

Issue 53
July 2019

On-the-Step

Newsletter of the Seaplane Pilots Association of Australia



PRESIDENT'S REPORT

At our 2019 AGM, SPAA Treasurer Wendy Robinson stood down after years of excellent service to the Seaplane community. Many thanks to Wendy, and also to Bill Coote who has agreed to take on the role. I look forward to working with the new Committee in the coming year, for the benefit of all Seaplane Pilots in Australia.

- \$ -

Participants at our recent SPAA 'SPLASHDOWN 2019' Conference at Rathmines agreed resoundingly that it was a great success. Speakers from around Australia and from overseas converged on our SPAA headquarters for an educational and enjoyable get-together. One of the highlights was a visit to Rathmines by a Darwin-based Paspaley G-73AT Mallard. This beautiful flying boat took hundreds of Catalina Festival patrons for a joy-flight around scenic Lake Macquarie. What a great way to encourage the general public to appreciate our unique style of aviation!

- \$ -

Events organised by SPAA incorporate a money-back weather guarantee for those members flying in. We don't

want to see our members pushing on like Superman in bad weather. Please keep this in mind when travelling to or from our events.

- \$ -

SPAA member and floatplane instructor Judy Hodge fought bravely against cancer, but peacefully succumbed in late May. Her generous spirit was celebrated by all the friends who met to remember her at Lighthouse Beach near Port Macquarie in early June. Judy lived her dream with enthusiasm, and cared deeply for her students. She offered the opportunity for many to gain the expertise to pursue a career in Seaplane flying. She will be sorely missed.

- \$ -

SPAA is in good shape, but we always have lots to do. If you would like to help our organisation in any way, your assistance and suggestions are always welcome.

- \$ -

Many of our members recently updated their \$25 annual SPAA membership. If you encounter any



difficulty renewing your membership please contact us at info@seaplanes.org.au for advice.

- \$ -

Donna Handley, often referred to as "Dynamo Donna" because of her boundless energy in organising SPAA's social events, has taken a well earned break from her role as Social Secretary. Her efforts in that role have been greatly appreciated by our members and will be greatly missed.

- \$ -

Fly Safely!
Malcolm Burns
0448 744 763
Rathmines NSW

SPLASHDOWN

2019

Malcolm Burns

Delegates at 'SPLASHDOWN 2019' in mid-May were blessed with beautiful, fine weather and moderate temperatures at Rathmines on Lake Macquarie. The change of date for our biennial SPAA Conference eventuated because of revised timing for the Catalina Festival. This avoided the hot and stormy conditions that had prevailed in previous years. It was a nice long weekend, with lots of fun mixed in with important education.

Private Seaplane owners and pilots were joined by commercial operators from South Coast Seaplanes and Paspaley Aviation. This added a new dimension and a professional edge to the Conference. Everyone who chose to take a ride in the Paspaley Mallard was thoroughly impressed by its outstanding performance.



Tim Gilbo from South Coast Seaplanes spoke about some of the trials encountered by his company when setting up his AOC and commencing floatplane operations. This helped our pilots to understand how delicate waterways access negotiations can be, and how important it is that we all 'fly neighbourly' on our waterways. Tim also managed to take a lot of passengers on scenic floatplane joy-flights before his departure from Rathmines to Moruya in the Maule.

Daniel Bolton from Paspaley Aviation delivered a challenging and very well-targeted Keynote Speech on how to correctly set up for water landings with an amphibious aircraft. He certainly had the entire audience wrapped around his little finger, waiting for his next word.

CASA and RAAus were very well represented by Teraya Miller and Jill Bailey. Many thanks to Teraya and Jill for making the time to be involved with our SPAA Conference.

Conference Delegates Mark O'Halloran, Rohan Whittington and Ben Hunter spoke about the benefits of their existing Piper, EDRA and Progressive Aerodyne aircraft types. This was a great way to hear about the fantastic designs that already exist. It was also great to hear about the personal experiences of our incredible and talented SPAA members.



Representatives from overseas manufacturers presented vital information about new types such as the AeroVolga Borey and SeaBear, ICON A5 and OXAI Skywave. Special thanks must go to Sergey Araslanov who travelled all the way from Kiev to speak to SPAA members about Seaplane developments.





around the world, including the new AeroVolga Borey. Michael Smith reminded us of the planning he undertakes prior to attempting a new flight, or buying a new aircraft such as the SeaBear. Oliver Xu from OXAI drove all the way from Victoria to show us how the new Chinese Skywave prototype program is progressing, and Journalist Paul Southwick arrived briefly by Seaplane to talk about his experiences with the revolutionary ICON A5.

Importing an aircraft from overseas is not always a simple process, as RAAus Instructor James Stewart reminded us when he recounted some of his own experiences. Meanwhile, Aviation Law Specialist Spencer Ferrier left us all curious about some of the implications of flying alongside another pilot.

Fred Diacci captivated the room with his explanations of corrosion theory, and his excellent practical advice on how to treat corrosion. Ashley Campbell's HUET presentation helped us to understand the importance of proper training for inverted underwater escape. Thanks Ashley! Chad Banfield arrived just in time to talk about the different ways various States in Australia view Seaplane activity, and Chris Hawker presented an interesting talk about one of Australia's very first Seaplane Pilots, the great Harry Hawker.

Many thanks to everyone who took the trouble to travel long distances to attend, and the many volunteers and speakers who helped make the SPAA Conference such an incredible event.



And a lucky few flew with the Paspaley Mallard from Darwin to the conference, or the return flight at the close of the conference.



LAKE BOGA SPLASH IN AND AIRSHOW

16 March 2019

The Lake Boga Lions Club Airshow and Splash-In held on Saturday the 16th March celebrated 77 years since the start of the wartime flying-boat repair depot (1FBRD). They were blessed with perfect weather. Sadly the same cannot be said of the east coast region where many of our members reside. Non VFR conditions persisted there for most of the weekend. Consequently relatively few members were able to make it to Lake Boga. However those who did were treated to a thoroughly enjoyable weekend.

Social secretary Donna Handley did all the organising from afar but was unable to make it to see all her good work come to fruition. However her "On Site Representatives", Raelene and Mark O'Halloran did an absolutely superb job of looking after everyone 'on site'.

For Association members the festivities started Friday evening with informal drinks and nibbles hosted by Raelene. This was held on the lawn in front of the water ski club overlooking the almost glassy lake. Probably not the best to land on but very pleasant to look at while the sun sank slowly in the west. Just as the sun was almost finished sinking, a rescue boat appeared in the form of our dinner cruise boat laden with supplies and ably skippered by Mark O'Halloran.



Program Cover

So it was all aboard and we gently motored out on to the lake where there was barely a ripple to upset whatever was in our glasses. Raelene and Mark did a great job of making sure no one went hungry. The food and the view were just superb.

After everyone was well and truly up to MTOW, Mark motored us over to the eastern shore where we disembarked (some with difficulty) and he showed us his pride and joy in the form of his recently completed Piper Tri-pacer on straight Edo floats. It looked quite unreal in the artificial lights of the hangar sitting high up on its launching trailer hitched to an appropriately large tractor. I will probably receive hate mail from other Tri-pacer owners when I say that the Tri-pacer



Start of another perfect day

definitely looks better on floats than on wheels. My only defence is to say that in my view most aircraft do. Following a suitable inspection we returned to our boat for some further pleasant cruising and took care of some of the leftovers. The evening seemed to end too soon and the Captain dropped us off at the jetty near the museum.

Saturday was airshow day and another perfect day weather wise. Paul Bennet and his team together with aircraft from Temora put on a great display under clear blue skies. On the ground there was plenty to see and hear with engine runs, food stalls and music, not to mention a visit to the museum itself. The cafe at the museum now usually operates 7 days a week and is definitely worth a visit.

The airshow program from the morning was repeated in the afternoon so if you missed anything you had a second chance to see it. The only exception being, we heard later, that the P40 Kittyhawk had a bird strike, a pelican no less, while returning to Swan Hill after its display run in the morning. Luckily not too serious but it wasn't able to fly again during the weekend. Crowds were hopefully up to museum expectations, the caravan park was booked out for the weekend, so I hope it was financially worthwhile for them.

After the show the lake was again available for public use and many made good use of it. Mark was soon flying his Tri-pacer and what a great performer it is. Mark says the secret is the seaplane prop and I would have to agree. Mark was generously offering flights to anyone interested and I for one was not slow in coming forward. All too soon it was close to last light and the bar at the water ski club was open: What is a

bloke to do?

Another round of drinks and nibbles and a fabulous meal had been arranged for SPA members this time on the upper deck of the ski club overlooking a piece of paradise.

Live entertainment in the form of well known songs beautifully sung accompanied by ukuleles. (No thumping disco music here). This was provided by friends of Mark and Raelene. Sadly again the evening seemed to go by too quickly. The next day, Sunday, it was time for many to say goodbye although some were able to stay longer and enjoy paradise for another day. The lake was visited several times by the Avenger doing joy flights out of Swan Hill.

SPAA members present with aircraft included Mark O'Halloran (Piper Tri-pacer VH-PIB)

Bill Holmes (Aircam VH-OMZ), Grant Farrow (Rans S7 Courier VH-WET) and Dave Marshall. (Piper Cub VH-PXQ). Apologies for anyone I have missed.

The Lake Boga Lions Club are to be congratulated for their efforts over the weekend. It is no small task to arrange a show of this sort. I believe the next airshow they may hold will be to celebrate 80 years of 1FBRD. This would be in 2022. However I hope the Association is able to return each year in March for an annual Splash-in. At that time of year the weather is usually perfect in paradise.

Again thanks to perfect hosts Mark and Raelene O'Halloran and Donna Handley who arranged it all albeit from afar.

Dale Castle

Mark O'Halloran's Tri-Pacer





Grant Farrow's Rans S7



Mark and his Tri-Pacer



Bill Holmes enjoying Lake Boga in his Aircam



Dave Marshall's Piper Cub



High and dry. Mark's Tri-Pacer on its trailer

Some of the crew



*Dave's Piper Cub Photographed in March 2017
at Boga (Tough life eh!)*

Paradise





A Celebration of life Judy Johnson

Judy passed away on Saturday May 25th 2019 after a 2 year battle with cancer.

Passionate about seaplane flying, Judy operated Port

Macquarie seaplanes, running scenic flights and seaplane endorsements, also proud member of the Australian Seaplane Pilots Association.

I wish I could say a new Judy better, our flight paths only crossed a few times, knowing Judy you quickly fell in love with her wicked sense of humour, always finding a funny side to any story.

A role model in many ways! A beautiful human being with intelligence and courage. She was an inspiration especially to the female flying fraternity and her pink Captains epaulets were very special to Judy.

Early on Judy worked as a real estate agent but that was not a passion it was a means to help pay for her flying lessons.

One very memorable moment on the waterfront was the day Judy walked up the ramp dripping wet after falling off the float plane, while arriving for the first flight of the day. She was quite pleased that no one saw this, but unfortunately for her, checking the security cameras and finding the whole thing was recorded! It was hilarious to watch. One of Judy's favourite sayings was "Not my circus, not my monkeys" ...

The day of the service Port Macquarie airport was a very busy place, with aviators flying in from all over Australia to pay their respects. There were groups from Darwin Sydney Brisbane and Bathurst.

Judy's service was held on the beach at Port Macquarie, the invitation asked for pilots to wear their favourite aviation outfit. Everyone at the service removed their shoes and socks in respect for Judy's barefoot seaplane adventures.



A large crowd congregated on the beach, just as the service started her little Cessna seaplane over flew as to say goodbye, the tears fell from the skies and our faces, Now Judy has and earned her angel wings it was goodbye to our good friend.

The wake was at an industrial shed used for youth groups that Judy was involved with, it had a real aircraft hangar feel about it.

The following day we all departed Port Macquarie but not before a quick fly along the beach to say our last goodbyes.

***RIP
and fly high
Judy.***

*by
David Geers*



THIS IS YOUR LIFE.
DO WHAT YOU LOVE,
AND DO IT OFTEN.
IF YOU DON'T LIKE SOMETHING, CHANGE IT.
IF YOU DON'T LIKE YOUR JOB, QUIT.
IF YOU DON'T HAVE ENOUGH TIME, STOP WATCHING TV.
IF YOU ARE LOOKING FOR THE LOVE OF YOUR LIFE, STOP;
THEY WILL BE WAITING FOR YOU WHEN YOU
START DOING THINGS YOU LOVE.
STOP OVER ANALYZING, ALL EMOTIONS ARE BEAUTIFUL.
WHEN YOU EAT, APPRECIATE
LIFE IS SIMPLE. EVERY LAST BITE.
OPEN YOUR MIND, ARMS, AND HEART TO NEW THINGS
AND PEOPLE. WE ARE UNITED IN OUR DIFFERENCES.
ASK THE NEXT PERSON YOU SEE WHAT THEIR PASSION IS,
AND SHARE YOUR INSPIRING DREAM WITH THEM.
TRAVEL OFTEN; GETTING LOST WILL
HELP YOU FIND YOURSELF.
SOME OPPORTUNITIES ONLY COME ONCE, SEIZE THEM.
LIFE IS ABOUT THE PEOPLE YOU MEET, AND
THE THINGS YOU CREATE WITH THEM
SO GO OUT AND START CREATING.
LIFE IS LIVE YOUR DREAM,
SHORT. AND WEAR
YOUR PASSION.

Judy's service was held on the beach at Port



Told her I was a Nose Wheel Pilot

SHE SAYS WE SHOULD BOTH SEE OTHER MEN
I knew Searey pilots were something special.



It can't be said too many times

WHEELS UP FOR WATER!

Recite it aloud on base and final every time you are landing on water. Forget to and it could be fatal.

Above is a photo of a floatplane that crashed into the waters of Prince William Sound Alaska in May 2019. The crash killed a 75-year-old, who became trapped in the plane, authorities say. The pilot and a passenger survived. The photo shows what probably happened: The Cessna A185F Skywagon flipped over after its still-extended wheels caught the surface of Cascade Bay.

March 2019, a seaplane crashed in the Auckland harbour, nose-diving into the water. Fortunately no deaths but the cause of the accident is obvious. The pilot made it out safely and is in what paramedics described as a “moderate condition”.



June 25th 2019, an Icon A5 crashes when landing on Okanagan Lake, British Columbia. Pilot and passenger were taken to hospital with non life threatening injuries. Wheels?



A Sunriver pilot died in June 2019 when his amphibious float plane, a 1997 Maul M-7, crashed into the Deschutes River, Oregon USA, shortly after takeoff and overturned. His passenger, a 69-year-old Sunriver man, was able to escape the aircraft.



Helicopter Underwater Escape Training

Some questions to ponder!



NO, we don't fly helicopters! But as a seaplane pilot, have you ever thought about doing an underwater escape training course. If the thought has crossed your mind, perhaps a "HUET" course might just save your life, and also your flying partner, when the worst happens.

We don't like to contemplate that, do we?

I write this as someone who regularly transfers by helicopter to and from my ship (usually) offshore Western Australia. It's a pretty cool way to get to work and I never tire of watching those big beasts arriving on our helideck. The vibrations carry through the ship as far as our Engine Control Room well below. I also see many Airworthiness Bulletins in the CASA mailing lists, which plant a small seed of concern in my mind! So I take participation in the HUET corse very seriously.

The outcomes of an offshore helicopter ditching are not always positive. So, all personnel doing regular transfers offshore are required to do HUET training. Few exemptions are possible nowadays and as a company requirement for employment, the company bears the cost of training. Lucky for some!

Is it worth doing HUET training as a Seaplane pilot?

Yes, I would say.

Having experienced being underwater, inverted in a controlled environment, will give you some confidence to survive, should you find yourself in that situation. The training situation is carefully managed. If you have done some scuba diving, then the sensations won't be too different. If you're not so confident with the idea of unusual attitudes underwater, then rest assured that the training crew will lead you through increasing levels of difficulty, until you are comfortable and can accomplish the scenarios.

They won't just throw you into the deep end! Inverted!

And the rescue divers will always be close at hand to guide you to safety if needed. (They seldom need to assist anyone.)



It feels good to do the course – it is outside of most peoples comfort zone and is quite a buzz to complete.

Should your flying partner do the course too?

Only if you value them as much as yourself! I have promised my wife Jill, that she will be doing the course when I have completed my Searey build (she may have a little while to wait!). Can you imagine surviving a seaplane accident, thanks to having completed a HUET course - but your partner does not?

Anyone who flies regularly in a seaplane would benefit from the HUET course.

Where can I do the course?

The large RTO's offer courses suited and priced for the offshore industry.

Places on these courses are also available to individuals.

- ERGT \$880 - 1 day
- IFAP \$820

Other trainers -

- Westpac - Lifesaver
- RHO Aviation - Garbutt (Townsville)
- ACE Training - Bankstown \$750
 - See the July 12th post on the SPAA facebook page.
 - <http://www.acetrainingcentre.com.au/>
- Lifeflight - RACQ

We pay insurance on our house, house contents, motor vehicle, aircraft, life!

Is HUET course a good investment in ensuring our survival, in the case of an accident?

That is for you to decide!

????



Wallis Island Airfield Now Open

Forster, the popular holiday and retirement town on the mid-North Coast of NSW is sandwiched between the beautiful blue ocean, a favoured whale spotting region, and the clear waters of Wallis Lake, renowned for its oysters, fishing and boating. Just a few kilometers west of Forster lying low in the waters of Wallis Lake is Wallis Island. Probably because of its flatness and close proximity to Forster, Wallis Island was selected as the location for Forster's airport. I am not sure when it was first created but records show it existed in the 1950's.

Airlines of NSW as well as other small airlines ran DC3 services from Wallis Island through the 60's and you can see from the photos that Air Great Lakes operated PA-31's and later Embraer EMB 110. Records of commercial flights to Wallis Island appear into the early 1980's. In recent years the airfield has fallen into disrepair and was closed.

In February 2018 the airfield was purchased by John and Roberta Tkalec who have been working hard to develop it into an attractive strip to visit for picnics, overnight stays, fishing and much more.

John and Roberta are holding regular sausage sizzle fly-ins and in June held its second fly-in attracting 32 aircraft and a number of parachutists.

As for seaplane flying, Wallis Lake provides a wonderful playground for responsible pilots, flying neighbourly and since most of our seaplanes are amphibians you can always take a break and land on Wallis Island for a picnic. The airstrip (YFST) 05/23 1500 grass/gravel, right hand ccts on runway 23.



Settled in the beautiful Wallis Lake



Airfield owners, John and Roberta Tkalec.



The passenger launch MV Julie taking on passengers bound for Wallis Island Airport in order for them to take a flight to Sydney, 1963.



Up to 32 aircraft attended Wallis' 2nd fly-in.



A DC3 operated by Airlines of NSW on the apron of the Wallis Island Airport terminal, 1963.



Up to 32 aircraft attended Wallis' 2nd fly-in.

While on the subject of Wallis Lake, its immediate neighbor to the South, separated by just 3km, and sitting on top of the extensive Myall Lake system is Smiths Lake. Like Wallis, Smiths Lake is no stranger to commercial aircraft flights. The great Sandringham flying boats operated by Ansett Airlines were frequent visitors to Smiths Lake in the 1960's. Hired by property developer Charles Degotardi, they were used to fly prospective purchasers from Rose Bay to his Smiths Lake development. Some reports suggest that the flight up was at no cost but the return flight was only offered free if you had placed a deposit on a block of land.

Whether it was as a result of these flights to Smiths Lake is not clear but according to a report of a flight by Ansett Sandringham VH-BRF in March 1972, Smiths Lake was the only diversion water "airport" available for the flight from Rose Bay to Lord Howe. Below are some old photos of Ansett flying boat operations on Smiths Lake probably in the 1960's. Those who have visited the Frothy Coffee cafe at Smiths Lake (some of the SPAA splash-ins has lunch there) may recognize it in one photo.



KEVIN BOWE



In the late 1940s a little boy visiting his grandmother in Newcastle would walk up a dry watercourse to the Broadmeadow Airfield and hang over the fence for hours watching the Tiger Moths. One of the pilots offered him a flight if he came back with his mother's permission. Unfortunately that wasn't forthcoming. Then at high school he would hear the Sunderland Flying Boats thundering overhead on their way to Lord Howe Island. His love of flying now became a love of seaplanes.



Whitsundays 1973



Kevin & Sue's first Lake Buccaneer in the Whitsundays

Kevin attained his Commercial Pilot Licence in 1966, but not his first Buccaneer until 1973. On a boating holiday in the Whitsundays the year before, he had met John Mountney, the owner/manager of Happy Bay Resort. He was a private pilot and many hours were spent over a beer talking flying.

When Kevin asked why there were no flying boat services in the area, John answered that he didn't know and said "Why don't you start one?" He said that he couldn't give any financial help, but he could give a lot of help in other ways. So the seed was sown and a lifelong friendship began. After many rejections, a finance company was finally convinced to take a chance with the new venture. The sale of two cars provided the deposit and the worldly possessions of two young people fitted into a small plane that headed north.

It was Good Friday, 1973 when Kevin flew VH-ETY, his first Buccaneer to Happy Bay and began Air Whitsunday. True to his word John provided accommodation and guidance at the resort, but more importantly introductions to all the other Resort Managers and encouragement to give this young fellow a go. This was invaluable and, having proved his skill and reliability and the safety of the little seaplane, Kevin's new service became very popular and before long another aircraft and more pilots became necessary.



Whitsunday Seaplane Crew, 1981

Air Whitsunday went on to become the largest flying boat service in the southern hemisphere and grew too big for the island and moved to Whitsunday Airport at Shute Harbour. Before expanding to larger aircraft in 1982, there were 5 Lake Buccaneers flying passengers from Whitsunday Airport and the islands to the Great Barrier Reef. Although Kevin sold the business in 1988, Air Whitsunday is still operating today using Beaver Floatplanes and Cessna Caravans.

Having endorsed most of the pilots who passed through the business, Kevin knows the importance of good seaplane training and continues to pass on this valuable knowledge to a number of today's pilots. Many of these are older pilots who want to experience the freedom of water flying and have the time and money to live their dream. These are

some of the pilots who are the “Flying Buccaneers”.

When Kevin talked about starting a seaplane business in the Whitsundays, the concept was very fanciful to Sue. She had grown up on a rural property, trained as an infants teacher and had taught at a small two teacher school at Billinudgel on the far north NSW coast. She then moved to the Gold Coast and began working for the accountant in a Real Estate Company. This was fortunate, because at least she learnt how to reconcile a bank account and the difference between a Profit and Loss Statement and a Balance Sheet, all of which would be put to good use in those days of manual bookkeeping.

It was a big step to leave employment, sell her car and fly north, having already learnt that flying in small planes can be very uncomfortable. But she had decided to let Kevin “get this thing out of his system” and that they would then return and get “real jobs.” She had been offered waitressing work at Happy Bay Resort and felt that this would support them for the duration. The monthly Hire Purchase amount for VH-ETY was \$615.40, a figure that she can still easily recall because she was never comfortable until that amount had been taken for the month, whether it was in the first couple of days, or in the case of the monsoon months, the first couple of weeks. Never mind the fuel, maintenance and insurance costs. If that amount was in the bank they were right for another month!

The fledgling business was so successful that she never did need to waitress. But she did become a dab hand at refuelling, checking fluid levels, replacing bungs, greasing bearings etc. as well as selling flights, answering the phone, ordering parts and running the office. It wasn't long before it was obvious that Kevin was the one having all the fun!

(But sitting under a windsock with “Scenic Flights” printed on it on the Hayman Island beach talking to customers and loading the seaplane for flights wasn't all bad.).



Taking Air Whitsunday guests exploring the reef.



Kevin at this year's SplashDown Conference with his two favourite aircraft. He purchased and flew the Mallard out from the USA, and his last seaplane, his beloved Buccaneer.

Those that attended the SplashDown Conference would remember the excellent presentation given by Sergey Araslanov from Aerovolga in the Ukraine. Sergey produced a video showing some of the seaplanes he saw at the conference. You may like to have a look at it at the Borey Amphibian Facebook site, <https://m.facebook.com/Borey.amphibian/>, or on Youtube at <https://m.youtube.com/watch?t=36s&v=VdnC5JGEFnQ>. Sergey can be contacted on email at aviajournal.aon@gmail.com

REMEMBER THE “BREAKING BAD” SEAWIND

Philip Dartnell has reported on a recent find he made

A very sad “Breaking Bad” Seawind sits forlornly on the grass at Camden wondering what happened to its glory days as the fastest ever amphibian.

You may remember this aircraft hit the headlines a few years back when it was left abandoned on a small beach at Patonga up on the Hawkesbury River (see the last photo). It was then revealed that the owner was involved in real-life Breaking Bad (after the TV series) drug related crime. Sadly this is the condition it’s now in, no engine and mould growing on much of the airframe.

I was fortunate enough to go for a ride in this very machine when it was owned and operated by Perry Taylor up on the Queensland Sunshine Coast back in the mid 2000s. Perry was expert at taking this (once) amazing machine to all different parts of Australia and exotic locations such as Lord Howe Island & even Fiji. It’s very sad to see it in such a poor state but thought some of you maybe interested to know what had become of it. Haven’t checked the register to see who the owner is now, but it certainly doesn’t look like it will be flying again anytime soon..



FOR SALE – CESSNA 180 PLUS

Unfortunately, at 96 years of age I find that I may no longer pilot my C180 – VH-BNJ either on its EDO straight floats or on its normal land undercarriage wheels.

The aircraft is in “Brand new” condition. SIDS and 100 hourly maintenance completed. It has a factory Wing Extension Kit outperforming a normal C180. It is fitted with Vortex Generators and with VHF Marine Radio as well as Aviation VHF.

Although VH-BNJ is fitted with EDO straight floats it is not amphibious. However, the normal wheel undercarriage is available and included in the price.

Price is \$130,000.

Philip W Dulhunty
6 Bay Street
Greenwich 2065
9418 3881 Bus
9438 2720 Pvt 0413 431 441 Mob



Editor's Note: How many of us can only hope to be still able to fly into our 90's. You're an amazing man Phil.

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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