

Lake Club News

LAKE AMPHIBIAN CLUB

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Safety

Knowledge

Proficiency

Fun

Issue 16-02

March-April, 2016

President's Corner February 2016

We have been busy moving this train forward, one car at a time. I thought that by now we would be down to meeting (via conference call) to one time a month but there is so much to do that we have kept to the twice a month schedule so far. Nothing is in the "one and done" category so there is ample debate going on and questions that need answering. We are just about to adopt a set of bylaws. We are working on getting something on the Web so we will have a presence there. We are hammering out the dues structure so that everyone is treated fairly for the position that they were in before this whole mess started. (sounds easy, but not really, when you get down to specifics). We are very close to announcing the dates for Lakeathon 2017. It is your club so feel free to send me your items and I'll put them on our agenda and give them a spin. If you feel like you owe some dues feel free to send them in. There are expenses and we are trying to move forward as the money allows but we are starting from ZERO. You can send a check to the address on the header of the newsletter. For those of

you who have reached out to us we thank you for your support.

~Myron Mitchell

We have had a good response to the request for updated contact information included with the last issue of the *Lake Club News*. For those who have not yet sent in their updates, we encourage you to do so. To date, we have received 85 or so information sheets and over 1/3 had contact changes on them. Several had dues and/or donations enclosed, and many had positive comments about the saving of the club. We also signed up a few new members. Thanks to all who replied or joined. Keep them coming, folks. Email John Staber, treasurerlakeclub@gmail.com for info

~John Staber

Glassy Water Landing

By Paul Furnee

The glassy water landing maneuver is probably the most discussed maneuver in seaplane flying. It can be dangerous if not performed properly. It is one of

the most difficult maneuvers for the seaplane instructor to teach, especially if simulating it. Until one experiences it for real, he has no idea of the effect. One Lake pilot/owner had flown his aircraft three years and over 700 hours before he made his first real glassy water landing. Using the techniques he was taught he set up properly, but when he passed over the LVR (Last Visual Reference), he literally panicked, and had the sensation he was falling through space. Fortunately he froze on the controls (A good reaction) and the resultant landing was very acceptable.

The most important element of a good glassy water landing is making water contact at the correct pitch attitude. How to determine the correct pitch attitude? You can use your airspeed indicator as a secondary reference, meaning the airspeed will be a result of the pitch attitude, but you cannot use it as a primary reference, because of the delay in airspeed change with pitch change. Most experienced pilots just "know" when they are

about right, and might check their airspeed indicator a few seconds after establishing the final pitch after passing the LVR.

A bad pitch attitude will result in a bounce, and that is where the danger comes in. Lakes have enough difficulty trying to fly out of a bounce under ideal conditions. When you can't see the surface, you are in grave danger when out of control.

The second important element of the glassy water landing is a very low sink rate, roughly 150FPM. Again you CANNOT use the VSI as a primary reference to determine instantaneous sink rate. Typically a predetermined power setting (RPM in fixed pitch prop aircraft and MP in constant speed aircraft) is used to estimate the rate of sink at the landing speed. In the Lake, 16" MP is a very common power setting. The VSI can be used ONLY AFTER you have passed the LVR and then only as a guide that your selection of power was somewhere near correct. However, trying to fix on the VSI after the LVR can be dangerous since your attention should be directed to maintaining proper pitch by looking at the horizon.

When teaching simulated glassy water landings almost all instructors will cross the shore line at 90 degrees. While great for teaching, this is actually very wrong. REAL glassy water landings should be as close as possible parallel to the shore or other prominent reference to the

SIDE of the flight path. But for teaching we emphasize that the approach path be as clear of obstacles as possible and the final approach be as low as possible to the LVR. 5 feet is about right. Water contact should occur between 5 and 15 seconds after passing the LVR if set up right.

Using "gadgets" like radar altimeters, sonar, Ping pong balls or feathers simply doesn't work and is mere hanger talk. Learn to execute a proper glassy water landing and you will be safe.

A Lake to Cuba Part 2 by David Walter (Reefmaker)



Where ya gonna put it, Dave?

In the last episode of David Walter's flight to Cuba, his engine had quit and he was turning towards an engine-out water landing.

Strange what you think about in times like these. During the turn, four things flashed through my mind; I wasn't going to eat at the Cheese Cake Factory, I would lose my deposit on the hotel room, we won't be going to Cuba, and what a pain in the butt this was going to be to get towed in. Never did I think of any danger because we were over an unlimited runway. Did I mention

I love my Lake? Once I rolled out of the turn I went over a possible restart, but gave up and accepted that we were not to get the engine back. Declaring an emergency was unnecessary. If I was over land, I wouldn't hesitate, but once I'm in the water, the only thing the FAA could do is hinder any recovery and create lots of paperwork.

Pam was amazingly calm and I am so proud of her reaction. She asked if we should all be wearing life jackets. I'm one of those Lake owners that don't feel it necessary to wear mine all the time. I said that it wouldn't hurt and she began to retrieve them. They were handy, but one thing she noticed right away was that they were new and not adjusted to fit. She remained calm and was able to make the proper adjustments and get Liam and herself secured before landing. She held mine in her lap, as I was too busy to put it on.

Trim to 85, prop all the way back to coarse pitch. We were approaching the cloud deck and I took my hands off the yoke and kept the heading bug centered with the rudder. Down through the soup and we popped out about 1200 feet above the water. I could see the beach about 4 miles ahead, but we weren't going to land near it. At 800 feet, flaps down, trim to 75. I knew I didn't have an engine to get me out of trouble if I bounced this landing, so it had to be perfect. Landing toward the beach into a 15 mph wind with 1.5 to 2-foot sea, I

rotated just above the waves and held it there until I lost all flying speed. It touched the first wave and then bam, bam, bam and sploosh, the last wave splashing a little water over the bow and windshield. We were down and safe!

Now what? Who to call? I knew I wanted Sea Tow or someone to come get us. I was a little familiar with this area because we operate our vessel here sometimes, but I didn't even know the area code to use and I wasn't going to dial 911 and have a bunch of "Barney Fifes" screaming and running around in circles and maybe damaging my plane. Liam, like any 10-year-old, didn't like having to wait for rescue and wanted instant relief, possibly because he was on our vessel a few months earlier during the filming of the movie "USS Indianapolis" with Nikolas Cage. His only question was how long do we have to wait and are there any sharks? I requested he do the one thing a 10-year-old is incapable of, "be patient". I looked for boats after we passed through the cloud deck, but saw none. The beach was deserted with no houses, so no immediate help was at hand...

I looked at my SPOT, a satellite based device that provides tracking on their website and if needed, can arrange assistance. I removed the cover from the SOS button and pressed it. Within a minute my cell phone rang and it was SPOT. "Mr. Walter. This is SPOT, are you OK?" "Yes, we are fine, just need Sea Tow to tow us in". (Sea Tow is like a nautical

AAA) She knew we were an aircraft, but didn't know we were a sea plane, so after an explanation of "not crashed" but "safely floating", she understood we were not in immediate danger. She was looking at me on a map on her computer and agreed to send help. I thanked her and hung up. Within a minute, Florida Fish and Wildlife (FWC) called and offered assistance, having been alerted by SPOT. I gave them my lat-long and asked if they could call Sea Tow. Within another minute the Coast Guard called and I asked them to call Sea Tow also and told them I didn't need the Coast Guard. Note: What I've learned after 45 years of commercial boat operation, if you're a boat in danger of sinking and need a helicopter, call the Navy. If you can't get the Navy, call the Coast Guard. If you need a boat call a local fisherman.

About 20 minutes later FWC pulled up in a 20-foot boat. They were surprised to see an airplane in the water with me atop the cabin with the engine compartment open, and pleasantly surprised to see us happily floating around not in need of immediate rescue. Did I mention that I love my Lake? They were very nice and I got them to agree when writing their report, they would not use the words "emergency landing", but "precautionary landing".

I made a phone call to Harry Shannon and put him on standby. If I could get towed to a boat ramp that I could get up, I may need Harry to come help. The FWC guys were very helpful and

agreed to put Pam, Liam and our luggage in their boat and take them to Carrabelle, Florida to a hotel. Transfer was difficult due to seas, but was completed with only minor cosmetic damage to the nose. They also took me under tow to keep us from drifting further out to sea until Sea Tow arrived. I was surprised and very grateful for this. They, like the Coast Guard are not allowed to tow anything. They just sit and watch you sink and then haul you out of the water. We had already drifted a mile or more from shore, even with the anchor out...and the wind from shore was making the water considerably rougher the further away from land we drifted.

To be continued.

In Memoriam:

Dr. William W. Schildecker
Daytona Beach, Florida
November 1919 - January 2016
by **John Staber**

The Lake Flyers community lost a devoted member this past January twentieth. Bill Schildecker learned to fly in an Aeronca C3 on floats from Chautauqua Lake in western New York State. He learned the old fashioned way, by cleaning the plane, going for gas, putting up signs and collecting money for passenger rides. He soloed, but never pursued his license due to college, medical school, 3 years as a Battalion surgeon in Italy during WWII, marriage, family and a 5-year medical residency. 1950 saw a move to Florida and flying resumed along with the purchase of a Cessna 172. Later on, a medical school friend
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asked Bill to help him set up a hospital in Freeport in the Bahamas and about that time a Colonial Skimmer flew into New Smyrna Beach and he liked the concept. This resulted in his purchasing a 1960 Lake Amphibian, and later on a Buccaneer, and then an EP, and finally a Lake Renegade which his son Charles still owns. Together they restored a Meyers, but most of Bill's 4000 hours of flying were in Lake Amphibians. His claim to fame is that he had landed in almost all of the lakes in central Florida. He has flown them to and from Hudson Bay, all over the southeast and the Bahamas. Three generations of Schildeckers have flown the Lakes.

His good friend Hyatt Brown said, "He was one of the guys who was involved in all of the good things in the community and had a real genuine interest in people. I have never heard anyone ever say anything but a kind word about him."

When Judy and I drove to Florida for a Lakeathon not too many years ago, we stayed overnight with Bill and Jeanne and had an absolutely wonderful time reminiscing. He allowed me to park my Skimmer, number one, in his hangar nestled under the wing of N1403P the year she made her debut at the Lakeathon 2011. There we got to see the mural on the hangar wall featuring both the Renegade and the Meyers and model aircraft that Bill had built, hanging from the ceiling. The hangar shows a lifelong love of aviation.

He was deeply involved in medicine in Volusia County

during the last 66 years; too much to go into here. He was also deeply involved with humanitarianism which was instilled by his father during the great depression. He was one of those soft-spoken men that set an example for others to follow; and he made you proud to have known him. A real gentleman. He will be sorely missed.



John Staber, Bill Schildecker and N6595K, Skimmer s/n 1

Fuel Servo Fuel Inlet Strainer Service for Fuel Injected Lake Engines By Bill Greenwald

Special care must be taken to keep the fuel system in your Lake as well maintained as possible. This article describes servicing the very hard-to-get-at "fuel servo" fuel inlet strainer, which **MUST** be cleaned at least at every annual inspection. I can send explanatory pictures as guidance; email me at wgreenwald3@ne.twcbc.com.

The fuel servo ("fuel injection system") is found on the bottom of the engine. The hexagonal cover of the strainer is on the opposite side of the servo to where the fuel supply hose connects to the servo. The cover should be secured with safety

wire. To remove the strainer, remove the safety wire, then with the use of a 13/16" wrench or socket, remove the cover, followed by, with care, the strainer, by gently pulling it out with the attached spring. Access to the strainer on a 200 series airplane requires a crazy assemblage of a 13/16" socket and numerous socket wrench extensions and universal joints, while on the Renegade only a 13/16" "angle wrench" is needed.

Once you have the strainer in hand, take a close look at it and you will see that it is a small cylinder made from **very** fine screen, closed at one end and open at the other. The mesh of the screen is so small that even light is hard to see through it. The closed end has a spring silver-soldered to it, while the open end has a small, hollow, cylindrical fitting soldered to it. The cylindrical fitting has two radial strainer bypass holes drilled through it. The cylindrical fitting is the fuel **inlet**, and fuel flows into the **inside** of the strainer, and **out** through the mesh of the strainer. Any debris in the fuel is trapped **INSIDE** the strainer and is extremely hard to see and remove. The strainer, if it becomes clogged, is designed to be pushed back against the spring by fuel pressure, allowing raw fuel to bypass the strainer and continue to flow through the two radial holes in the inlet fitting. There is no way to know if the strainer is clogged without removing it and inspecting it. A clogged strainer is obviously not

good, as the filtration of the fuel is lost if fuel is bypassing the strainer and flowing through the two radial holes directly to the servo and the fuel injectors. Note that the holes in the fuel injectors are *HUGE* as compared to the mesh of the strainer. If the strainer is clean enough to pass fuel without bypassing it, *there is absolutely no way* for an injector to clog from particles in the fuel supply unless components of the fuel servo or the fuel flow divider ("spider"), which are downstream of the strainer, are falling apart internally, which is another problem entirely.

It is easy to test the condition of the strainer and to determine if it is clogged. Be sure the strainer is dry, then simply try to blow through it. It should be very easy to exhale through the strainer. If it is not easy to blow through, the strainer is clogged and must be cleaned. Cleaning, on the other hand, is *NOT* easy to do. I have tried compressed air, soaking the strainer in various solvents, boiling it in water; you name it, with no luck at all. The only method that has worked for me, and I do *NOT* advise it due to the risk of melting the silver solder and destroying the strainer, is to carefully use heat from a propane torch to burn away the lint and other materials that are clogging the strainer. While this system works well, the risk of melting the silver solder and destroying the strainer is high. I have not priced a new strainer, but I imagine it is excessive. Regardless, the heating method does work if you want to risk it. After heating be sure to blow out the resultant ash

with compressed air. I must emphasize again: If you cannot easily exhale through the strainer it is clogged and is allowing raw fuel into the injection system.

Reassembly of the strainer to the servo is not hard, but safety wiring the cover is very tedious. Be sure that the O-rings are in good shape, or better yet, replace them each time the strainer is serviced. **The O-rings are NOT MS28775 material as these are not rated for use with fuel!** I use an M25988/1-010 for the small O-Ring at the fuel inlet end of the strainer, and an M25988/1-014 for the strainer cover.

I submitted this article because I know that many servo strainers are not being inspected and serviced as needed simply because they are hard to get to. In my personal experience the strainers I have inspected were badly obstructed and required cleaning.

When was the last time you are *absolutely sure* the servo strainer was serviced in your airplane?! It seems that many A&P's neglect to take the time and endure the frustration to service the strainer. If you have experienced a clogged injector, your fuel servo inlet strainer may be clogged and bypassing raw fuel.

Name, Rank and N#

Considering that Lake pilots are some of the most interesting people around, we're initiating this feature to introduce our

members to one another. Please let us know what you think. If you'd like to tell your story, please email it to me at the address on the masthead.

~Editor Barb

Bob Ziegler's Story

Bought my first Lake in 1992 from a Traverse City Michigan person who had landed gear up and was afraid to fly after that. I did not take any formal instruction just got signed off by a friend. Nearly water looped a couple of times then decided to get Elton to teach me how to fly water planes. Was really dumb to fly without training in a Lake. Went to flying-ins of Oshkosh, Otsego Lake, Eagle River, Killarney, and Lakeathon. Found group very friendly and welcoming pilots and families. Loved the thrill of a smooth landing almost as much fun as sex. Also enjoyed takeoff, landing, and water balloon contests.

My wife Barb and I enjoyed tenting and the seaplane group. Harry Shannon taught me water ballet which is a lot of fun. I especially like making a figure 8 on the step and taking off to see how round and lined up the circles are. Also like flying formation with Jay Beard and trips as a group of Lakes flying to Canada or some other place. I bought a turbo Renegade and flew it for 5 years. The Renegade is about 650 lbs. heavier with the same size tires which makes it get stuck much easier when you pull out on the sand beach. You get really stuck. Also water ballet is much harder in a

Renegade, because of the extra weight results in much greater yoke force and much more power needed. I then bought another Buccaneer as I believe it much more fun to fly, more like a sports car. My wife liked the Renegade more because of room.

I equipped my second buccaneer serial number 761 N8BZ with a 390 engine, MT reversing prop, Aspen glass with AOA and synthetic vision, Garmin 750 with charts, Garmin 330 transponder with GDL 88 ADSB unit, Garmin connect Bluetooth with my phone, Garmin SL30 radio, Ps engineering with Sirius radio, Brittain autopilot, cargo door, wing fuel tanks 72 gal total fuel, Tannis heaters, split rear seat, and electric rudder trim.

Paul Furnee rebuilt the plane after the 13th owner who had the plane for less than a month pushed forward on the yoke on the third bounce on his landing. The nose in front of the instrument panel broke off, engine strut broke, prop went through the right wing, tore off one sponson, blew out the windshield, flipped inverted and sunk. Other than that it was a good landing. I have enjoyed over 800 hours in the plane since I got it in 2007. The 390 engine is smoother, increased climb by 50 percent, and increased top speed by 7 or 8 knots. The MT prop is smoother (much less tiring on long trips), has reverse, and is lighter.

The lake is so much fun to spend an hour at the end of day or take to hop and land on some water, no other plane is as much pure fun to fly. I

live in Nauvoo, Il or Sister Bay, Wi depending on time of year, Have a lighted 3200 ft. strip, 9IS0, on my farm in Nauvoo. I spent my career as an industrial contractor and farming with my Dad. I also have a Cessna 340 when I want to go faster or need more room. With over 2200 hours in Lakes I am still learning.



Bob Ziegler's N8BZ

Landing a Lake on Snow. David Lind



It was late January 2009, a very cold and dark time of the year in Southern Ontario where I live. I had to reposition my first Lake, a 1974 200, C-GOCS, s.n. 613, from my home airport in Burlington (just west of Toronto) approximately 100 N.M. north to the Muskoka Airport, home of Lake Central Air Services for its annual inspection. Flying in the winter was not something I did much so I was patiently waiting for good weather and free time to coincide.

Finally a reasonable day came along and I was able to leave work early to get the plane up to Muskoka. It was unusually warm for late January with a high around the freezing mark that day. The forecast called for a warm front to come through, but not until much later that evening so I was good to go for the flight of about an hour or so. I am very familiar with the route as I fly it regularly in the summer to our cottage on Lake Muskoka, about 6 miles away from the airport. I got to the Burlington Airport at about 3:30, pre-flighted the plane and pushed it out of the hangar. I took off around 4:00 and expected to arrive before sunset which was about 5:20. There was an overcast ceiling around 2500 ft. and visibility was about 6 miles with a little haze; at least I thought it was haze.

The flight progressed well for he first half hour or so but as I got further north I noticed the "haze" was getting a little worse but viz was still probably 5 miles or so, well within my VFR comfort limits. When I was just about 10 miles south of the Muskoka Airport the visibility dropped to near 0 in front of me and I could see this extended to the ground so I turned to see if I could divert around this "wall". To my dismay the haze was actually mist and it was closing in all around me. I could not see forward more than a mile or so in any direction. It seems the warm front came in sooner than expected! I had tuned in the Muskoka RCO so I

contacted them to see if they had any information about the conditions at the airport. The controllers are located at a different facility and had not had any recent activity or Pireps. I advised them of my situation.

At this time I was orbiting over Sparrow Lake because it was a large white expanse that I could see quite clearly as I was looking down out the pilot's side window trying to figure out what to do. I informed the controller that I was going to attempt to land on the snow and would contact them from the ground.

I guessed at the wind direction based on the AWOS from the airport, set up for a normal water landing, gear up, flaps down, mixture rich, etc. The only difference was, this time the water was hard and covered with lots of snow! I had never done this before but I remembered discussing it with Elton at one point who told me it could be done, so I was going to try. I did a normal step landing approach and tried to touch down as softly as possible. To my surprise and relief, the landing was completely un-eventful. The plane swooshed over the snow just like it was a nice calm water landing. As I came to rest, shut down the plane, let my heart slow down and checked my underwear, my cell phone started ringing. It was the controller checking in on me...seems they had my cell number on file from a previous flight plan. I was impressed. Within 5 minutes I also had calls from Search and Rescue and the Ontario Provincial Police all

wanting to know if I was OK and whether there was any damage to the plane or other property. It certainly showed me how fast our emergency responders act. I was fine and the plane was fine but it was dusk and I was in the middle of a frozen lake.



I ended up coming to rest right in the middle of a marked snowmobile trail. Several snowmobiles whipped by me just going around the back of the plane and not thinking anything of it. Finally someone stopped. He asked me why I had "parked" my plane right in the middle of the trail and suggested strongly that I get it out of there because someone would surely crash into it at night. I heeded his advice, got in, fired it up again and was able to snow-taxi it to the protection of a nearby island. Then a much nicer snowmobiler came by and offered to take me to his home down the lake. It was dark by the time we got to his place and as it turned out, he was a Sales Representative for a local micro-brewery. How fortunate was I?! My new friend and I had a couple of beers while waiting for my understanding wife to come and pick me up.



Fortunately, I had the presence of mind to record the GPS coordinates of the plane. The next day my good friend Jim Hodgeson from Lake Central and I went to survey the situation. We borrowed the pick-up from Lake Central, loaded in some supplies and Jim's ski-doo and headed down to Sparrow Lake. The plane was fine but it was very cold that day and we did not have enough supplies. We went back to Lake Central, got a generator and 2 extra batteries, bought some toboggans and grabbed some insulating blankets. This was going to be a chore. We also recruited Jim's son for more muscle power. It took us quite a while but we finally got enough heat to the engine that we could get it started, now we just need to spin it around and up, up and away...right? Not so much. It was stuck in the snow and it took all three of us with all our might to turn it around while the engine warmed up. So now I just jump in, hit the power and off I go, right? Not so fast! It was not moving an inch with full power and rocking the elevator! Jim and his son each pushed on a wingtip, I was inside rocking the power and elevator, similar to how you rock a car to get it unstuck. Finally it started to move. Jim said just keep going as soon as it starts to move so that's what I did. Once it started to move, it picked up speed similar to a soft grass field take-off

and lifted off at the normal speed. It was a very quick flight up to Muskoka, the gear came down and Oscar Charlie Sierra was finally safely at its destination with no damage and an interesting logbook entry showing a Sparrow Lake landing in January.

I am happy with my decision to land on that lake and I did learn a few things from this experience:

1. Lakes can land and take off from snow, but I don't recommend it unless you have to.
2. The controllers, SAR, and police are very responsive.
3. Weather is more of an issue in the winter.
4. A good friend who is also a Lake expert is invaluable. I would not have got off the snow that day without Jim.

Check out this great video of bush flying in Ketchikan, Alaska:
<https://vimeo.com/92673452>

No Lake Amphibians are featured, but this is a wonderful video of seaplane flying with gorgeous scenery, interesting people and history, and solid, hard-working airplanes. Thanks to Don Lewellen for sending the link. Enjoy!

Hot off the Presses:

From the February 15 issue of Seaplane Magazine online, a very nice story about John Staber and Skimmer s/n 1, N6595K:

The Chronicles of Colonial Skimmer 1:

<http://seaplanemagazine.com/2016/02/15/the-chronicals-of-skimmer-one/>

Steve Robinson's Story

I have been a professional pilot all of my adult life. Never owned an airplane till I bought my Lake N1071L, s/n 684, in August of 2006. I own and operate GrandSeaplanes.com where I teach seaplane ratings and am an AOPA approved Lake instructor. The airplane is based at KRVS in Tulsa, OK except when I fly up to our cabin on Grand Lake where I can park it in my backyard. Kathy and I have traveled to Lakeathon many times (always enjoy the group there) and have flown N1071L to the Bahamas, Lake Powell and Oshkosh several times. Hope to make it to Tanglefoot this summer! I have never had more fun flying any other aircraft! If you are ever near Oklahoma's Grand Lake, stop by & see us or Join us for our annual Ten-Grand Splash-in held every September. Contact info: Steve Robinson N1071L, steve@grandseaplanes.com, 918-289-3940



From the Editor:

I hope everyone is enjoying this newsletter. Obviously good content depends on plenty of contributions from all of you out there in Lake Flying Country. Think about experiences or insights you've had that might be of interest to others. Write it up as best you can, and don't worry about punctuation and

grammar. Others will enjoy reading about your experiences as much as you've enjoyed reading about theirs. Long and detailed or short and sweet, doesn't matter. I'll edit if needed. I'll try to publish everything you send right away, though I sometimes need to hold one article in favor of another just because it fits better in the allotted space for that issue.

~Barb

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LAKE CLUB NEWS is published six times a year by Lake Amphibian Club, PO Box 72, Old Chatham NY 12136. Contact Barbara Fioravanti, editor
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