

On-the-Step

Newsletter of the Seaplane Pilots Association of Australia



GETTING TO KNOW OUR PRESIDENT

Wayne Inglis, SPAA's President for 2022-2024, first started flying in the early 70's with the Griffith Aero Club training under GA for his PPL. At the time a number of Aero Clubs in the Riverina area were running a competition after logging only 8hrs he was voted best student pilot in the Riverina and awarded a full scholarship to complete his PPL.

At the time Wayne operated a security service in the Riverina. Over a 3 night period 2 separate attempts were made on his life luckily the worst was only a bullet graze to his arm, he felt that given the circumstances he was unable to continue his flying so Wayne donated the scholarship back to the Club.

Wayne's background spans engineering, hospitality, diving and tourism and he has been a skipper and diving instructor for over 20 years

Wayne began professional diving in 1980 and then dive instructing in '82, in 1984 Wayne moved to Cairns where he continued his diving career until 2002. During that time he was President of the Peak Body for Dive

Tourism in QLD for 7 years and Vice President for the National Peak Body for 3 years he was also President of the Inaugural Dive Festival he was also involved with a number of Govt. Workplace Health & Safety committees.

It was a very long hiatus but finally Wayne started flying again from scratch but this time under RaAus in 2021. He joined SPAA and attended the 2021 AGM held in the Whitsundays, where he joined the committee and quickly made a name for himself as a goal-oriented and well-connected member of our Association.

Wayne bought a Searey in November 2021

Entrepreneurial by nature, Wayne is looking forward to steering SPAA in exciting new directions.

Wayne states that his main focus is on;

- Increasing Member Benefits, the old "what's in it for me" he says there has to be a value to the member a "Bang for the buck" where your membership fee actually saves you money, such as



up to 20% reduction on insurance premiums

- Bring back the Fun and the Camaraderie, since COVID there hasn't been much Flying for Fun hardly any fly-Ins or weekend get togethers. The aim is to set up more localised fly-ins more regularly.
- To fulfil the role of advocate for both private and commercial aviators.
- To expand training options around Australia for water endorsements
- Grow the Membership by achieving the 4 aims listed above

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It seems all too soon, but Christmas is almost upon us again. May you all have a great Christmas and much happy flying in 2024.

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Fly Safe & Wheels Up for Water



G'day fellow salty aviators, and those whom survived the inaugural pilot skills camp.

Survived, being the operative word as against the blue skies and warm shallow waters of Wallis lake we were meet with 23 Knot Northerlies that threatened to wreck the weekend if not an unwary aviator. However to there credit all survived and is a testament to their stick and rudder virtues.

Alas the organiser and non other than this author almost came unstuck with no less than a CFI in the right seat with observing with clenched jaw and buttocks.

The weekend started out on Wednesday for' moi " tottling along from the Gold Coast with a lovely 15 Knot tail wind on;y to be punished with the maligned trip around the backend of Evans head R638. Well themss the Swings and Road abouts, what the sky gods giveth they take away. A quick refuel with the ever reliable Ross at his "Gladstone Play Station" and arrival at Maitland with a hanger spot for the night.

Following morning after a slight brake issue resolved, we headed for a few laps off the Rathmines Water ALA to refresh the skill sets of our newest members Jock and Louise and overnighing at their beautidul new waterfront abode on North Arm cove now christened seaplaners paradise.

Friday saw two Super Petrels flight planned and nicely expedited straight thru Willy Town CTR and some playtime at said North Arm cove, then Off to Wallis island to meet up with the recently arrived David Geers in XWW mark2.

Wallis island has remarkable history with The local council constructing the field and hosting Butler Aviation and its DC3 to provide commuters to Sydney and the well heeled Sydney elites upto their weekend lodgings in Forster back into the 1960s. The runways is now privately owned and for a reasonable fee access is easily gained.

Transport to the mainland (Forster) is via a local island resident Neil and his flat bottomed punt and he wasn't shy in giving it the juice for a short trip of 10 minutes.

Once landed we had 5 minute walk to our lodgings in the Wallis & Forster motel and with gear dumped we headed straight for the pub for the first of a few beers and light meal to finish the day.

Saturday morning and with deceptively calm winds we headed out early grabbed a quick café breaky and a 10 minute walk to our ride back to the island with a couple of fuel bags on board.

Within 30 minutes were airborne and winging over the sparkling water of Wallis lake to the training camp. The local sailing club were very welcoming and allowed us use of the beach with soft white sand and shady trees.

Ross my fuel saviour from Gladstone playstation arrived in his beautiful cherry red and rare factory built Searey with a student as a passenger and after a few introductions we launched into the training schedule.

Our first task was to work up some circuits and at the get go all went well but within half an hour the wind had picked up to the forecast strength and being in the shadow of the headland we had some rotor turbulence, thus the challenge was thrown down to improve stick and rudder coordination.

No one complained, in fact it was agreed that this was an ideal opportunity to work hard on our final approaches.

A short break for lunch and I demonstrated anchoring techniques and then after one more lap I tried out the emergency stop method I have developed for flyers whom have misjudged their landing run. (Me, needs improvement on the execution)

The wind finally winning the contest over our concentration and energy levels, we called an early day and head back to the field. With the planes put to bed were back on the punt hammering our way back thru the chop to the motel. After a foot mounted exploration of the town we settled on a beach side Italian restaurant " The Sicilian" (no mob jokes please) and we reserved the only table left , outside in a somewhat windy and slightly sea spray swept terrace, ahh, beggars cant be choosers.

Back in the motel we scrubbed up and donned our worst





party gear and headed out to the restaurant.

The restaurant was fully booked and that can only mean it has great menu. Starters shared, meals consumed, wine gargled we enjoyed tall stories and dirty jokes as only seaplane salties can relate.

A slightly later start Sunday morning to clear the heads and leisurely breakfast at the Paradise Marina café, looking over the pristine waters and watching the ducks compete with the fish for scraps under deck.

Loaded up again with fuel bags and baggage we headed back to island and packed the planes up for one more session at the sailing club.

However, my little Super Petrel 7997 had other ideas...

With my CFI passenger strapped in we taxied to the runway went thru the full run ups and lined up after the preceding Super Petrel of Jock Folan, we throttled up and barrelled down the runway Ts and Ps in the green airspeed alive, we lifted off as expected and wrapped the gear up once the runway disappeared from sight under the nose.

At 200 '...it happened.. cough cough, rumble rumble the rpms dropped, immediately I pitched the nose over, ... switches, fuel pump and mags, 4500 at full throttle and the engine banging away unbalanced. Oh dear (s.t), well the water is 300 meters away so we swooped down and pulled off a greaser which only comes off when you don't care how you land as long as only the bottom bits get wet.

The CFI didn't utter a word, and that can have two meaningsI'll take it as he was impressed with my skilful handling. But in reality more so he was grateful not to be up to his a..... in leaves and twigs.

I switched off and coasted to a stop, but too far and deep from the beach. Restarting the engine it came alive with a smooth purr. Humpphh typical.

Some high plow taxing and we had some faith the engine would work at least to step taxi across the lake or at best low level flight to get to our ground crew to sort the problem.

Ahh !!! the sky gods they give and take ...

The take-off was a mash up

Slightly downwind and with a boat wake crossing our path and to compound it, I had run out of 3M prop tape that morning so I was naked.

Being heavy we punched thru some bad wash and I heard the prop eat a ton of water, I felt the vibration instantly but

we were off and climbing.

100 feet and 2 miles later we landed at the sailing club. Threw out the anchor and chain and hoped out to inspect the damage

Yep!! the prop had some big chips out of it.

First things first, what's with the donk, I pulled the cowl and standing in calf deep water stripped out the carbies and found the culprit a tiny bit of black something about 1mm long in the fuel bowl. Washed out and reinstalled, I had confidence, I may have a working engine.

I turned to the prop this is bigger issue, but after 13 years and 1000 hours im getting to trust my infield fixes. With my not so secret prop repair concoction at hand, the damaged blades were restored to a somewhat aerodynamic shape and with a quick trip to Bunnings Aerospace for some proprietary surface shaping tools (600 grit sand paper) I felt confident that I could give it a test fly.

With tools packed away and the anchor washed and loaded I mounted up and tried a couple of laps on the water in step taxi mode.

It worked perfectly

Advising my intentions to head home I submitted a quick flight plan through NAIPS, bade the crew farewell and took off for a couple of climbing circuits within sight of the sailing club beach. Strangely the engine and prop seemed to run better and smoother than before and I felt confident I could try for home.

Three hours later and with wheels on the ground I could relax, wash my little seabird and put her to bed.

On reflection the weekend didn't go exactly as planned but we have a start and it is with satisfaction everyone that attended were wholly supportive and are looking forward to the next camp 15-17 th March 2024. Aside from the wind it was agreed that Forster is a fantastic location and with such convenience between airfield, accommodation and food, the lake has many wonderful attributes and is a seaplane pilots haven.

Lets see you at the next camp

For me, another adventure survived, lessons learned, skills polished, friendships made and sealed and memories entrenched for life.

Makes you wonder how the land lubber pilots tolerate their boredom.



Almost by definition amphibians have retractable undercarriages, however there are some significant differences from the average land-only retractables. Getting the undercarriage position wrong in an amphibian can have fatal results if you are alighting on water. On the up side, amphibians generally have their propellers placed high relative to the airframe so that if you land on solid earth with your gear up, the result is likely to be minor damage to the fuselage underside and a very damaged ego. No prop or engine damage.

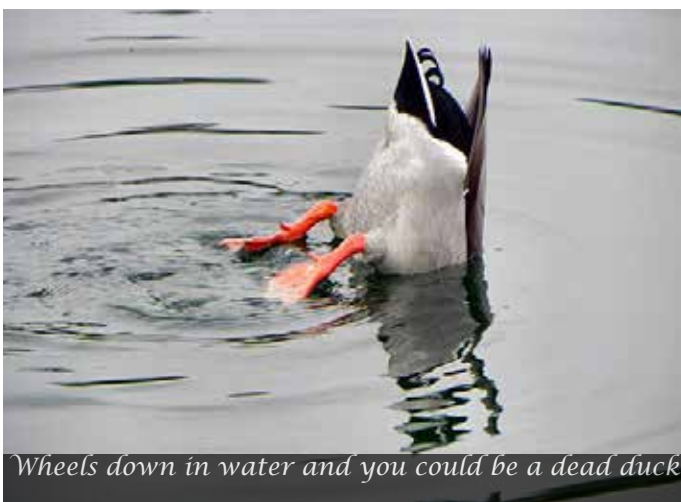
There has been several incidents of amphibians doing wheels up landings in recent months and, while no serious damage has resulted to aircraft or persons, they ring warning bells of what could have a very serious ending.

If we are honest, many of us have probably had a time when we discovered late in a circuit, that our undercarriage was

in the wrong position. Barring a mechanical failure, such an event boils down to poor pre-landing checks. It's all too easy to slip into missing checks, or doing them without thinking about what you are checking.

Talk to an instructor, but the advice I received was to do checks on late down-wing, base, and final. At each check, vocalise your checks, aloud. Touch and visually confirm each check. If you are able to sight your undercarriage, confirm its actual position, at a minimum touch and confirm the position of your selector and the state of your position indicators.

How do we give ourselves the best chance of doing our checks correctly? How about doing circuit practice, not just one or two but five to ten at a time making sure that you do the full vocalised checks each time on the down-wind, base and final.



Wheels down in water and you could be a dead duck



Wheels up on land, hurts a bit and embarrassing



*If you have to have your gear in the wrong position make sure its wheels up.
Get the gear up as soon as you take off, eg 200ft check flaps up, fuel pump off, wheels up and locked*

EVENT CALANDER

Date	Event	Location
March 2024		
01-03 Mar	Airshows Downunder Shellharbour 2024	Shellharbour Airport, Albion Park Rail, Illawarra, NSW, Australia
9 Mar	Lake Boga Splash Down	Lake Boga, Vic
10 Mar	Tyabb Air Show 2024	Tyabb Airport, Tyabb, VIC, Australia
15-17 Mar	Seaplane Training Session	Wallis Lake, NSW
23-24 Mar	Warbirds Over Scone	Scone and Upper Hunter Airport, Scone, NSW, Australia
April 2024		
07 Apr	Aldinga Airshow 2024	Aldinga Airfield, Aldinga, SA, Australia
13 Apr	Nhill Air Show 2024	Nhill Airport, Nhill, VIC, Australia
27-28 Apr	Anzac Weekend Airshow	West Sale Airport, Gippsland, VIC, Australia
May 2024		
25-26 May	Central Coast Airshow	Warnervale Airport, Warnervale, NSW, Australia

SPAA CHRISTMAS PARTIES

Queensland

02 Dec 2023 12:00 pm (aest) BBQ Beach

NSW & Victoria

16 Dec 2023 12:00 PM, Private Room @ Club Catalina Rathmines

ONLINE SHOP

We are getting closer to launching our online shop which will offer you the opportunity to purchase SPAA merchandise. We are fine tuning the range of products that will be available so if you have any ideas, please let us know.

As always, we welcome any input from our members so if you have anything you would like to share, please email

admin@seaplanes.com.au