

# Lake Flyer

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Safety

Knowledge

Proficiency

Fun

Issue 15-01

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## Lakeathon Reminder

Lakeathon 2015 will take place in Lakeland Florida from February 22-25, 2015. If you have never attended Lakeathon, you don't know what you are missing. This 4-day event is a gem for learning about Lakes via informative seminars, flying opportunities, and intermingling with other Lake pilots and service providers. Instructors will be present and available, see page 1341 of this issue. Don't miss out on this once-a-year opportunity. Make your reservations now. See details in the previous issue of Lake Flyer, or online at <http://tinyurl.com/LakeFeb15>.

## In-Flight Weather Systems

The advent of XM satellite weather in the cockpit was a game changer. Anybody who flew in the 20th century remembers the difficult process of getting weather updates in the air. For the latest METARS you had to listen to ATIS, AWOS, or ASOS stations that could only be received when close to the station. For the broader picture, you had to make a call to FSS or Flight Watch frequencies and hope you could get through the airwave clatter. Often times you had to wait while others

were being served. Then you had to write down the verbal weather information that was coming at you like water through a fire hose. Half the time you got different information than what you really needed, hard to understand information such as storm coordinates which were hard to translate in your mind, or much more information than you wanted. And if you wanted to check again ten minutes later, you had to start the whole time-consuming process again, all while flying the airplane. And all this required that you be in line-of-sight communications range of a FSS transmitter, which meant you needed altitude.

About ten years ago, we got a major improvement to all of this. In came satellite weather on portable GPS devices. It was cheap to buy, and easy to use. Weather was almost real-time, and abundant. Available at any altitude and even on the ground. We got TAFS, METARS, graphical radar and satellite images, winds aloft information, up to date TFR's and more. No more deciphering lat-lon coordinates, you could see the storms on the radar map, and see just where they were in relation to your position and your route. On a long cross-country, you could view the radar and other

weather all the way to your destination (as compared to a useable 75 miles or less with onboard Stormscope or radar). This allowed you to make deviation decisions way in advance, saving time, fuel and keeping you well clear of the weather. A huge improvement indeed. The only downside is that this came with a cost. The equipment buy-in could be less than \$1000 if you bought a weather-equipped Garmin GPS or one of its competitors. Not so bad. But the monthly subscription costs, anywhere from \$40-110 a month or more depending on the package you chose, really added up over time.

Along came ADS-B and the iPad, and another game-changer is here. In the U.S., ADS-B weather data is available from the FAA with no subscription cost. If you are using an iPad aviation app in the cockpit (or certain portable GPS units), you can get an ADS-B-IN receiver that will display the weather (and traffic, with exceptions) on your screen. Depending on your aviation app, the hardware needed will differ, but the ADS-B receivers tend to cost \$500-\$900 and easily talk to the iPad via Wifi or Bluetooth. The weather products are similar to XM's, although the radar display has less resolution which makes the radar

images look blocky in comparison to XM. These radar images, while not as pretty to look at, are just as useful. You also get winds aloft, METARS, TAFS, TFR's and more. The in-flight app I use is Foreflight, coupled with its associated Stratus ADS-B receiver. This package and some of the others include one of my favorite features, fuel prices. The fuel price feature can save you, over time, the price of the whole shebang. How nice it is on a long trip to know that fuel over here costs \$6.50 an gallon, but over there it is \$4.50.

So what's the downside? In a word, reception. Satellite weather can be received at any altitude, even on the ground. But ADS-B data is broadcast from ground stations. Like VOR's, you need to be within line-of-sight range of a station in order to use it. Initially I felt that the lack of low altitude and ground coverage was a big negative for the ADS-B product, particularly in our Lakes which tend to fly low. I resolved to keep using XM with its superior low altitude coverage. But just to see the difference, I bought a second-hand Stratus ADS-B receiver on Ebay. As I used it, I was surprised to see that coverage in many places was available down to 500 feet and below. On the east coast where I do most of my flying, it is almost always available down to 1000 feet AGL or lower. The Foreflight app integrates the weather info seamlessly. On the ground, I can get all the weather information in Foreflight by Wifi or cellular connections, so nothing really lost there. I was so pleased with this, that I eventually cancelled my XM weather subscription with its \$40+ monthly cost. In only a year, those savings have paid for my Stratus receiver. I can tell you unequivocally that for my

operations on the east coast, reception has not been a problem at all. The FAA has installed over 600 ADS-B stations, and coverage is very good in most areas.

So far so good for the mostly flat east coast, but what happens in higher elevations? I haven't tested this yet, but I am sure that reception will not be available as close to the surface as it is in the flatlands. I would love to hear the experience on this from some of you who fly in the mountains with ADS-B receivers.

Earlier I mentioned traffic. Yes, the ADS-B receivers will also show traffic on your iPad. However, unless and until you have ADS-B OUT capability that traffic will be incomplete. The ADS-B system sends traffic data only in response to a received signal from ADS-B out transmitters, and then only for a radius of as little as 15 NM from the position of the sending aircraft. That means that if you are transmitting ADS-B out, you will get full traffic reception, but if not, you will only see traffic that is within 15 NM of another aircraft that is transmitting ADS-B out. This is very incomplete, and in my mind ineffective, so until you install ADS-B out you might as well ignore ADS-B traffic. This will change over time, as ADS-B out is required to be installed in most aircraft by 1/1/2020. That is another topic that we will discuss in full at Lakeathon, and in these pages at a later time.

## **The Lake Connection, Part 2**

Hi Marc!

I wanted to follow up on the conversation we had earlier this summer, regarding my decision to

restructure my sales activity. I also want to thank so many friends and clients, who have worked with me over the years. I treasure those relationships, and hope to continue them going forward.

The decision to reduce the workload was made reluctantly. However, advanced Glaucoma has made a lot of the work more time-consuming, and while the condition is reasonably stable, there are some

adventures on my bucket list I wanted to get to, while I could still enjoy them visually.

My wife, Jan, had been suggesting a tour of the U.S. by RV. When our youngest daughter, living in San Diego, announced that our grandson was on the way and due in early October, we suddenly owned an RV.....and would I like to accompany Jan on this trip? I completed several Lake sales on the road, and will continued marketing Lake Amphibians, as The Lake Connection, through an association with Vicki Scoones, (Vicki of Vermont). Vicki cut her teeth on Lake sales while working with The Lake Connection several years ago, and she has an excellent track record of her own in the sale of amphibians. She will manage the business and marketing details, freeing me to concentrate on client interaction.

I had hoped to produce a new edition of the photo presentation, Capture the Spirit, in time for this year's Lakeathon, but that is looking less likely.

I am so grateful to all the Lake owners who participated with their photos over the years. They helped

to create a unique and exciting witness to the joys of flying the Lake Amphibian. If there is enough interest, I look forward to compiling a "best of" edition.

Currently, we have a number of Lake Amphibians for sale, and I look forward to assisting owners who are contemplating a sale of their Lake.

I can be reached at: 802-238-6595 or, jfcnoa@yahoo.com

I extend my warmest best wishes for the holidays to all my friends and associates in the Lake Amphibian community!

Sincerely

Jim Campbell  
The Lake Connection

*Jim Campbell has become synonymous with Lake sales, and a stalwart supporter of Lakes in many ways, including his annual "Capture the Spirit" Lake photo gallery presentation. We hope to see Jim again in the near future. Hey Jim, point that RV towards Lakeland in February!*

### **To Russia With Love**

*Paul Furnee recently wrote the following online post regarding a Lake that he had advertised for sale.*

This airplane has sold. Interestingly, I had 7 serious inquiries. Of the 7, 4 were from Russia or Russian customers. I demo'd the airplane to two of these potential customers on the same day (One American and one Russian). The second demo resulted in an immediate deposit check on the spot, which at this point is non refundable. So unfortunately, another Lake is

going to Russia. The Russians do not nickel and dime you and try to negotiate a lower price. Their business ethic is "Yes, I'll buy it" or "NO, I will pass". The American aviation buyer had better get smart or soon there will be no more aircraft to buy here.

### **Skimmer & Lake Operations (Part VII)**

*This is number eight in a series of ten articles made available to us by John Staber, long time Lake instructor and owner of Skimmer One. We are printing them here in several installments. Thank you John for sharing your extensive expertise.*

Glassy Water operation. This is the most dangerous operation with any seaplane, due to the fact that there is no depth perception over glassy water. This is exacerbated by opaque or overcast skies. Anytime these conditions occur a glassy water approach should be used. Quite often these conditions occur on only part of the surface you are landing or taking off from. It is possible when landing or taking off to experience the surface to go from ripples to glassy. Always use the glassy water approach and landing unless you are absolutely sure you will be down and stopped within the rippled area. The glassy water departure is just as dangerous as the landing and care must be taken not to fly back into the water after lift off.

The Lake operates the same off glassy water as rippled. The pilot is the one that can't tell what is happening. I prefer to not wear headphones for most water operations and especially for glassy water. You need to be able to hear the sound of the water on the hull and sense the correct attitude, which

is the same as any takeoff or landing when you can see the surface. You should be focused on a known point in the distance, hence the takeoff should not be made toward the middle of a large body of water, with absolutely no visual reference. Preferably, landings and takeoffs should be made parallel to shore where there is at least some visual reference.

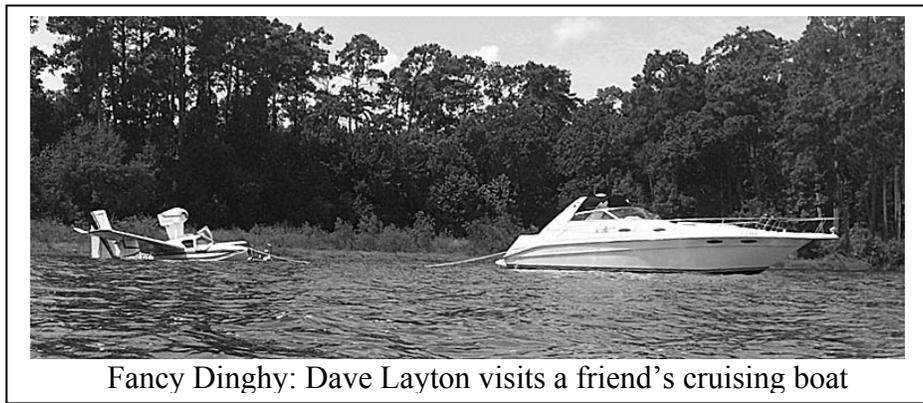
We need two things. The correct attitude for landing and an acceptable rate of descent. There are variables like load, density altitude, horsepower. I prefer to set up the proper attitude at altitude where I have an horizon. From experience, most Buccaneers need between 15 to 16 inches of manifold pressure to give us no more than 200 feet per minute rate of descent. Flaps should be down. The attitude should be slightly nose-up as evidenced by visually sighting out the copilot's window at the horizon. Trim to this attitude, and more than likely you will see an airspeed of around 58 mph and a rate of descent of 200 feet per minute. Minutely adjust the manifold pressure to change the rate of descent. When I designed the new panel for Skimmer One, I put the airspeed over the rate of climb, over the manifold pressure, knowing that those are the three major instruments used for a glassy water landing. After all, the glassy water landing is an instrument approach to touchdown.

Now for the landing itself. The object is to get as close to water as possible before we lose our last point of reference. This is where the shoreline comes in handy as we can see that we are about 10 or twenty feet above the water. Reeds growing out of the water are a help also and can get us even closer. At this point we add power to the known power setting and gently pull the nose up to the airspeed that we know to be

correct...and wait, checking again for an acceptable rate of descent, and wings level...and wait, and wait, and wait until finally we hear, rather than feel, the hull parting the water below. Don't do anything yet. Give yourself a few seconds to make sure that you really are on the water. At this point, retard the throttle as you relax some back-pressure on the yoke to compensate for the lack of nose-down thrust (remember that?). It is most important that you add power first during the level-off (no level-off at touchdown) to prevent a high rate of descent when the nose is raised. Should you let the rate of descent get too high you may skip out of the water. Do not change anything since you do not know how high you are above the water, and keep your attitude correct and wait for the next contact whereupon you will probably stay on the surface. If you are not completely sure of anything during this most dangerous approach, go around and start all over, making sure you have a rate of climb after adding power to prevent flying back into the water, now in completely the wrong attitude.

The feeling of idling along on completely glassy water is like nothing else. One feels as if they are hovering in a vacuum bereft of any visual reference, except maybe the wake behind the floats and hull. Truly unexplainable, and you will know what I mean when it happens to you.

The glassy water takeoff is identical to the rippled water takeoff in attitude, but it is more difficult to get the correct attitude. It must be done by feel and the sound of water under the hull and sensing that "sweet spot". Do not get over-anxious with the lift off



Fancy Dinghy: Dave Layton visits a friend's cruising boat

with too much back-pressure, but allow the Lake to fly off of its own accord when it is ready. The last thing we want to do is lift off with insufficient airspeed since we need to stay in the air and climb away from the glassy water.

Since they are so dangerous, I highly recommend, that if you have a choice, always land on the ripples. However, that doesn't mean you should not be proficient in glassy water landings. It goes without saying that one should get a proper check-out with a Lake qualified instructor before solo flight, especially in the above conditions.

#### **Too Close for Comfort** by Frank Bell

A few days ago I took my grandkids, ages 6 and 9, flying. I'd left the airplane at a nearby lighted airport after a night flight, and needed to get it back to my own unlighted strip, so invited the kids along. They were excited and enjoyed the short trip. Upon landing, the 6 year old, sitting in the back, asked to raise the door (a Schweiss bifold with remote radio control). I said sure. He did a masterful job of punching the button, and we taxied in to the hanger. I shut down, and started putting things in their place. I felt

a bit of movement, and looked up to see the nose rising... what the hell?!! It kept going up, while I tried to understand if I'd radically mis-figured the weight and balance, resulting in the plane sitting on its tail. Then, from the back, "Granddad, I'm lowering the door for you!" I screamed "STOP!", while reaching frantically for the remote, but he beat me to it and raised the door, allowing the nose to come gracefully back down.

Wondering what this was going to cost me, or if the plane might be just totaled, I grabbed a stepladder and set it up by the tail. Not a scratch. The rubber door seal had come down on the vertical stabilizer, the tail was light, didn't go all the way to the floor, and everything was fine. Except I had to spend some quality time reassuring a six year old that everything was all right.

Don't assume anything!

#### **Bobby Jackson's Saga, a Recap.** by Bobby Jackson

The enclosed story entitled "Picture This" happened on 10-27-2001. This addendum is to bring things up to the current date, 11-05-2014.

The reason for not flying much in the months of September and October was because of the terrorists' attack of 9/11. Giddings Identifier is now GYB. Barbara, my Significant Other, and I are still together after 20 years, she still in Austin, I in my hangar in Houston. About a year after the accident, which the NTSB labeled as an airborne/ground collision, Barbara had to have corrective

surgery on her neck. She is doing fine now.

I have since purchased another Lake, a 1978 LA-4-200 and have owned and flown it for 10.5 years up to present time and have about 400 hours in it. I celebrated my 84<sup>th</sup> birthday 15 days ago, still pass my class III medical, but have to pass a stress test once a year because of a stent being

installed in an artery four years ago.

I really do enjoy your magazine because it is right up at the top of the 15 Aircraft related magazines that I subscribe to. I hope you print my story because it shows how you shouldn't get complacent just because you are sitting still on the ground and nothing can happen to you.

### **Wipaire Entertains and Informs**

Wipaire, a major manufacturer of seaplane floats, has begun to emphasize Lake maintenance as well. In December, Lee Webb and his crew entertained a group of Lake owners in an overnight Christmas party at their spacious hangar in Leesburg, Florida.

They provided a delicious dinner and breakfast, two seaplane safety programs, showed the feature film "The Aviator" for entertainment Overnight accommodations were in tents provided by Wipaire in their air conditioned hangar. It was a very impressive showing and much appreciated by those Lake flyers in attendance.



Sleeping Tents in Wipaire Hangar

P. S. If you would like more information about me, for example, I was an airplane nut at age 3, touched my first airplane at age 5, took my first airplane ride (which was my first dual instruction) in a 65 HP Taylorcraft in 1945 at age 14 and soloed after 5.5 hours of dual; illegally of course. All my flying hours, and they are not all that many, have been strictly for fun; never got paid a dime for any of it and ENJOYED EVERY MINUTE.

*Following is the original story by Bobby Jackson, reprinted from page 758 of Lake Flyer. The photos below have just been received from Bobby and did not appear in the original story.*

Picture this. It's Saturday morning, 8:00 A.M. Oct. 27, 2001 not a cloud in the sky, not a wisp of wind. It's West Houston Airport (IWS), I own my own hangar and keep my 1964 La 4180 in it as well as renting out space to seven other aircraft owners. I've owned my Lake for 11 1/2 years and have flown it over 800 hours.

I drive down to the terminal for my usual free Saturday morning doughnut, sweetroll and coffee, hurry back to the hangar, pull the Lake out, do my preflight, jump in and crank. The plan is to fly to Giddings TX. (62H), which is about 71 miles west. My lady friend, Barbara; is driving over to Giddings from Austin, her home. We will meet in Giddings, gas up the Lake, then fly to Galveston (Schoales Field, not salt water) and spend the day with my daughter and her husband.

On the way over, I deviate about 2 miles north so I will fly over Lake Somerville, my favorite water landing playground. It's so beautiful

and inviting, small ripples on the surface and not a boat in sight, so I succumb to the invitation. I set up my approach. Just a little bit off my flight direction, drop down, level out, raise the nose a little and shhhhh, that's all you hear. As we skim through the little ripples, add a little power and keep it on the step for about a quarter mile. Oh well. it's time to go, trim up some, full throttle and off we go to Giddings. I call unicom and ask for an airport advisory-Carla Deder, the Giddings FBO comes back with no traffic, no wind, so take your pick-17 or 35. I'm a little north so I crosswind to left downwind to 35, land and taxi up to the fuel island, about 65 yards from the runway. I kiss Barbara hello, load her bags into the Lake, top off with fuel and push the Lake back from the pump so that the aircraft is facing north with the right wingtip about 8 feet from the 100LL pump.

Barbara and I get in, buckle up, crank up and put on our headsets. Holding the brakes. I'm looking

inside, turning on the avionics, GPS, etc. when Barbara says "What is he doing"? I look up and see this Cessna 170 departing runway 17 heading straight for us, over a ditch, dirt flying. up and over a berm, into the air-full throttle straight for us.

He's climbing ever so slowly, I say "he's going to clear us"-- "he's going to clear us"-----WHAM-----he didn't clear us, are you OK Barbara?" She says , "I think so". We are now facing east toward the terminal, engine still idling, I see people running toward our right. I shut the engine down, jump out and look---to our right is what's left of the 170, exactly 110 feet from us. No fire, thank goodness, but it looks more like a heap of scrap aluminum than a just restored Classic airplane. Believe it or not, the owner pilot and his wife received only minor bruises. I think the only thing useable, as is, on his airplane was the vertical fin and rudder.

Here's what happened: they had bought the 170 in August, he took



dual in it and got his tailwheel endorsement. As you know, there was very little flying in the month of September and on into October of 2001. On this fateful morning, he and his wife were out getting more "acquainted" with the airplane and Giddings just happened along. As he landed on 17 (remember there was no wind), he lost control, started veering off the runway to the left and elected to try to fly out of it.

When his aircraft was about 30 to 40 feet in front of us, with his

wheels about 5 feet above the tarmac, Barbara saw his wife pointing at something. When asked later, she replied, "I pointed at an NDB tower that looked to be close to our flight path" When she said "don't hit that tower", he immediately banked to the right, about 3 feet of his right wing hit about 3 feet of my right wing, spinning us about 90 degrees clockwise, his right wheel tore off a steel fire extinguisher box atop a 5 foot high, 3" diameter steel pipe, one of two set in concrete guarding

the 100LL pump. His airplane then pitched down sharply, his right wing (about one foot outboard of the wing strut), hit one of the 3" diameter steel pipes guarding the Jet-A pump, tearing it out of the concrete and sending large chunks flying. From there, they went sliding down the tarmac and ended up against a slight berm with the aircraft facing west.

No one was seriously injured; Barbara the most--her body rotated about 90 degrees in a millisecond

### Lakeathon Flight Instruction Pre-Registration

For those of you who would like to obtain some instruction while at Lakeathon 2015, here is a roster of Lake instructors who plan to teach there. This is an excellent time to get in your recurrent training. Our Lake instructors have been queried as to their availability during the event, and whether they can furnish an aircraft for instruction. Those instructors who have indicated their availability are listed in the accompanying table. The marking \*\* means that these instructors are likely to be available, but have not responded to the survey. All pilots are urged to contact these instructors as soon as possible, so that the instructors can fill their time schedules, and so that you can be assured of a time slot with your favorite instructor.

Instructor Name	Aircraft Available	Sat 2/21	Sun 2/22	Mon 2/23	Tues 2/24	Wed 2/25	Email	Tel
Art Stifel **	LA4-200	**	**	**	**	**	astifel@earthlink.net	863-273-0910
Paul Furnee		Y	Y	Y	Y	Y	airinnov@gte.net	863-289-0062
Mike Ulmer	LA4-200	Y	Y	Y	Y	Y	ulmer1@gmail.com	931-273-0156
Drew Clark		Y	Y	Y	Y	Y	clark1995@juno.com	267-253-1937
Ken Lindsay				**	**	**	kaptainken90@hotmail.com	585-278-8321
Jay Beard			Y	Y	Y		jetbluepilot@hotmail.com	402-214-6396

but her head didn't. She ended up with a twisted neck, still being treated. He had insurance which covered my loss ---the company and I eventually agreed to total my Lake out. We agreed on an amount which they paid promptly.

I guess the moral to this, if there is one, or maybe I should say the lesson learned from this is: stay alert, don't let your guard down, don't think for a minute that you are absolutely safe, no matter where you are, and always, always push your airplane back from the gas pump at least 11 feet!

I sure did like that old airplane, so many memories of those 11 ½ years.. Barbara and I flew it to Sun N Fun last year-thought we'd never get there, thought we'd never get back. Splashed in at Lake Parker while there.

The Lake Amphibian is a good airplane, I would like to own another one but probably never will because of the way the Rivard family is treating Lake owners. (*In fact, Bobby does now own another Lake*) I guess I am fortunate in that I bought the wing spar AD kit from Lake even though it cost \$3700.00. When Lake reduced the price of their kit to \$1700.00, I wrote two letters requesting a \$2000.00 refund. Armand Rivard called me to tell me that he could not give me any refund.

I sure do miss that water flying!

### **Cuba Si?**

by Marc Rodstein

It has always been a dream of mine to fly to Cuba. After all, Havana is only 90 miles across the water from Florida. Apparently I am not the only one who thinks this way.

After President Obama announced a limited easing of relations between our two countries, Lake flyer David Walter posted a message on our web forum about a proposed Cuba flight to be organized by Caribbean Air Ventures. At the present time, it is just a proposal, but I am sure that a lot of Lake pilots would love to go. David was hoping we could arrange the trip for this February just after Lakeathon. While I share his enthusiasm, I doubt very much that the government approvals will be forthcoming that quickly. And at the present time, there may be some relatively high fees to be paid to the governments of both countries, in order to get the required permission.

Nevertheless I am encouraged. It seems that I may live long enough to realize this dream after all. Our Canadian and Mexican friends can go to Cuba, as can citizens of just about every other country on earth. Now, if Congress will just drop that damned travel embargo!

### **Appreciation**

By Ed (Hunk) Degenhardt

Greetings to you folks,

My thanks to you for all you have done for us folks and the aircraft we all love and care for. Also to those who take care of them and to those who show us how to fly them. All great!

My 23 years with N8543Z were magic. Fulfilling beyond reality! I watched her fly away in 2008 at age 81. A tough parting.

Happy trails to all. Simplicity, serenity and decency,

Ed (Hunk) Degenhardt.

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