcliffe, with the paper mills at Gatineau belching in the distance. A ventral fin was added for stability after initial test flights, making this photo likely around the time of those first flights. Also, the aircraft and Edo floats look brand new. *Photo: RCAF via WW2Talk.com*

In November of 1940, on floats, RCAF Bolingbroke 717 flew to Dartmouth, Nova Scotia to join 5 Squadron (Bombing and Reconnaissance) for further tests on salt water until February 1941. There are several websites that claim these shots were taken at No. 5 (BR) Squadron in Dartmouth. But 717 was on floats with that squadron from 5 November until February. If this was Dartmouth, it would be likely to be snowy, and it would definitely not have trees in full leaf. This is most definitely Rockcliffe.

The Canadian-built Bristol Bolingbroke was a good looking airplane on wheels, and on floats it looked even better. *Photos: RCAF via IPMSCanada.com*







One Avro Anson (Serial 3168-2RB) was converted in 1946–47 by the South African Air Force to a float configuration to help new 35 Squadron crews convert to the challenges of water operations. The Anson would help the rookie flying boat pilots adjust to taxiing on water before they graduated to the much more challenging Short Sunderland flying boat (one is just visible behind and to the right of the Anson in this shot). 35 Squadron operated from Air Force Station Congella at the Maydon Wharf in Durban. Photo via AirfixTributeForum



The singular Avro Anson (former RAF N4927) equipped with floats is seen in Durban, South Africa's harbour. We can see here the bow-hatch in the nose of the Anson, used for mooring. The gun turret was removed from the aft fuselage and as a result this particular Anson was not flyable and was simply used to teach pilots and crew seamanship and moving about on the water. Photo via saairforce.co.za



The lumbering tri-motor Junkers Ju.52 utility transport was used in all fronts and in all situations—on wheels, skis and floats. As Germany began to lose air superiority later on the war, the Tante Ju (Auntie Ju) became a sitting duck for Allied fighters. Any Ju.52 on floats would not have had a chance without fighter escort. Photo via Pinterest



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What do you know about the two below, manufactured by German company Blohm & Voss.





The editor is embarrassed to have to admit that he has never got along to one of the Wing Over Illawarra airshows, until this year. Boy was I impressed. The size of the crowds and the interest that families and people of all ages took in the static and flying displays renewed my hope that there could be a strong future for aviation in Australia. If only the government could see the light. There was so many aircraft, old and new, historic and not so historic, flying and static, and there never seemed to be a break in the flying displays.

Again, as in previous years, SPAA had a display thanks to the immense efforts of Donna Handley with the support of Bill Handley and Phil Dartnell. A special thanks needs to go to Michelle O'Hare and her mother Norma for their impressive and tireless efforts in selling SPAA hats. In the end we made \$2000 selling hats alone.

One worrying outcome arising from my inspection of the static exhibits is that we may have to change the name of our SPAA conference. It seems a men's urinal company has stolen our name, Splash Down, see photo. Having just watched a TV trivia show I have learned that Splashdown is the portaloos hire company that Kenny worked for in that iconic Australian movie, so we weren't the first to use it. Maybe they could be a sponsor for our next conference.



The aerobatic displays continue to amaze as aircraft and pilots managed to do maneuvers that seem against flying principals, but for me the feature that really left me scratching my head was an aerobatics display in which the aircraft has a smoke generator on each wingtip. Unsurprisingly this left two parallel smoke traces which persisted for several hundred metres behind the plane. What had me stumped was how these smoke trails then slowly formed into multiple smoke rings that then persisted for many minutes., see the photo below. Anyone that can send an explanation as to how these rings form and how they persist for so long would be most welcomed, but a simple, "oh it is formed by the vortices of the wingtips" will not be sufficient.







*The Black Cat is always popular. Not flying this time, but a steady stream of visitors inspected inside and most likely met a grinning John Daley ready to answer questions. John commented on how impressed he was by the standard of some of the children's questions.*

*SPAA hats sold extremely well. Here a dad inspires his children to be seaplane pilots of the future.*



*HARS' fabulous displays were very popular and it was great to see so many young ones keen to get the feel of being a pilot..*





*This has to be the most basic aircraft on display appropriately named the "Breezy". If you want to know what it is like to fly, ask John Daley. There is an amphibious version of the RLU-1 Breezy.*

*Always a crowd favorite. Awesome flying maneuvers and even more awesome sound.*



*"Connie", the Lockheed C-121C Super Constellation, what a beautiful classic.*



*Douglas DC3 (aka C-47, Dakota, Skytrain, Gooney Bird). A well polished classic.*



*Philip Dartnell and Anne Clark kept the merchandise sales rolling.*



# DON'T MAKE IT YOUR FINAL TURN

Increase of STALLING SPEED with increase of angle of bank

The most dangerous phase of seaplane flying could be argued to be turning onto final or any other circumstance when a tight low speed low altitude turn might be attempted. The tragic event over Perth's Swan River in 2017 is the horrific result if it goes wrong. Jack Peters has sent a note to remind pilots about how drastically the stall speed increases with the angle of bank. The story is the same for all fixed wing aircraft. We should have all had this drummed in when we were learning but it is important to keep it in mind every time you are maneuvering at low altitude. Watch your speed on base and final and don't let it fall below 1.5 times stall speed until late final.

When we fly along happy and in full control of our Seareys, lakes or other Seaplanes, we feel confident in our ability to handle any situation.

Are we all aware that whenever we bank our stalling speed increases.

I have given the actual increase from the USAF pilot training manual below.

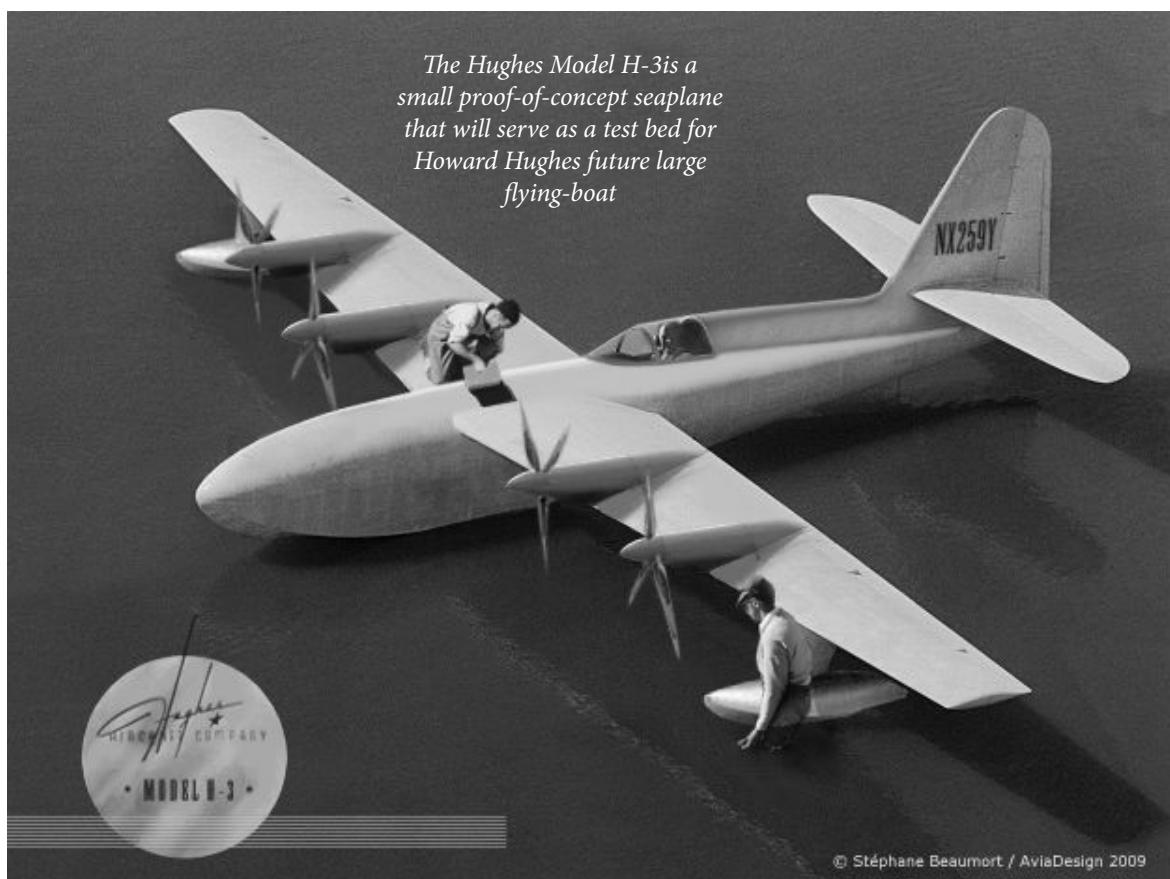
## EFFECT OF BANK ANGLE IN ANY AIRCRAFT

Angle of Bank	Load Factor	Percent Increase in STALLING SPEED
0	1	0
20	1.065	3.0
40	1.31	14.4
60	2.0	41.4
80	5.76	140.0

So we can see that as we bank our stalling speed increases until at 80 degrees angle of bank we could stall at 140 percent of our 1 g stalling speed (in a Searey that could be close to 55 kts) just what you are doing on base.

Think about it every time you fly.

Jack Peters



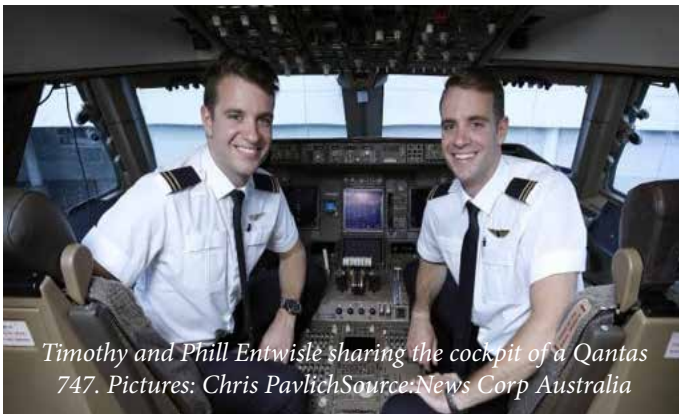




# ENTWISLE TWIN S SHARE THE FLIGHT DECK

*I hope you'll excuse the editor for a bit of indulgence but I was more than a little chuffed to see the children of my very good friend and flying instructor, Jenny Entwisle, on Channel 9 News for what appears to be a flying first. If you need a seaplane connection, Jenny, a SPAA member, holds a floating hull endorsement after feeling she had better find out what risks she had let her former student (me) expose himself to after building his own flying boat. Needless to say she is now a lover of seaplane flying. But one of her greatest achievements has to be raising a great family including her twins, Tim and Phill. Below is the article on the Entwisle twins as presented in The Daily Telegraph (June 9, 2018).*

Passengers were seeing double at Sydney airport yesterday when identical twin pilots Phill and Tim Entwisle checked in before their Qantas flight to Johannesburg.



*Timothy and Phill Entwisle sharing the cockpit of a Qantas 747. Pictures: Chris PavlichSource: News Corp Australia*

Meet the twin brothers who were born to fly. With a Qantas pilot dad and flying instructor mum, it's no wonder Phill and Tim Entwisle are now both pilots. And yesterday the identical twins shared the cockpit of a Qantas 747 for the first time.

The 30-year-olds are both second officers, with Tim a regular pilot on the 14-hour flight to Johannesburg and Phill in the final stages of his passenger flight training.

"It's more or less me showing him the ropes," Tim told The Saturday Telegraph.

The brothers have shared the controls of smaller planes before after mum Jenny taught them to fly.

"We both had an interest in aviation from a very young age, and I think that ... brought to life the possibility we could both sit up the pointy end of an aircraft," Phill said.

"Mum taught us to fly, I was a bit apprehensive at first because she also taught me to drive and we didn't see eye-to-eye."



*A decade ago ... flying lessons at Bankstown Airport in 2007. Mother and instructor Jenny, inset*

Dad Roo surprised his sons by flying with them yesterday.

"It's a special moment and I'm glad Dad can share it with us because he used to fly this jumbo," Phill said.



*Growing up, Tim and Phill often flew small planes together.*

***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.***



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

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