

Lake Club News

LAKE AMPHIBIAN CLUB

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Safety

Knowledge

Proficiency

Fun

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PRESIDENT'S CORNER

Another LakeFest has been successfully completed. There were many memorable moments and some I wish I could forget. Whatever your take on the event it wouldn't have been possible without the worker bees. Bill Greenwald spent countless hours out at the airport getting everyone parked and sorted out,



Adrian Wood spent his hours welcoming guests and trying to make everyone happy (and you know how that goes), and Greg Bradford was everywhere managing the last-minute changes that seemed to come

from everywhere. Even though it went like clockwork it took three people greasing the clock – around the clock. We all thank them for allowing us to have a great time.

Many of us who went to LakeFest took the opportunity to stop by Oshkosh on our way home. I think I counted 12 Lake Amphibians on the field at OSH. Getting into the airport with the low weather around was quite an adventure. Ed and Sam Moon and I decided to fly into Green Lake in our two Lakes (where the holding pattern at RIPON is located) and land there and wait for the field to become VFR. We tied up to a couple of buoys near the town of Green Lake and waited for a call from my brothers on the field at OSH. As soon as the field went VFR we dropped off the buoys and went right in to OSH before the mayhem at RIPON began for the day. I always try to introduce as many people to seaplane flying as I can at Oshkosh by giving them rides

out to the seaplane base and back. It is really easy and I garner a lot of smiles along the way. This year I managed nine new faces to the seaplane base.



At our latest board meeting and at LakeFest we discussed an open invitation to anyone who is interested in joining the board to contact one of us and let us know of your interest. As has been stated, none of us plan on doing this forever and the proper way to get replacements is to have someone participate on the board before taking over a seat. We do have projects that we are working on, like Facebook and others, that need more attention than we have

been giving them. If you are interested please step forward.

~~Myron

LakeFest 2018 Review ...and Future By Greg Bradford

LakeFest 2018 took place in July at Madden's at Gull Lake in Brainerd, MN. This was the first time in the Club's history that the event took place outside the state of Florida. We set forth with the goal to make the event more centrally located in an effort to attract members that find Florida too far away, and to attract northern members that find mid-winter Lake flying over long distances an issue. This change in venue coupled with the large selection of alternative resort type activities at Madden's proved to be a huge success! We had close to 120 attendees from many states including a larger west coast and Canadian presence, along with those coming from as far away as Australia attending. Also, we counted as many as 39 Lake Amphibians at one point all lined up at the airport (See picture).



This was quite the sight to see! On behalf of the Board, I would like to thank all those who made

the effort to be there to make this a very memorable LakeFest.

We have received a vast amount of feedback both during and post the event. Much of it was very positive and even some that was critical of certain elements of the total experience. This is all very valuable information regarding what we did right and what we can try to improve on for next time. So... keep it coming!

Looking Forward...

With much thought, discussion and analysis, your entire LAC Board has made the decision to implement a year and a half separation between LakeFests moving forward. This would place the next LakeFest in the late winter/early spring of 2020, at of course a southern (or warm weather) destination, with the following LakeFest (very possibly at Madden's) taking place during the summer of 2021. We believe this decision will benefit the broader membership as a whole. This should allow members a better chance to attend by offering different dates and different locations while alleviating some of the expense of travel.

We now have experience with two suitable venues for the event in Madden's and the Hilton Garden Inn in Lakeland, FL. However, we are not married to either and would like to investigate other possibilities. I currently have 6 such suggestions by members on my desk, but would certainly entertain more...

Please remember our basic criteria:

- Minimum of 70 lodging rooms available to reserve.
- Minimum of a 150 persons banquet space.
- Minimum of a 100 persons meeting space.
- Food service available for banquet.
- A general aviation airport close by with adequate parking for at least 40 Lakes.
- A commercial airport with airline service located a reasonable distance from venue.
- Fresh water open and available for seaplane use.
- Other convenient restaurants, attractions, activities, sightseeing, fly-out destinations, etc...

We look forward to researching future venues and future speakers in order to provide the best possible LakeFest in the future! Please continue to offer suggestions to any of your board members and/or feel free to email them to me at: hajet51@gmail.com.

Passenger Pilot 2018 Wrap-up By Barbara Fioravanti

I am happy to report that the Passenger Pilot program at this year's LakeFest went really well. About 20 people participated, and all seemed engaged in considering what to do if their favorite pilot became incapacitated in flight. Throughout, the participants were

encouraged to become familiar with their own family's airplane, as all Lakes are different. I hope all you Lake pilots will be receptive in this effort.

The program was developed with the assistance of John and Judy Staber; as well as Dan Elliott, my primary flight instructor, who later became an air traffic controller. Some of the procedures we developed seem odd at first, but that is due to the particular emergency we are addressing. Most emergency procedures address a problem with the aircraft itself. Instead, we are presented with a perfectly healthy airplane with an incapacitated pilot. The goal is not just to get the airplane safely to the ground, as we would if faced with a mechanical emergency, but to get the incapacitated pilot medical attention as quickly as possible. So, rather than land the plane ASAP wheels-up in a field or on water, we want to get to a big runway with excellent emergency facilities. So, we determined that our best bet was to get guidance from ATC to a large controlled airport and get the passenger pilot to land wheels-down, hopefully on the runway, but maybe in the grass. How to slow down with no brakes on the right side once on the ground? Shut the engine down. How? The mixture control is way up on the ceiling and takes our eyes from the windshield, so let's just shut off the mag switch, which looks like a familiar old car ignition switch anyway. As we know, the Lake steers pretty well on the ground with just rudder, down to about

20 mph. At that speed if we go off in the weeds, damage and injuries should be minimal. Still, we don't know where you typically fly, so if you prefer another procedure, think it through thoroughly step-by-step, and teach it to your favorite passenger. Also let me know what you recommend so I can consider it for future classes.

In any case, the passenger/suddenly pilot needs a little time to get acclimated to controlling the airplane and working with ATC so she can successfully follow instructions. This is where familiarity with YOUR airplane is crucial. What comm radios do you have? How are they selected and tuned? While you are flying with your spouse, keep her apprised of what navigation equipment you're using, whether you're using an autopilot, whom you're talking with, where you are, and how much fuel is on board. Some class participants expressed hesitation in asking questions of their pilot because they sometimes get a terse answer. Explain gently if you are too busy to talk at the moment, and come back to the question later. Encourage your spouse to help with navigation, and maybe even communications. See if she wants to take the controls for a bit.

Wear your seatbelt and be sure everyone else in the plane does too. All the training in the world will be useless with a 250 lb. pilot slumped over the yoke and a 120 lb. passenger trying to reposition him and control the aircraft.

Let me finish by saying how much I enjoyed meeting the Lake ladies. They are smart, fun, and engaged in Lake life. I have to say, though, that one participant was a little intimidating. There I was, explaining how the mixture control works, with Mike Busch sitting in the second row! He was very kind, though, and made only one comment: we should refer to 121.5 MHz as the "guard" frequency rather than "emergency" so that people would be less intimidated to use it. Good point.

Mike's lady friend Nona shows great potential as a pilot, as seen by her handling of the mini Segway vehicle:



If anyone has questions or comments on the Passenger Pilot program, please feel free to contact me at LACeditorpublisher@gmail.com

LakeFest Garb **By Adrian Wood**

Attendees at LakeFest all received charcoal grey polo shirts with the club logo. Extras of these are available for \$25 each including shipping, by contacting me. Sizes range from small to XXXL, though few XL's remain, and will be sold on a first-come-first-served basis. If you need

that size, email me to reserve one at lakeclubtreasurer@gmail.com. Either send a check or use PayPal (use the "friends/family" link), and include a note for the size requested. Also, it's best to confirm your shipping address.



(I am wearing a size small which was washed once and line dried. It shrank vertically but not horizontally. ~Barb)

We also have 3 Buccaneer and 4 Renegade "Staber" sweatshirts available. Email me if interested, before they become collector's items!

From a recent email:

Hi Barb,

I wanted to write you this little story for the newsletter.

The Virtues of Being an LAC Member

On June 11th I had the wonderful fortune to meet and fly with a club member from Australia. I met Errol Pillemer and his wife Colleen while they were here in Las Vegas visiting. Errol and I were able to enjoy about 3 hours of Lake flying, and what fun it was to meet him and his lovely

wife. Without the Forum I would have never been able to meet them.

We took off from my airport KBVU and went flying over Lake Mead, Boulder Dam, then on to a spot on Lake Mead called Temple Bar, then on up to where the Colorado river comes into Lake Mead, then on over to Lake Mohave from some water landings. We took off from Lake Mohave and flew towards Bullhead City, AZ (KIFP). I called the tower and got a clearance to fly low over the river so Errol could snap a few photos of the casinos. He was amazed at the ease of communication and getting that clearance from the tower. Nice to show off good ole American flying pleasures we enjoy. We went on to fly a little further down river for a while then I called the tower for a turn back to the North to head back to Boulder City. On the way back I took him over the Cottonwood Cove Marina on west shore of Lake Mohave, then on North to fly over the old mining town of Nelson, NV. I was able to show him from the air where the old Cottonwood landing area was where they used to unload supplies for the mine off of the steamboats from the Colorado River back in the 1800's. We flew from there back to the airport where I was able to spend some more time with Errol & Colleen.

I discovered that Errol & Colleen will continue traveling in their RV from Las Vegas to Salt Lake City, then on to Yellowstone &

Mount Rushmore. Then the wonderful news that they will be at LakeFest at Madden's. This was great news, but wait it gets better. For those of us lucky enough they will be traveling on to Airventure KOSH. It seems Errol already has a spot tagged for their RV. It will be nice to have a LAC presence from Australia at Oshkosh. I am looking forward to seeing them again. What a wonderful asset for the club.

~Don Lewellen N6177V

Flying Simplified **By Paul Furnee (continued** **from last issue)**

PITCH, POWER, AND AIRSPEED

An understanding of the relationship between pitch attitude, power applied, and resultant airspeed is very important to control the vertical position of the aircraft. While roll and yaw can be controlled by the yoke and rudder, and are closely related, the vertical component is somewhat more complicated. A change in one component does not make an instantaneous change in the other, since time and inertia are involved. If you add or reduce power, the change in resultant airspeed is slow and delayed. The same thing is true if you change pitch attitude. The resultant airspeed change is slow and gradual.

In level flight, airspeed can be controlled by power alone. More power equals faster, and less power equates to slower, at least

over most of the speed range. Airplanes typically fly at about 65% to 75% of maximum sea level power, and as a result cruise airspeed is usually within a very narrow range. Only under the extreme conditions of maximum range does the power setting and airspeed vary significantly. It is good to note here that the airspeed varies as the cube of the power. So, twice the power will result in an increase of only about 1.26 (Cube root of 2) times the airspeed. For example, if 100 HP will result in 100 MPH, then 200 HP in the same aircraft will result in 126 MPH. The lesson here is that it is not normally efficient to add power to go faster.

Normally when in a climb, airspeed is somewhat important because the aircraft has only one speed where it climbs the fastest. This speed is called best rate of climb or V_y . Of course, normally when climbing, it is best to use maximum power, so in this case speed is controlled by pitch attitude. The BEST technique is to establish a pitch attitude that you THINK is correct, and hold it long enough (15+ seconds?) such that the airspeed stabilizes and is constant. Then if it is not correct, make a small change in attitude and hold it again. "Chasing" the airspeed indicator will result in wild excursions of pitch and lack of controllability.

During an en-route descent, speed is not normally critical unless you are close to the red line (maximum permitted speed), but when on approach to land it becomes quite important. If you go too slow you fall out of the sky

(That hurts!), or if you are going too fast you are in danger of flying past the airport. There are two ways to control the speed on approach: One, by varying the pitch you can control speed; and two, by varying power as in level flight. Depending on the conditions and circumstances, it is common to use both together. It also depends on the drag of the airplane. The more drag the airplane has, the more power is used to control airspeed; and pitch is used to "point the aircraft" at the runway threshold. A high-drag airplane loses airspeed very quickly from a pitch up change, and gains airspeed very slowly from a pitch down change. Since low speed is far more dangerous than high speed, it is usually recommended that when the aircraft has high drag (i.e. with full flaps), that the glide path be controlled by the pitch and the airspeed be controlled by power. In both cases, you need to keep in mind that a change in pitch or power will NOT have an immediate effect on speed, but rather you must wait for the change to stabilize; so again do NOT "chase" the airspeed indicator.

LANDING

OK. We've been told that what goes UP, must come down. So you have been able to master the aircraft in flight, but now comes the most interesting part: landing it. Probably 90% of all training and practice activities in an airplane are concerned with landing the airplane (successfully, that is). This is not necessarily the most difficult part, but generally it requires the most

precision and tactile skills. Landing an aircraft is a skill-based exercise that must be learned and practiced. Every aircraft is somewhat different in its characteristics, but the basic techniques are similar.

Most "good" landings are preceded with a "good" approach. A "good" approach is one where all the parameters are preset and stable, and rightfully is called a "stabilized approach". The first order of business is to get the airplane lined up with the runway. This should be done far enough from the threshold such that it allows plenty of time to adjust the glide slope, speed and trim etc. Initially this should be at least two miles from the threshold and no less than 500 feet above ground level.

Once lined up, big pitch changes are BAD! NEVER lose sight of the touchdown zone and NEVER raise the nose above level during the approach until you are over or past the TDZ (Touch Down Zone) and in the landing flare. The best technique is to "point" the nose (your best guess) at the landing point, keeping in mind that at slower speeds the nose will be a bit higher than the direction you are traveling (Remember ANGLE OF ATTACK). Also, once lined up, landing flaps should be selected (Usually full flaps – Make sure you are slow enough to do so – in the "white arc"), since the addition of flaps changes both the "sight picture" over the nose and the trim, both of which should be set as soon as possible when on the final approach.

Now, we're lined up with the runway and have the flaps selected for landing. The next issue is to adjust the speed to the correct speed for landing. One of the purposes of the flaps is to provide drag such that the speed can be more easily controlled. Power will increase speed, but unless we have sufficient drag, it can be difficult to reduce speed. As above, in a high drag configuration, for the most part, you should maintain glide path with the pitch ("pointing the airplane"), and adjust the throttle for speed control. Using pitch to control speed works, but the speed change is slow to react and usually results in over compensation. Both methods of speed control can be used as needed, but using the throttle is generally more effective and doesn't result in a departure from the intended glide path. This is particularly true if there is turbulence.

Once the proper speed and flap configuration has been attained, it is important to trim the aircraft such that very little or no pressure is required on the yoke to maintain the correct airspeed. Any pressure required to maintain the intended glide path will then alert you that a speed adjustment is necessary without the requirement of looking at the airspeed indicator. At this stage of the flight it is critical that your eyes are "outside" the aircraft, assuming, of course, that you are not in instrument weather conditions. You are now on a "stabilized approach" and no

further changes should be made until you are directly over the TDZ except for MINOR adjustments of the throttle in order to maintain the desired speed.

landing. Initially it will not be evident to you how to slowly to raise the nose sufficiently to stop the descent without "ballooning" or gaining altitude. What is necessary is some feedback to

LAKE LA-4 CHECK LIST	
TAKE OFF	LANDING
BATTERY..... ON	FUEL PUMP..... ON
GENERATOR..... ON	HYD. PUMP..... ON
FUEL PUMP..... ON	MIXTURE..... RICH
HYD. PUMP..... ON	PROP..... HI-RPM
FUEL VALVE..... ON	CARB. HEAT..... AS REQ.
MIXTURE..... RICH	FLAPS..... DOWN
PROP..... HI-RPM	GEAR-DOWN..... (LAND)
CARB. HEAT..... COLD	GEAR-UP..... (WATER)
TRIM..... SET	
FLAPS..... DOWN	
ENGINE INST..... CHECK	

LAKE LA-4-200 CHECK LIST	
TAKE OFF	LANDING
MAGNETOS..... BOTH ON	ALTERNATOR SWITCH..... ON
MASTER SWITCH..... ON	FUEL BOOST PUMP..... ON
ALTERNATOR SWITCH..... ON	HYDRAULIC PUMP..... ON
FUEL BOOST PUMP..... ON	WHEELS DOWN..... (LAND)
HYDRAULIC PUMP..... ON	WHEELS UP..... (WATER)
FLAPS..... DOWN	FLAPS..... DOWN
WATER RUDDER..... UP	WATER RUDDER..... UP
TRIM..... SET	TRIM..... SET
PROPELLER..... SET	PROPELLER..... SET
MIXTURE..... SET	MIXTURE..... SET
FUEL VALVE..... ON	
ENGINE INSTR..... CHECK	
CONTROLS..... FREE	

We are now over the runway in the TDZ (First 1000 feet). At this point we need to raise the nose (slowly) such that we stop the descent and land on the main wheels. This is what takes practice.

Generally the throttle can be reduced to idle, but on some aircraft a small amount of power results in a better (but longer)

you that will tell you whether the pitch action was sufficient or too much. One way to provide this is to "oscillate" the pitch movement very slightly. By pulling the yoke back perhaps slightly more than needed and then relaxing it, will provide a motion of the aircraft that can be measured. After several (very small) oscillations you can "feel" how much pressure or movement is needed

to just barely fly the airplane over the runway.

Once over the runway and in the landing "flare", the idea is to attempt to keep the aircraft flying as long as possible just inches above the runway while reducing speed. To judge just how high you are above the runway requires that you focus your vision a certain distance in front of the aircraft. This distance depends on the individual and the aircraft, and will take some

Different and additional techniques will be required if flying a conventional gear (Tail wheel) aircraft or if there is a crosswind. But assuming either zero wind or wind directly down the runway, the major emphasis is pitch for altitude control and rudder for directional control.

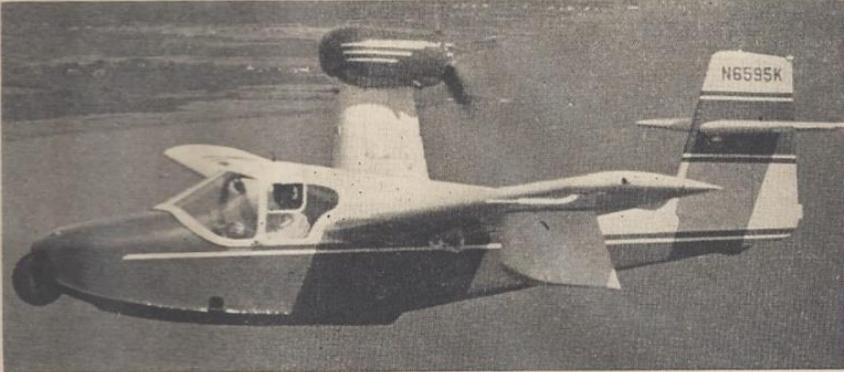
Once you are safely on the runway and below flying speed, it is important that you realize that you are not done flying. Many accidents have occurred on the

near walking speed. Secondly, the only emphasis after landing is to maintain the runway centerline and to slow the aircraft until you are again near walking speed. Make sure that the throttle is fully at idle, maintain yoke aft, maintain directional control with the rudders and apply brakes as necessary. Maintain the centerline, and NEVER attempt to make a turn off the runway until you are at or near walking speed, unless the runway has a designated "high speed" turn-off. UNDER NO CIRCUMSTANCES should you retract the flaps until you are clear of the runway and stopped.

Miscellanea

Bill G's Frustration (One of 'em!)

No, not another Lake fuel system article from Bill Greenwald! This article is about one of my pet frustrations regarding correct use of technical language that is pervasive in our group. As an engineer, and in any technical discourse, correct use of language is important in the efficient and accurate dissemination of information. I try hard to be correct all the time, but frequently constantly need to correct myself, or others need to correct me, when I find myself using a term incorrectly. In this case, the term many of our group use improperly is the name of our wing floats when they use the term "sponson" to describe them. Our wing floats are certainly not sponsons! An aeronautical sponson is an appendage or structure that is *part of the hull* to



'Skimmer' Is New Two-Place Amphib Being Tested

New amphibian slated for the market by July, 1950, is the Colonial *Skimmer* shown here. Basically a two-place airplane, the *Skimmer* has enough baggage compartment to take another passenger or possibly two small children, according to its designers.

Now being test flown by the Colonial Aircraft Corp., Huntington Station, N. Y., the *Skimmer* appears to have good performance. Its 115-h.p. Lycoming, according to David B. Thurston (AOPA 61008), Colonial president, gives it a cruising speed of 110 m.p.h. carrying a useful load of 650 pounds.

The *Skimmer* is all-metal, has tricycle landing gear, and an Aeromatic propeller. The company is shooting for a list price of \$8,750, although the airplane has yet to get its CAA type certificate. The fol-



lowing specifications are based on the prototype *Skimmer* and recent test flights:

Wing span	34 ft. 2 in.
Length	23 ft. 5 3/4 in.
Height	8 ft. 11 in.
Top speed	120 m.p.h.
Cruising speed	110 m.p.h.
Landing speed	47 m.p.h.
Gross weight	1,950 lbs.
Empty weight	1,300 lbs.
Rate of climb	600 f.p.m.
Range (1 hr. reserve)	600 miles
Fuel capacity	40 gals.

50-9

practice, but it is this judgement that determines whether the landing will be smooth or rough.

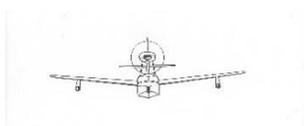
"roll out" by inattention or inappropriate actions. In almost all cases it is good practice to keep the yoke back until you are

improve stability of the airplane while on the water. For example, the Merriam Webster dictionary defines a sponson as: *A light air-filled structure or a wing-like part protruding from the hull of a seaplane to steady it on water.* A good example is found on the amazing, in-line twin turboprop Dornier *Sea Star* seaplane:



Note the lack of wing floats, as the *sponsons* protruding from each side of the hull preclude the need for them.

WING FLOATS not sponsons!



OK, so is it an engine or a motor?

Nacelle, cowl or bonnet?

If it's square drive instead of hex, is it still an Allen wrench? And who is Allen, anyway?

Thanks, Bill!

~Ed

Wentworth Fly-In By Barb Fioravanti

We held the presses for a picture or two and brief account of the splash-in Sunday, August 20 at

the Greenwald family cottage on Wentworth Lake in Wolfeboro, NH. Bill's family as always provided cheerful hospitality and great food for the occupants of six Lakes, former Lake owners Ken and Janie Costa, as well as friends, family and neighbors. Adrian Wood came with his *Renegade* and Scotch eggs, Ed Novak and his *Buccaneer* of



course brought Spam, Pete Nelson and his *Buccaneer* brought John & Judy Staber, and Dave Presby and his *Renegade* provided some excitement with his shutdown timing.

The valet parking was



outstanding; one barely got one's feet wet:

Sparkle and yours truly had the pleasure of ferrying Myron and his wife Pat from nearby Moultonborough airport (5M3), where they had arrived the day before in their ...*Bonanza!* We

should probably forgive them, as it's a 6+ hour flight from North Carolina to New Hampshire in a Lake, and 4 hours in the *Bonanza*, so *Blueswan* languished at home. The weather was lovely, with just a bit of chop on the lake and not too many boats, making a fine day to enjoy beautiful scenery, fun water flying, and good company. Thanks, Greenwalds!

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