Just a short note from the recently elected president, Nick Mason:

Hello fellow aviators! Most of you have little knowledge of me so I will begin with a little information about myself. I have been involved in aviation for 5 years, and flying on floats for only one season. You could say I fly for work, which would be a half truth.

Besides the love of a challenge, deciding factors in obtaining my pilot’s license were both personal and professional. My employment takes me to far off areas in northern Canada. I work as an exploration geologist. For the past 7 years I have found myself in a location known as the McMurray Oilsands. At the time of attaining my pilot’s license, I could count more than 40 airports/airfields in a 100 mile radius. Almost every oil company has their own private 5000ft strip. Needless to say, after attaining a license and acquiring an aircraft, I was quickly discouraged to find that the private strips denied me landing rights short of an inflight emergency. I was left with a handful of 20+ year old abandoned, overgrown strips that were mostly converted into access roads.

Well, queue the next best thing; the lakes outnumber the airfields, and under the Water Act, the oil companies have no rights or control of them. So off I went in 2011 to sunny Florida to get a float endorsement. Once down there, I found the US conversion quite straightforward and the endorsement the same. I arrived back home with both an American PPL and float endorsement. I forgot to mention I have dual citizenship, which makes this conversion slightly easier to obtain.

After returning home with a rejuvenated love of flying and passion for floats, I quickly sold my wheeled plane and purchased an older float equipped model.(Maule)
Nick continued

I currently reside in Calgary Alberta, which most of you know is only a short hop across the border. Even though I am not presently residing in the US, I do frequent both Montana and Idaho. On average, I make about 6 trips per year, primarily for the great microbrew beers you have.

As the president, I have a few things to get caught up on and few things I would like to focus some attention on:

First, I believe we must share our passion for general aviation and float flying in particular. Sharing our knowledge and enjoyment of our passion is the key to increasing memberships and slowing the declining pilot population in GA. I will work with the forum I have available, which is the local Calgary Flying club. I plan to schedule a talk this spring to let others know how to go about a US license conversion and how to obtain a seaplane pilots license. Many Canadians do not fully understand how easy this can be or that we have access to seaplane training facilities south of the border.

Secondly, I would like to address the ever diminishing locations we can access for landing and recreation, either due to ignorance or regulation. This issue hits home. I feel by opening communication with regulatory bodies and gaining knowledge from organizations on both sides of the border, the Seaplane community could benefit greatly from increased experience and strength in numbers.

Finally, I am eager to get involved in something that I am truly passionate about - flying. I look forward to the challenges and demands that come with the post of President. Over the next year I am eager to represent you as the President of the MSPA.

Fly safe,

Nick Mason, President MSPA
Spring Gathering  By Joanne Kembel

MONTANA SEAPLANE PILOTS ASSOCIATION --- JUNE I, 2013 GATHERING

Really nice day for a absolutely wonderful B-B-Q. Our President, Nick Mason cooked up some com, an awesome Caesar salad and steaks for the 14 people that were present. While we sat in the sunshine enjoying our meal, it truly felt like spring. Nick Mason called a short business/information meeting to order at 1:30. Ry Keller talked about Back Country Flying Experience. It is the only place in the West, besides Kenmore in Seattle, where you can get a seaplane rating. There is interest at Whitefish Lodge to possibly host sightseeing rides from there dock which would be a great experience for anyone.

The Aviation Conference was very well attended and there was lots of interest in our booth. A great video was put together and it got LOTS of attention and numerous people signed up to get their rating.

We were advised that Bill Montgomery is having a splash-in August 3 and 4, 2013. There will be music and some vendors for food. EAA is the host for the event.

Our newest member, Ray Keller, wants everyone to know that the north end and on the west side of Dworshak Reservoir in Idaho, there are some great camping sites.

Nick asked what is anyone doing for support of seaplane flying, part of our goals and plans for the year:

Bob Kembel and Hank Sallmon are working with the East Kootenay North Area Supervisor to reopen a campsite on a lake in his area that appears to be closed.

Nick is going to check again with Porthill and see if there is anything that can be done to replace the dock so that the river can be used for crossing and customs check.

Ry is hoping to open up a new website that will include a map of Montana and information on various locations that are available for seaplane activities.

THE ANNUAL SEAPLANE MEETING IS DUELED FOR SEPTEMBER 8TH, 2013 AT LEE'S LANDING, PLAN TO ATTEND.

The informal meeting/gathering was adjourned at 2:30. It was great to see everyone there and have a great relaxing B-B-Q.

Joanne Kembel, Sec/Treas
Charles and Anne Lindberg in the Sirius. Anne did the Radio and Nav work. Charles did yoke and rudder. Charles and Anne, purchased the Lockheed Sirius airplane in 1929 for $22,825. Designed by Gerald Vultee and Jack Northrop, the Sirius was a low-wing monoplane with the same monocoque (molded shell) fuselage as the Lockheed Vega. Originally an open-cockpit landplane, the Lindberghs’ Sirius was modified with a sliding canopy and Edo floats for their two overwater journeys in 1931 and 1933. In 1931 the Lindberghs flew to the Orient, proving the viability of traveling from the West to the Far East via the Great Circle route to the North. During their 1933 trip a Greenland Eskimo boy gave the Sirius its nickname: "Tingmissartoq"—"One who flies like a big bird." http://airandspace.si.edu/collections/artifact.cfm?id=A19600014000
From the Archives!

SMOKY HEAVEN Summer 2003
What a summer!! Smoke, smoke everywhere!!! Really bad for the people who were in harms way and had to move out of the way of either fire or just a potential dangerous situation. We, as flyers, only had to contend with the miserable smoke that interrupted our flying adventures. Sometimes you make the decision that Mother Nature wins and sometimes you say, NO WAY and head out for that ensuing journey!!!

That is what we and 2 other planes decided to do this past August. The theory was, that the further north that we went the smoke would get thinner and eventually disappear all together. Right?; WRONG !! They had as much smoke from their numerous fires as we did here, but I am getting ahead of myself.

We went through customs at Porthill and proceeded on north, destination Nelson, BC. We had a fantastic crew for the easy going, no hurry, I don't care where we go or where we end up trip. Darrell and Joyce Merrill in N318NR, Larry and Dorothy Ashcraft in N747LA, Bob and I in N20969 with friends along from Wisconsin. A cropduster and former air show performer, Eldon and Bev McDaniels, and they had never been to this part of the world before. Ah, the pure joy of floats! Here's Kootenay Lake, extending for miles (sometimes it seems never ending!) and the water is constantly luring us. It is about the same mentality as holding an ice cream cone on a 96* day and trying not to lick it, not even just a little bit. Well to someone on floats, just how can you fly over ALL of that water and not touch down, even just a little bit???? NAH, never happen!!!! FUN, FUN, FUN!!! We were met at the Nelson airport by fellow pilot and friends, Ray and Sandy Russell who sadly had to drive to Nelson because their plane was currently being fitted with his new Aerocet floats. Well only sort of sad, we now did not have to walk from the airport to our room and actually Ray was smiling because SOON he would have these new legs on his bird. Nelson is a great community, one can arrive either by land or by water, both facilities are available and it really is just a charming town. After checking in we met at the private bar (more commonly called our room) and shared full glasses, stories, lies, hors d' oeuvres and laughter. Friends are treasures and this is one of those treasured moments.

Day 2: We are still on the same laid back schedule; so after the coffee pot had been emptied a few times and the tummies were full of food, we headed on north. One thought was uppermost in our minds, SOON we will fly out of this smoke!! Through the day we make several stops, the name read off like a litany of hamlets; Kaslo, with its movie production on main street that made us "extras", the bakery that took our coins in exchange for their fabulous pastries; Trout Lake, only an overflight to say hi to the people on the new dock; Nakusp, today the place of glassy water, perfect docks, ice cream cones and oodles of smiles of joy and good fun. Anyone for a Miss Piggy photo? Next destination, Slocan Lake and our possible retreat for the evening. But to go direct, no way, not when one can see the world from a birds point of view. So we head for higher altitudes to see what there is to see and find plenty!! It was good for us to have new eyes in the plane. We get to fly through this country two or three times a season and even though we love and appreciate the beauty of these majestic mountains (everything is a ten!!), new eyes see the splendor that it is, raw and rugged beauty. Through their frequent OH'S and AH'S, we once again look at the scenery with renewed admiration and respect for what is so close at hand. Even through the thinning haze of the smoke, it is still beautiful and we are very LUCKY to live where we do. And at this time in our history, we feel lucky to have the freedom to do what we are doing, FLYING just cause!! En route to WHEREVER, we are so tempted to touch on the numerous mountain lakes in the area. But due to the severe fire danger it was not legal at the time to even do a touch and go on/in ANY remote area. So we just took photos with our eyes and cameras. Occasionally the wind shifts and the view clears, and there before us is the breath taking beauty of Mother Nature at her finest, Good Ol' Webster just doesn't have words to describe what is in front of ones eyes. The majesty of the mountains is indescribable, the blue colored depth of the massive glaciers is awesome and the multiple colors of the forest, land, rocks all make for a textured carpet that is .. is .. just that, inexpressible. Believe me, at these moments we add our own OH'S and AH'S to those of our passengers.

Continued next page.
The evening hours found us at Silverton along Slocan Lake, BC. Not many places to secure the planes (only 2 this evening, as the Merrills had to return stateside), but with the super friendly people here we found a great place and moved in for the night. This traveling without an schedule could get addictive!!! After a "gentlemen's swim in the lake", then watching an awesome sunset, eating a fantastic dinner while we told each other lies, stories and shared lots of laughter, we retired, wanting to be ready for another day of adventure tomorrow.

Day 3: Getting ready for the day reminded all of us what it was like to be growing up in a full house with ONE bathroom!!!! We all met the challenge!!! After breakfast we decided to make it a short day. It was a cloudless and about 80 smoke free this morning, perfect for whatever. After departure from Silverton, we wander the shoreline of Slocan Lake, as always looking for potential camp spots along the way, none noted. But fun to waggle the wings at the midday fisherman. We are south bound and unfortunately the smoke became more dense. We worked our way back to Nelson, BC and fueled the birds for home was beckoning. We have had two glorious days and with the landing restrictions and smoke decided enough. Now we get to make the reverse flight that we made north. Out the West Arm of the Kootenay River to Kootenay Lake where we float through the air along the west shoreline that is almost totally uninhabited. While watching the shoreline for wildlife, birds or people, we glide through the air just like a puff of breeze out for a stroll on the wind. Nary a bump or other planes, say for Larry off our left wing, we were alone in this huge world (or so it felt). It really does make one feel blessed and very special cause flying does create a incredible sense of freedom. We go back through customs at Porthill and then part company with our traveling companions. It has been fun and will be done AGAIN and AGAIN!!!!, God willing.

As for our special friends and fellow passengers on this flight, Eldon and Bev, it was a pure joy to show them the wonders of our part of the world. Taking people to areas that they have never been before gives us a new perception of familiar country. We thank them for helping us to recognize that this part of Montana and Canada is to be cherished, whether flying floats or not. As I write this it makes me remember the saying that I saw on a quilt in a local store; "Life is not measured by the number of breaths we take but by the moments that take our breath away." This trip definitely took our breath away and I hope that we have many, many more.

From "Right Seat Occupant" -- Joanne Kembel
One From the Archives!

FROM THE ARCHIVES....

Two pearls of wisdom by Martin Hale from Summer 2002 MSPA Newsletter

*Editors Note: THANK YOU, MARTIN for granting us permission to reprint these and for your years of service to the MSPA!

“Checklist Update:

In the spring newsletter I mentioned the importance of using our checklists properly and not getting sloppy when we are distracted or in a hurry. I found myself in exactly that situation on Nimpo Lake; the winds were blowing from every direction, there were a couple local operators taking off in different directions, and there were several fishing boats mixed in the whole scene. Needless to say, it was one of those times when your mind is really taxed! It all seemed like a lot of hassle because I was only going to fly to the far end of the lake for the B.C. float-plane meeting. When I finally saw a decent break in the action I took off without running my checklist! Well, I had been having a problem with a float leaking and when you have this problem and your plane sits on the water overnight the fuel will begin to flow to the side of the leaking float. One solution to this problem is to turn your fuel valve to one side or off to keep the fuel even. I had chosen to turn my fuel valve to one side for the night and since I did NOT run my checklist, I flew to my destination this way. When I got to the end of the lake I was number three for landing and I had to circle several times. Luckily for me I turned in favor of the tank I turned on so everything was fine in the end, but I was not pleased with myself when I realized what I had done!”

“GO EASY ON THE OTHER PILOT:

Often I hear pilots, as well as myself criticize other pilots’ flying or how they do things in their flying operations. The more I fly the more I wonder if such criticism is unwarranted, especially in regards to float flying. In float flying there are so many variables that have to be taken into consideration. We don’t have a tower telling us where to land or take off; we have to judge the winds by watching the water or the trees. Also we have to gauge how deep the water is which is very difficult when the water is very clear or if the lake has a muddy bottom and the wind has stirred it up- how deep is deep enough? Then in the high summer temperatures there is density altitude that on wheels we feel it, notice it, but on the water it can really grab you by the ear, greatly effecting how our seaplanes operate!
So, my thought is that maybe the next time we are tempted to be critical of someone else’s flying skills or decision making, we take a step back and try to go easy on them- after all, we were not in their shoes at that given moment.”
INVASIVE SPECIES VIDEO—FOR SEAPLANES!

This is a link to an informative presentation on what we can do as Seaplane operators to reduce the risk of unwittingly transporting invasive species to our waterways. Produced by the Pacific States Marine Fisheries Commission

http://youtube.googleapis.com/v/luDZptFsQDk?fs=1&hl=en_US

ON A LIGHTER NOTE  by Ry Keller

The Montana Aviation Conference in Butte this year was well attended. Our association had a booth with Back Country Flying Experience. The booth was staffed by Peter Gross, Ry Keller and Mike Carmichael, and Perry Brown.

Web Stuff By Ry Keller

One of really neat item that the CSPA has added is a Goggle maps of great water landing areas. Washington water landing spots

We have had a great year for visitors to our web page. Over 1000 visitors per month on average. Check out many updates at www.mtseaplanes.org. Make sure you visit the Calendar page and find all the seaplane events for the year!!
"Splash In 2014"
 sponsored by the Glacier Pilots
 EAA Chapter 102
 Kalispell Montana
 Aug. 8-10th 2014 (held biannually)
 Seaplanes, Music, a magic weekend
 for visiting aircraft, water or land,
 contact Ry Keller,
 our local EAA Director
 At ry@mtseaplanes.org
 camping, food, and other activities
 musicians and music fans contact
 Bill Montgomery
It’s Time to Renew Your Membership!

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Please fill out this form completely and mail to:

Joanne Kembel  P.O. Box 700  St. Ignatius, MT 59865  406-745-0969  joanne@mtseaplanes.org

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Home Phone________________________ Business Phone_________________________

Type of Pilot’s License

Type of Aircraft you fly

Email Address____________________________________________________________

Payment Method: Check Number:____________________ Amount:________________

The Montana Seaplane Pilot’s Association is a hobby type, recreational, sport flying organization. The newsletter is an amateur production intended only for the edification and entertainment of the association’s members. It contains information, suggestions and ideas from other members. If you have questions about ideas or suggestions from the newsletter, you should cross check the information prior to its use. The social events and fly-ins reported in the newsletter are suggestions only and, because of location, type of airport, surrounding terrain, etc., all events reported may not be suitable for attendance by all club members. Prior to attending an event in the newsletter, each member should review the proposed event site and, based on that and the flying experience of the pilot/member, assess the capability of the pilot to successfully and safely attend the event. The Montana Seaplane Pilots Association assumed no responsibility or liability for the contents of the newsletter or for the damages resulting from attendance at events reported in the newsletter. Visit our website for more information: www.mtseaplanes.org

[Image]