

Lake Flyer

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Safety

Knowledge

Proficiency

Fun

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Management Change at Club by Marc Rodstein

The headline above appeared in these pages in the year 2000, when my wife Jill and I took over the club from Bill and Louise Goddard, who founded it in 1988. Bill had suffered a stroke and was unable to continue. I must admit that we weren't Bill's and Louise's first choice. Prior to this they had contacted numerous Lake owners and asked them to take on the job of running the club, but they had gotten no takers. I remember the day I taxied my plane out of Lake Reedy onto to the Goddard's back lawn and discussed the subject with them. It seemed like a huge responsibility, and after we spoke I didn't give an answer, but said I'd think about it.

I went home and talked with my wife Jill, who gave me encouragement. We both agreed that the Lake Amphibian Flyers Club was just too important to let slip away into obscurity, so I called the Goddards and accepted the challenge. It was June, and plans had not yet been made for Lakeathon which had been held each February. In those days it wasn't called Lakeathon, but was simply referred to by everyone as "River Ranch", named for the venue at which it had

traditionally been held, and where everyone assumed it would always be held. I flew to River Ranch and sat down with their management. A contract was made, and dates were announced for "River Ranch" to be held in February 2001.

In October of 2000, I heard rumors of trouble at River Ranch. When I phoned to get information, the phones had been disconnected. Nobody had called to tell me this, but River Ranch had gone bankrupt and was now closed.

We had a Fly-In coming in 4 months and no place to hold it. After a lot of scurrying about, and with assistance from the Cathy Shannon at Amphibians Plus, I made plans to hold the event at the Holiday Inn in Winter Haven. The event had been rescued, and it came off well despite my many misgivings. The Shannons gave us great support by hosting our entire crowd at their Amphibians Plus hangar for a technical maintenance session and complimentary lunch, the beginning of a tradition which they carry on to this day. There is no way to thank the Shannons enough for what they do for the Lake community.

Since that time I have organized and presided over a total of fifteen Annual Fly in and Safety Seminars

(now referred to as Lakeathons), in three different venues. Along the way it has been my privilege to meet Lakeathon visitors and make many friends, not only in the U.S. but folks from Canada, Mexico, Italy, France, Australia, Czech Republic, England, Northern Ireland, Finland, Greenland, Germany, Switzerland, Spain, Sweden, South Africa and Brazil. If I have forgotten to name a country I apologize.

I find Lake owners to be the greatest people on earth, and I have been fortunate as can be to get to know so many of you. We have enjoyed fantastic support from industry leaders, most especially the folks at Amphibians Plus, AOPA (through their insurance agency, Air Safety Foundation and otherwise) and Phoenix Aviation Managers who underwrite the Lake insurance program. Thanks go out to John Staber who has helped fill these pages with gems of wisdom, and Paul Furnee who has done the same on our online web forum. Last but by no means least, there is my incredible wife Jill, who helped make all these Lakeathons work, ran all the ladies programs, and supported me every step of the way. To these people and all those others who contributed to our web forum,

Lake Flyer and our fifteen Lakeathons, my most sincere thanks.

Let's go back to the title of this article, Management Change. After fifteen years it is time for a change, and so a few days ago at Lakeathon I announced to those present that Jill and I are stepping down and the new managers of the Lake Amphibian Flyers Club will be Bill Schmalz and his significant other Lynann Kurr. This will be my last issue of Lake Flyer, and this year was my last year organizing Lakeathon, as Jill and I have now officially turned over the reins to Bill and Lynann. We do this with confidence, as I we know them to be very enthusiastic and resourceful people and we are sure that they will be great stewards of our legacy while being a force for positive changes as well. The next issue of Lake Flyer will be produced by them and I am sure it will have

more information about them and what they have in mind for our club. In the meantime, you may reach them at the new Lake Amphibian Flyers Club address which shown below:

Bill Schmalz and Lynann Kurr, 3001 East Lake Hartridge Dr. Winter Haven, 33881, telephone (561) 414-6865. They live in a lakefront home which is less than a mile from the runway at Winter Haven's Gilbert Field (KGIF). They have already begun hosting Lake Amphibians on their lawn, as seen in the photo below taken at a cookout which they gave at their home for Lakeathon 2015 participants.

Nose Gear Pivot Bushing Replacement:

by Bill Greenwald

I discovered that in my airplane the

bushings in each side of the nose gear compartment that the nose gear pivots on had worn substantially. I was getting ready to do a complete refurbishment of the nose gear to include the fantastic Paul Furnee Nose gear Modifications (hydraulic dampener "Bang Eliminator" and emergency gear extension spring; both, in my opinion as a mechanical engineer, a "Must Have") new seals in the oleo and actuator, new shimmy damper lining, etc. I was also tracking down some "shuck" or excess play in the nose gear that was causing some minor to occasionally severe shimmy under certain circumstances.

I had already paid attention to the obvious suspects with respect to a new shimmy damper lining, proper shimmy damper spring compression, scissors "tightness", etc. I finally realized that if one tried to manually shuck the nose wheel back and forth as happens during actual shimmy, all of the remaining play was to be found in the whole nose gear casting shucking back and forth. I immediately assumed that the problem was due to inadequate lateral shimmying at the nose gear pivots, but upon further examination I discovered that the bushings that are pressed into the sides of the nose gear compartment were quite worn, especially the right bushing, and would require replacement.

I called Paul Furnee for a consult and learned a few things, like I ALWAYS do when I call Paul with a mechanical or systems question! I learned that there were a variety of bearings used to support the nose gear. They ran the gambit from needle bearings pressed into aluminum blocks that are riveted to the outboard (and completely inaccessible) sides of the nose gear compartment, to brass, bronze, or



Meet the New Club Managers, Bill Schmalz and Lynann Kurr

nylon bushings pressed into the same sort of bearing support blocks as mentioned above, to, as in my case, just the aluminum bearing blocks bored to accept the 3/4", hollow nose gear pivot pins. Paul went on to say that in any case other than the needle bearings, there was a trick to replacing the bushings, or as in my case, machining the aluminum bearing support blocks to accept new bushings. He went on to describe a tool to be constructed using a 7/8" OD hand reamer, a very stiff compression spring, some metal tubing, and a 15/16" nut. With that description in mind I fabricated the tool shown in the photographs.

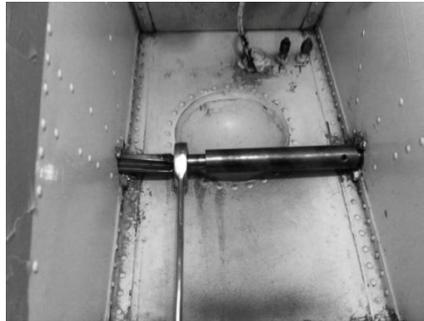


Reamer Tool

The compression spring is far too stiff to allow compressing it easily by hand to insert the tool into position for use, so the little turnbuckle is used to retract the reamer into the tool, and to then allow it to extend into position. The pin that is inserted into the 15/16" nut that the turnbuckle is attached to is removed, as is the turnbuckle once the tool is in position.

As is clearly seen in the picture that shows the tool in use, the end of the tool that has a 3/4" OD pin extending out of it is inserted into the opposite nose gear bearing than the one being machined. This arrangement keeps the tool properly positioned for reaming. A 15/16" ratchet wrench is used to rotate the tool about 1/2 a revolution per stroke, and stroking the tool eventually will ream out the correct 7/8" bore to accept new

bushings. In my case, the raw aluminum bearing blocks were reamed to accept new bushings, while in those airplanes with bushings, the reamer will simply remove the old bushings. (In the case of bushings, you may also be able to use a variety of tools to split and remove the old bushings and simply press in new ones, but the use of the tool will provide a very controlled and accurate removal process).



Reamer Tool in Use

Once one side is reamed out, a "flange bearing", instead of a simple sleeve bearing, is pressed into place. The reason for using a flange bearing was that I had shimmed the nose gear for lateral play on my first Lake and it was very tedious. This is due to the fact that the surface of the bushing against which you are shimming is recessed by the thickness of two skins in the area of the bushing, and as such you are trying to shim "into a hole", which is simply hard to do well. I made some careful measurements and found that I could use flanged bushings, and the flanges would fill in the recessed area, ending up nearly flush with the inside surfaces of the nose gear well, making the process of shimming far more easy, as well as providing a true lateral bearing surface for the nose gear to bear against when it pivots. You can buy an assortment of 3/4" ID x 1-1/8" OD stainless steel shims, as well as the required bushings at mcmaster.com for very short money! Once you have completed one side, the tool is reversed and the other side is done in the same fashion. See the pictures of

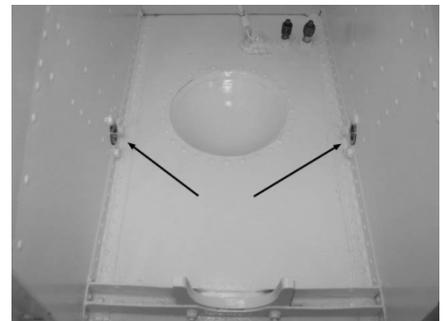
a bushing in place, and of both sides completed.

One final note: I did have to do some very simple machining of the two bushings as I found that the stock bushing flanges were a little too big in outside diameter to ensure that they would fit down into the recess without hitting one of the overlapping skins in that area, as well as to slightly shorten the height of the bushings to be sure that they would seat all the way into the reamed holes. If you do not have access to even the simplest metal lathe, the bushings could be modified with a file, it will simply be less precise and will take a little longer.

I will be happy to lend the tool to anyone that would like to borrow it! Just give me a call at 413-207-2020 or e-mail me at wgreenwald3@ne.twcbc.com!



New Nose Gear Bushing



Bushings installed

Dale Schoepflin

Lake aficionado Dale Eugene Schoepflin passed away peacefully on Feb. 13, 2015, at his home in Palouse, Wash.

Dale followed his dream and soloed after only a few hours of flight instruction and quickly earned his private pilot's license at 17. After graduating from high school in 1967 from Upper Columbia Academy in Spangle, Wash., Dale went on to A&P school at Spokane Falls Community College, where he became an aircraft mechanic. Shortly after that Dale's draft number came up, and he was called to serve in the U.S. Army.

After the Army, Dale found the perfect career that allowed him to fly low to the ground and follow the contours of the terrain. He started crop dusting in the spring of 1974 on a little strip just outside Farmington, Wash. Then in 1977, Dale and his wife, Colleen, put down roots in Palouse, Wash., where they started Dale's Flying Service.

In addition to flying, Dale also possessed remarkable mechanical ability and won many awards for a restored a 1957 Chrysler 300 convertible. Dale used these skills to re-engineer a Lake Aircraft Buccaneer amphibian to what he called a "Super Lake." (See articles on page 786 and page 1088 of Lake Flyer). He improved its comfort and performance by extending the fuselage, designing custom retractable floats, a fiberglass nose, custom engine pylon and installing landing gear doors.

Dale maintained numerous Lakes for other owners. He will be sorely missed by the entire Lake family.

Skimmer & Lake Operations (Part IX)

This is number nine 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.

The airport arrival. Upon entering the traffic pattern adjust the throttle to 20 inches of manifold pressure and put the flaps down (same as for a water landing), and trim the aircraft. Now place the landing gear handle in the down position and visually watch all three gear come down, check the light on the panel and make sure the hydraulic pressure is building back up. At this point announce to all that "this is a land landing, the wheels are down!" and visually check again. From this point on the arrival is the same as the water landing, bearing in mind the drag of the long gear legs and making an even steeper approach. Recheck landing gear down on each leg of approach.

Reduce power upon turning base leg and retrim. It will be down trim due to the lack of nose down thrust. The landing itself should be the full stall type, accomplished just as on the water. Do not be too concerned with excess speed on descent, as it will soon disappear when the nose is raised to level or above for landing. Both on water and land it is advisable to flare twice. Once to break the fairly steep glide path, and the second one to assume the correct landing attitude, which will appear to be much lower than in other types of aircraft. (Remember sitting in the

aircraft on the ramp from part 4 of this series).

You will find that the huge ailerons create much adverse yaw, therefore it is imperative that the rudder be used to control the direction of the Lake. This is true in every situation; land taxi, water taxi, step turns, climbs, descents, turns in the air and landings and takeoffs. During a crosswind landing hold the wing down into the wind and control direction with the rudders. Do not let up on the aileron or you will get the nose slewing around due to the yaw and a drift will start across the runway which gets worse with improper aileron control.

It is not necessary, and inadvisable to raise the flaps immediately after landing. If the wrong selector is raised, you could be sitting on your belly on the runway grinding away the keel strip. There is no "squat switch" to prevent the gear from retracting when on a hard surface runway. Another reason for leaving the flaps down, is that full flaps are needed for the next takeoff.

Here are several rules to follow:

Never allow the nose to go below the step landing attitude when near the water.

Never apply full power immediately after a bounce or skip off the water; go to one-half power, assume the step landing attitude and (then) smoothly apply full power for a go-around. If you should touch again, you will be in the correct attitude. Most times it is not necessary to do anything at all after bouncing a landing except keep the correct attitude, as it will probably stay on the water at the next contact.

Never try to put the airplane on the water. Assume the correct attitude and wait for it to happen. Over-control of the elevator is probably

the biggest mistake made in the Lake.

Never attempt a glassy water landing without a qualified checkout. It is, by far, the most dangerous situation in seaplane flying.

Never attempt to “stretch the glide”. Best glide speeds are fine at altitude, but once committed, land or water, lower the nose even farther and gain airspeed to flare with and avoid any “high sink rate”. The Lake will slow immediately when the nose is raised for a flare. Full power will stop the sink rate, but it takes a long time to fly out of it, and actually makes it worse for a few seconds after application.

Always use flaps for all take offs and landings, land or water. If you are maneuvering within 1000 feet of the ground, generally extend the flaps for greatly improved slow flight control.

In the event of a forced landing it is advisable to land gear up unless you absolutely know the terrain you are landing on. The Lake has been landed gear up on grass with no damage whatsoever.

It is advisable to raise the gear immediately after a land takeoff for better performance in the climb and to preclude forgetting to raise it for a water landing. An amphibian pilot should always be uncomfortable when the landing gear is down.

Fly a proper traffic pattern for both land and water. It is easier to see the correct angle of descent and to keep an eye on the landing surface and other airborne traffic.

Some basic information:

Colonial Skimmers:
C-1, 150HP 23 built 1956/57, C-2, 180HP 20 built 1958/9, 34' wingspan

Lake:
LA-4-180, 180HP about 185 built 1960 to 1970, a few turbocharged, 38' wingspan.

LA-4-200, 200HP about 885 built 1970 to 1984 (Buccaneer) more than a few turbo

LA-4-200EP about 45 built 1983/4 (extended propellor shaft and rear cowling)

LA-250, 250HP and 270T HP 137 built 1984 to present (Renegade)

Gross weight C-1 2150 pounds, C-2 2350 pounds, LA-4 2400 pounds, LA4-200 2600, 2690 if fuel in floats, LA-250 3150 pounds.

The Skimmers and LA-4-180s are carbureted. All others are fuel injected.

A typical Buccaneer empty weighs about 1650 pounds. Optional heaters and turbos add around 30 pounds each. Each come equipped with a full panel, heated pitot, and a paddle. All 180HP and 200HP EPs are factory equipped with wing fillets (bat wings). Optional equipment consists of after-market items such as: batwings, wing root fillets, horizontal fin root fillets, vortex generators, hull strakes, turbocharger, heater, autopilot, 14 gallons of fuel in the floats, pneumatic hatch openers, bilge pump, radios, anchors and line, etc. Basic fuel capacity is 40 gallons (240lbs) located in a fuel cell in the fuselage. The Renegade is capable of holding up to 90 gallons.

Stalling speed for all models is approximately 50 mph or even less. A good, properly rigged Buccaneer, built on a Wednesday

will indicate close to 130 mph at 75 percent power. The Renegade is a little bit faster and the Skimmers and 180HP Lakes a little bit slower. Some fly better than others.

All aircraft EXCEPT LA-4-180s from 1965 to 1970 were factory alodined and zinc chromate primed and that vintage are susceptible to severe corrosion. Newer models are epoxy primed.

There are several ADs on the Lake, but not a lot of them. Most important are 2000-10-22 dealing with wing attachment reinforcement and 2005-12-02 dealing with horizontal stabilizer mounting brackets. Most other ADs deal with engines, props, accessories and the like and are one-time compliance as are the two mentioned above. A properly maintained Lake is no more expensive to operate than a corresponding Piper Arrow. One that has been neglected can be a nightmare.

It is imperative that one gets training from a Lake qualified instructor. It is also imperative that a pre-buy inspection be done by a Lake qualified mechanic. Many Lakes have been owned by the same persons for 25 to 30 years. That alone should be an indicator of what a fine aircraft they are...and, they are fun!

Leaning the Lake

Lake Buccaneer owner David Walter gave a really excellent and unique presentation on the subject of engine leaning at Lakeathon last month, using a computer generated animated movie. David has posted his masterpiece online and we urge you to view it at <http://youtu.be/QstrHuBWoEc>

The Importance of Training in Lakes

By Marc Rodstein

I can't leave this post without reiterating what I have repeatedly written here about training. Having seen and heard about way too many Lake accidents over the years, I am as convinced as ever that training with a Lake –qualified instructor should not be an option for Lake pilots, but should be considered mandatory. The following is what I wrote on the subject ten years ago. I am reprinting it here and now because it has never been more true than today.

Reprinted from the May-June 2005 issue of Lake Flyer:

In an article not exactly complimentary to the Lake fleet, the April 2005 edition of Flying Magazine discussed an accident in a Lake Buccaneer flown by a high time (airline) pilot with seaplane experience. The article stated that there have been three Lake accidents at the same lake and calls the Lake “demanding” to fly.

This article struck a nerve, because it highlights what we have been preaching over and over again. I know, you are tired of hearing it. But it needs to be repeated over and over again because there are some that are just not getting the message: A Lake needs to be flown by a properly trained pilot. Here was a retired airline pilot with a gazillion hours in his logbook. He was seaplane rated and a so what's the problem?

The problem is that when you first step into a Lake, all the hours in your logbook count for very little. The skills that constitute proficiency in a 747, or even a floatplane, are

not sufficient to safely fly a Lake. The important factor in Lake flying is not your total experience, but type-specific training and time in type.

Why is this? I think back to my own indoctrination to the Lake. I had an attitude, perhaps similar to the pilot involved in this accident. I had thousand of hours in many types of aircraft. I was single and multi engine rated, both VFR and IFR. I had successfully flown in all kinds of weather, to airports big and small. I felt that I was an accomplished pilot.

I started training in the Lake and after 20 hours or so with my (Lake program) instructor I felt confident. “I can do this, it's not hard.” After I got my insurance sign-off I was up and away. Shortly thereafter I took some neighbors flying and made the mistake of landing in a very busy lake full of motorboats. One boat wake and several very hard bounces later I was a lot wiser and a lot less smug about my abilities. Not to mention embarrassed.

Over and over again I hear stories of people who crashed their Lake, sometimes with injuries or even deaths. Why is this happening so often? My theory is that the Lake has a propensity to fool the uninitiated because there are two different levels of understanding in learning to fly the Lake. On the first level, there is the adjustment of getting used to the physical characteristics. The overhead mounted controls, the hydraulic trim and undercarriage, and the attitude changes with changes in power come to mind. This orientation takes place within a relatively few hours. Before long you know where to reach for the flaps, throttle or the pitch trim, and

the pitch adjustment with throttle changes becomes second nature. You think to yourself, “this isn't so hard after all”.

But the second level of understanding comes much slower. This involves understanding the effects of CG, the pitch changes resulting from wave encounters, and the subtle differences in pitch behavior under varying circumstances and airspeeds. There are a lot of combinations, and the techniques required can vary quite a lot. Some of these issues can only be fully understood through experience, but good training can prepare the new Lake pilot to recognize their potential effects before falling into a trap.

So, is the Lake demanding to fly? I think the answer is yes. It is not difficult to fly, but it demands a different skill set than required in other airplanes and a good understanding of the peculiar traits of the Lake. A skilled pilot with this training can fly a Lake safely under all types of conditions. But a skilled pilot without this Lake specific training is an accident waiting to happen, as witness the Flying article.

FLYING a Lake is not particularly demanding, once properly trained.

LEARNING to fly a Lake is very demanding..

Converted Landing Technique

by Kevin Bowe, Lake CFI

At Lakeathon 2014 we enjoyed a visit from Australia's premier Lake instructor, Kevin Bowe. Kevin displayed to us a different technique that he has developed for rough water landings which he calls the converted landing.

As a refresher, or for those who missed last year's Lakeathon we are presenting this subject here with the permission of Kevin Bowe.

Kevin likes to teach this in person, and for one to learn it by oneself is challenging. Therefore we recommend it only for the most experienced Lake pilots or those accompanied by an experienced Lake instructor.

The following technique cannot be practiced in calm water as the tail will contact the water first.

Practice is best carried out in moderate conditions without trying for the slowest possible speed until experience is gained in the technique.

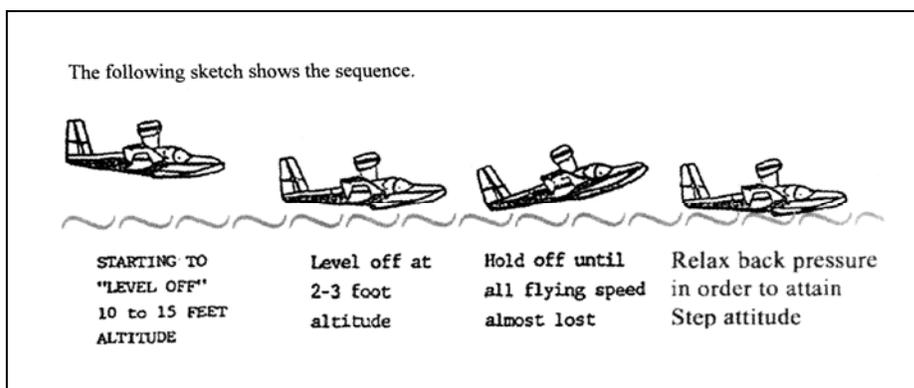
It is important to remember that we have the trim set correctly and are relaxing the backpressure we are holding on the yoke.

Do not push forward on the yoke

CONVERTED LANDING TECHNIQUE:

On approach with about 10-12 inches Manifold Pressure set the trim for a "hands off" approach speed of 60-70 knots (LA4) (slower for lighter AUW, higher for full weight). Having the trim set properly defines the neutral yoke position for later in the procedure.

After flaring, remove any remaining power and maintain a height above the water of around 2-3 feet by gradually increasing back pressure. When the speed is reduced to a desired point start gently relaxing the backpressure to the neutral point. The nose of the aircraft lowers and the hull enters the water at somewhere near the optimum



angle, hence the hull will cut through the water.

It should be noted that relaxing the backpressure lowers the nose resulting in a reduced Angle of Attack and a higher stall speed. This means that when the aircraft contacts the water it is less likely to bounce, although it may skip sometimes. If this happens a very slight amount of back stick to maintain the correct attitude may be required. Do not start chasing the attitude.

The amount of backpressure being held is greater and the nose attitude is higher as the speed reduces, this therefore means that the relaxation of back pressure can be at a faster rate as the speed reduces But remember.....

"Do not push forward on the yoke"

If at any stage while holding off, the aircraft touches the water you should immediately start relaxing the back pressure to get the correct attitude for landing. Do not try to continue holding off as the aircraft will enter an unstable state. If you are a bit slow in releasing the backpressure it is possible the aircraft may leave the water. This is why it is best to practice the technique in moderate conditions and with a more experienced pilot, if possible.

This technique was developed over many years and becoming proficient in it will take practice.

The important points to remember are:-

-Having the trim set correctly

-When and how quickly to release the backpressure (the optimum time is just as the aircraft approaches the stall)

-Judging the rate at which the back pressure is relaxed (slower at faster speeds)

Remember we are relaxing the backpressure...

"Do not push forward on the yoke"

Disclaimer

"This technique is normally part of my Training Course with me demonstrating how it is done at different speeds and in different conditions followed by the trainee doing it under my supervision. While if carried out correctly there is little chance of anything going wrong I accept no responsibility or liability for its use without my supervision."

Lake Parts

New AMO located in Canada's Quebec (Saguenay) region that has Lake parts for sale. We have 2 complete aircrafts in parts + many more... We have 2 engines, one IO-360-A1B freshly overhauled and one O-360-A1A that needs a good inspection. We also have 4 propellers removed serviceable. The AMO will be fully functional in June 2015, so you can fly to us and we can install your parts. If you need parts now, we will ship to your location. Harvey Aviation Services Inc. Contact Christian at christian@harveyaviation.ca



Lake Maintenance Stand

By Pete Hartmann

Pete Sent us these photos of his maintenance stand design, with the following explanation: The steel pre-fab stair risers' should be available at any good-sized hardware store. The rest is just two by four lumber. The two stair sections fit together in storage - easily wheeled to the front of the airplane so the two by fours can be set up - then the plywood platforms set on top.



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