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|  | <h1>The MWF</h1> <h2><i>Magnificent Water Flying</i></h2> <p><i>A Publication of the Colorado Seaplane Initiative</i></p> <p>Chief Editor – Ray Hawkins<br/>www.coseaplanes.org</p> |  |
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## Current News

This column will contain the most recent news related to the Colorado Seaplane Initiative and the Colorado seaplane community.

The first item, is this newsletter. It will be published and emailed to everyone on the first day of each quarter (January, April, July, October). It will also be placed on our website for easy access. To make it interesting, educational, and relevant, it will contain current news, events and activities, an idea sharing column, and a subjective crossword.

In 2021, the CSI intends to undertake an aggressive and ambitious slate of events and activities to increase the visibility of seaplane issues in Colorado. These events and activities are intended to show that seaplanes are a community resource; a recreational opportunity; a valuable economic benefit; an ecologically desirable mode of transportation.

Read Events and Activities for more details.

## Events and Activities (Projected)

The initial installment of this column will include both the general outline of events along with a projected timeline. Each subsequent newsletter will contain only those events and activities that will occur during the subject quarter.

1. Splash-Ins
  - a. Lake Meredith
  - b. Kenney Reservoir
2. Golf Tournament
  - a. TPC Colorado Charity Tournament
3. Advocacy Events
  - a. Informational Booths
    - i. Denver Boat Show
    - ii. Aerospace Day at the Capital
  - b. Legislative Initiatives

- i. Introduction of State Bill
- ii. Support of Aviation Bills
  1. Federal
  2. State
  3. Local
- c. Specific Location/Agency Negotiations
4. Special Events
  - a. Firefighting Expo
  - b. WACO Biplane Tour
  - c. Survival Training
5. Educational Events
  - a. STEM
  - b. Middle School Job Fairs

## Projected 2021 Timeline <sup>1, 2</sup>

|  |   |
|--|---|
| January  | Beginning of Colorado Legislative Cycle<br>Denver Boat Show (3 day event) |
| February   |   |
| March  | Aerospace Day at the Capitol  |
| April  |   |
| May  | TPC Colorado Seaplane Golf Tournament                                     |
| June   | End of Colorado Legislative Cycle<br>Lake Meredith Splash-In              |
| July   | Kenney Reservoir Splash-In  |
| August   | WACO Biplane Tour   |
| September  | Rangely Septemberfest   |
| October  | Firefighting Expo<br>Survival Training                                    |
| November   | Middle School Job Fairs   |
| December   |   |
| <sup>1</sup> These are tentative until funds are available to support the activity.<br><sup>2</sup> May be rescheduled due to planning/venue considerations. |   |

## Colorado Seaplane Initiative Presents!

In October 2020, CSI held two CSIP events; The Great WACO Biplane Tour/Fire Boss Expo and Mussel Dogs.

## The Great WACO Biplane Tour/Fire Boss Expo

On October 7, 2020, the Colorado Seaplane Initiative hosted Fire Boss and WACO at the Wings Over the Rockies Air and Space Museum, Exploration of Flight annex at Centennial Airport (APA).

The event was attended by Channel 2/31 television, which produced a short news story about the event.

Fire Boss - Wildfires pit time and nature against fire crews. The Fire Boss is a scooping single engine air tanker that helps them gain the upper hand. No other air tanker attacks the fire with the tempo, agility and effectiveness of the Fire Boss.



WACO - WACO Aircraft Corporation currently produces two biplanes; the WACO YMF-5 and the Great Lakes 2T-1A-2. These biplanes are produced by hand - based on original techniques from the 1920's and 1930's. Although they may appear to be original aircraft, these flying machines are brand new and feature modern technology for improved flying characteristics and safety.

<https://youtu.be/a9Mdeu8kX1M>



Exhibitors included AOPA, Aerocet, Fire Boss, Wipaire, WACO, Colorado Division of Aeronautics, and seaplanes from various owners.

The event was sponsored by AOPA and Aerocet. SPA Field Directors Ray Hawkins and Carl Mattson represented the Seaplane Pilots Association. Carl displayed his Lake LA4-200TC and Cessna 206 on PK floats.

## Mussel Dogs

On October 13, 2020, the Colorado Seaplane Initiative hosted Dory, the Mussel Dog, at the Cherry Creek the Lake House.

The program presented a demonstration and a discussion of effective and accurate means to detect Dreissenid (Quagga and Zebra) Mussels in Colorado. Three demonstrations were conducted. Dory, showed that she could detect the scent of the Dreissenid (Quagga and Zebra) Mussels. Within seconds, Dory, was able to locate and alert her trainer to the location of the mussels.

This is a low tech, immediate solution, to the problem of "Too Many and Too Little". Too many watercraft and too few resources to manage the high demand.

This demonstration was offered to State and Local officials; however, none attended. Dory's abilities were captured by a KDVR (Channel 31) camera crew and was witnessed by several interested individuals. This program stressed that Invasive species are everyone's concern.



A special thank you to Erik Dyce, owner/operator of the Lake House at Cherry Creek for the use of facility and staff for this demonstration.

## JOIs

This column is about junk and other ideas (JOIs, pronounced “joys”). It’s the junk drawer, everyone has one somewhere. It’s the place you put extra screws, nuts and bolts; extra rolls of tape, and maybe some magnets. It contains all those items that we just cannot bring ourselves to throw away because we just know it will be useful SOMEDAY. These small items lay around and the vast majority of them will probably never see the light of day again. EXCEPT, every now and then, that junk draw holds that one item that we have to have and it cannot be found anywhere else.

This column is about these squirreled away items; but it is about the junk drawer we carry around with us every day. It is the drawer in the back of our minds that contains those ideas that we said to ourselves, “What a Great Idea!” (WAGI) or “Just Another F@#\$@ Idea” (JAFI).

I want collect your WAGIs and JAFIs for publication here. As we know when we do a house cleaning, there are items that we have not used for years; but you just know someone else may have a use for it. So, we put them out by the curb with a sign that says, “Take Me”. Then someone like me will see it and think...“I CAN USE THAT!”. We take it home and put it in our “Junk Drawer”...Much to our significant other’s dismay and displeasure.

Your ideas, no matter how “far out” may just be the idea the Colorado Seaplane Initiative needs. Obviously, we are looking for seaplane related ideas; but, beggar’s can not be choosers so we will take what we can get. To get the ball rolling, I will offer one.

My idea: Set up one day each month that we will have a seaplane at Lake Meredith to offer rides to media and officials. Or if the pilot is a CFI, offer currency rides to seaplane rated pilots who have not flown “water” in a while.

Your Turn!

## Articles

### **SAMARITAN SERVES PAPUA NEW GUINEA**

(Copied from the September/October 2015 Water Flying Magazine)

Papua New Guinea is said to be one of the most rural countries in the world, with just 18 percent of the population living in urban areas. For example, some 200,000 people live along the 700-mile-long Sepik River, and many of those people are served by just one hospital in a 30,000-square-mile area. That presents a significant problem for those who need medical attention—a problem that Samaritan Aviation is working hard to address.



Samaritan has been operating the only floatplane in the country, a Cessna 206 amphib, since April 2010 on emergency evacuation flights, medicine delivery, disaster relief, and community health programs.

Samaritan says it has delivered more than 100,000 pounds of medical supplies to 37 air posts located along the Sepik River, and has saved more than 390 lives, 60 percent of whom are mothers and their babies. In 2014 alone the charitable organization saved 103 lives, including 60 mothers and children, by flying more than 300 hours on 117 emergency flights.

Now Samaritan Aviation has purchased and outfitted a second Cessna 206 amphib floatplane that it will ship in a container to Papua New Guinea. The airplane was on display at the Vette Seaplane Base at EAA AirVenture, and won the Judge’s Choice award.

A faith-based organization—its website says that “Samaritan Aviation exists to demonstrate God’s love by providing aviation and medical services in remote areas”—Samaritan Aviation is incorporated as a 501(c)(3) organization, with half of its funding based on grants from the Papua New Guinea government and half on donations from individuals, companies, churches, and foundations in the U.S.

For more information and to donate to Samaritan Aviation, see [www.samaviation.com](http://www.samaviation.com).

## **LightHawk: The Truth From Above**

### **Making a big difference with little airplanes**

By Rick Durden

(Reprinted with permission from Rick Durden, author)

Among the earliest things we learned during our initial flying lessons, just after we sorted out the challenge of flying both straight and level at the same time, was that the view of our planet from an aircraft was utterly captivating and that the world was laid open in a fashion we had never imagined. The stunning sights we saw from aloft were the first things we described to our nonflying friends in our excitement at learning to fly.

We also noticed a dark side: For the yang of magical sights, which we delighted in viewing, there were those places that made up the yin, the brooding ugliness of scars on our landscape, the results of poor stewardship of our homeland. Every one of us has, at one time or another, seen something foul on the land or in the water beneath our wings and thought, "If people could just see how this looks, they wouldn't let it happen." Fortunately, there are pilots who are showing others how our world looks.

For the last 29 years, LightHawk, with its dedicated group of volunteer pilots, has been working tirelessly to use the power of the perspective from general aviation airplanes to show the truth about the condition of the land and water on which every one of us depends for survival. Since 1979, pilots have been donating their time and airplanes to make flights, without charge, for groups concerned about the health and well being of natural resources in the United States, Canada, Mexico and Central America.

Those who volunteer to fly for LightHawk indicate that a certain sense of adventure is an asset, as they never know what sort of flight they may be asked to make. From taking researchers over a river to locate a pollution source to spotting illegal incursions in a forest preserve to transporting a sick dolphin for medical care, if it involves conservation, and an airplane (or helicopter) is an appropriate tool, there's a good chance a LightHawk volunteer pilot will be asked to make the flight.

In the Pacific Northwest, dramatic photos from flights made by LightHawk volunteer pilots documented the effects of clear-cutting on steep mountainsides and the resultant mudslides that blocked streams and rivers, badly damaging salmon spawning grounds and drastically reducing the commercial catch. The photos helped launch an effort that stopped clear-cutting on steep slopes, and preserved salmon spawning grounds.

LightHawk volunteer pilots have been called upon to carry scientists to document one of the few remaining, well-managed rain forests in the world, in the country of Belize. Some of the first LightHawk flights in that country had carried politicians who made the decision to set aside the most pristine areas as nature reserves. More recently, LightHawk volunteer pilots have flown forestry officials and media representatives from Belize and Guatemala over the same rain forests to identify illegal incursions into protected areas, leading to joint efforts by Belizean and Guatemalan law enforcement to evict those who were stealing the resources and hunting protected animals.

In 2007, in conjunction with the Monterey Bay Aquarium, volunteer pilots flew scientists, reporters and educators over much of the central and northern California coast as the state had decided to act to protect its coastal waters, following serious pollution events causing frequent beach closings and a serious decline in marine life. The flights allowed detailed documentation of the coastline and inshore areas. Those who eventually made the decisions regarding the nature and extent of coastal protection cited the LightHawk volunteers for playing a large part in providing unbiased information to help make the decisions as accurately as possible.

For nearly three decades, LightHawk has dedicated flights to groups hoping to preserve the fragile natural resources of North and Central America.

LightHawk is a nonprofit organization based in Lander, Wyo. It has a small staff that matches the needs of conservation organizations for flights with its corps of volunteer pilots. Under the FARs, there can be no charge for its flights, so LightHawk is dependent on individual contributions and foundations to pay the salaries of its staff and operate the two airplanes it owns. (All LightHawk flights, even in the airplanes it owns, are by volunteer pilots.) LightHawk program managers coordinate the flights

in their geographic areas, with three currently in the United States and one in Central America.

A pilot learns of a needed flight via e-mail or a phone call. The program manager has already researched the issue involved and agreed that a flight would help disclose the true condition of the area. Once a pilot volunteers for a flight, the program manager briefs him or her on the geographic area involved and the conservation issue. The pilot then speaks with the conservation organization, and together, they plan the details of the flight, with the pilot making the final call on the airport of departure, the route to be flown and altitudes, based on his or her evaluation of the safest and best viewing opportunities. The pilot will seek to schedule the flight for a time when the air is expected to be smooth, as an uncomfortable passenger doesn't make a good observer. In addition, good VFR is required so that it's easy to see what's of interest. The pilot's call on all matters is final, and no one at LightHawk will ever second-guess a volunteer pilot who cancels a flight for any reason.

In Mexico and Central America, LightHawk uses a Cessna 206 it owns for most of its program flights. The program manager works with conservation partners well in advance and sets up flights so that the airplane is in a particular country for a matter of weeks for a series of flights. Volunteer pilots agree to donate their time, usually taking a couple of weeks of vacation to do so. They travel to where the 206 is and do a period of intensive flying for a variety of conservation organizations. It may be anything from spotting illegal vacation-home construction in protected areas of coastal Costa Rica to counting sea turtle nesting sites in Panama to doing the annual manatee count in Belize.

A few LightHawk flights have had dramatic impact; a group in Chicago felt that a local politician with a "recycling" contract wasn't recycling the material his trucks were collecting. The group had followed the trucks to his farm, but couldn't see anything past the fences and trees. A half-hour LightHawk flight showed that the trucks were simply dumping everything on the ground, and plows were burying it. The photographs created a stir. On another flight, shots of illegally dumped chemical drums that were leaching heavy metal toxins into the groundwater at a lead mine in the Mark Twain National Forest resulted in a \$300,000 fine levied on the mine. Half of the

proceeds of the fine went to the rural school district surrounding the mine.

LightHawk requires that its volunteer pilots have a minimum of 1,000 hours of pilot-in-command time, go through an interview with an experienced LightHawk pilot and have liability insurance. The reason for the high time requirement is that LightHawk wants pilots who are willing to cancel a flight when something isn't right and will say no to someone who wants a pilot to do something that may not be safe or legal, such as fly very low or close to something or to take extra passengers or camera equipment that would put the airplane over gross weight. They also want pilots who are in the habit of flying their airplane no faster than the published approach speed and touching down on the runway centerline because it may matter on a short or narrow runway.

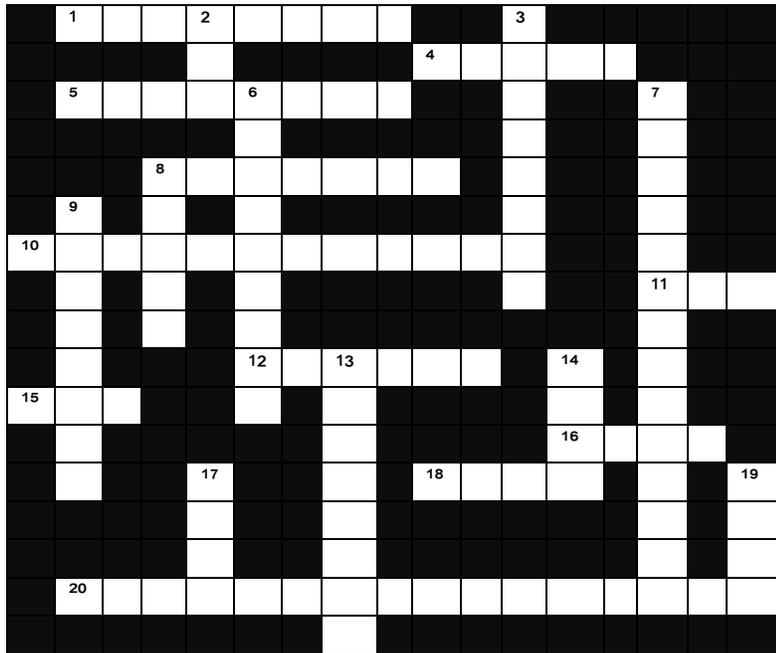
For those pilots with a spirit of adventure and a strong desire to preserve the wonders of our planet, contact LightHawk by visiting [www.lighthawk.org](http://www.lighthawk.org) or calling its Lander, Wyo., headquarters at (307) 322-3242.

As the need for conservation flights has skyrocketed, other organizations have sprung up to assist. In the Southeast, there's SouthWings, ([www.southwings.org](http://www.southwings.org)), dedicated to providing skilled pilots and aerial education to enhance conservation efforts across the Southeast, to ensure clear air, healthy forests, clean water and sustainable communities. SouthWings also makes use of volunteer pilots and has a lower experience requirement than LightHawk. In Aspen, Colo., EcoFlight ([www.ecoflight.org](http://www.ecoflight.org)) uses general aviation aircraft for education and to pursue specific issues affecting public lands in the Rocky Mountains. EcoFlight has a staff pilot who does much of the organization's flying and who is heavily involved in tracking and staying active in specific environmental issues. It does, from time to time, make use of volunteer pilots.

All three organizations cooperate to make sure that needed conservation flights take place. A number of pilots volunteer for more than one organization to make flights to preserve the health of themselves, their families and their neighbors, and to preserve the incredible resources bestowed upon us. You can be a part of it.

## Subjective Crossword

This is a crossword that is about a particular subject. In the case of today, it is made up of words in the Seaplane Terminology section of the Seaplane Pilots Association website ([www.seaplanes.org](http://www.seaplanes.org)).



| Across |   | Down |  |
|--------|---|------|--|
| 1      | Upwind, or the upwind side of an object.  | 2    | An unlighted navigational beacon. ___ Marker.  |
| 4      | The top of a wave.  | 3    | Pulling a seaplane up onto a suitable shore so that its weight is supported by ground (above or below the water) rather than by water.   |
| 5      | The tendency of a body to float or to rise when submerged in a fluid.   | 6    | A seaplane with retractable wheel-type landing gear that can be extended to allow landings to be made on land.   |
| 8      | To overturn.  | 7    | A type of aircraft ski that can be used on snow or ice, but that also allows the use of the airplane's wheels for landing on runways. (2 words)  |
| 10     | An additional vertical stabilizer installed on some floatplanes to offset the increased surface area of the floats in front of the center of gravity. (2 words)                                   | 8    | The longitudinal seam joining the sides to the bottom of the float (or hull of a flying boat). The chines serve a structural purpose, transmitting loads from the bottoms to the sides of the floats. They also serve a hydrodynamic purpose guiding water away from the float, reducing spray, and contributing to hydrodynamic lift. |
| 11     | Conical buoys marking the right side of a channel for an inbound vessel. They often have even numbers that increase as the vessel progresses from seaward. ___ Buoys.                             | 9    | A structural partition that divides a float or a flying boat hull into separate compartments and provides additional strength.   |
| 12     | A heavy weight and/or hook like device that can be connected to a seaplane by a line that is intended to dig into the bottom below the water or on a shoreline and keep a seaplane from drifting. | 13   | Cylindrical buoys marking the left side of a channel for an inbound vessel. They have odd numbers which increase from seaward. (2 words)   |

|    |   |    |  |
|----|---|----|--|
| 15 | Waves generated by the existing winds in the area. These wind waves are typically a chaotic mix of heights, periods, and wave lengths. Sometimes the term refers to the condition of the surface resulting from both wind waves and swells.   | 14 | The top of a float, which can serve as a step or walk way. Bilge pump openings, hand hole covers, storage compartment hatches, and mooring cleats are typically located along this area. |
| 16 | A roughened condition of the sea surface caused by local winds. It is characterized by its irregularity, short distance between crests, whitecaps.  | 17 | To secure or tie a seaplane to a dock, buoy, or other stationary object on the surface of the water.   |
| 18 | To secure a seaplane to a permanent structure fixed to the shore. As a noun, the platform or structure which a seaplane is secured.   | 19 | The left side or the direction to the left of a vessel.  |
| 20 | For seaplanes, the upward force generated by the motion of the hull or floats through the water. When the seaplane is at rest on the surface, there is no hydrodynamic lift, but as the seaplane moves faster, the hydrodynamic lift begins to support more and more of the seaplanes weight. (2 words) |    |  |