

Minnesota Seaplane Pilot's Association

Newsletter

President's Report



By Mary Alverson

It has been a long, cold winter this year. The winter of 2010/2011 was really one of the most challenging weather wise in recent memory. Spring always comes and the snow will be gone but this one was a real "dusey" for us all. Not much flying and lots of shoveling.

The annual meeting was held on November 20, 2010. Election of Officers was completed as follows: I am honored to serve as President for 2011. Serving with me is Len Christensen, Vice President, Neil Otey, Secretary and Pam Freese, Treasurer.

I am happy to announce that the 2011 Safety Seminar will be held at Madden's Resort.

Your response to the survey last year was overwhelming in favor of returning to Madden's this year. We have an interesting lineup of speakers for Saturdays and a great venue to start the float-flying season again this year. Our keynote speaker for the Saturday banquet will be Lt. Col. Guy Schaumberg, fight pilot with the 148th Fighter Wing of the Minnesota Air National Guard in Duluth. He serves as Mission Commander and Instructor Pilot while performing as the 148th Fighter Wing Chief of Safety. We look forward to his presentation at our Saturday evening banquet.

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Upcoming Events:

May 7-8th
MSPA Safety Seminar
Madden's Resort, Gull Lake.
Aug. 14th
Annual Pig Roast
Surfside SPB – Lino Lakes.

"Dedicated to pilots for whom the freedom of flight over land or water is preserved for those who follow in our footsteps"

DNR Project Addresses Surfside's Weed Issues

DNR Pilot Project to Control Curly-leaf Pondweed or Eurasian Watermilfoil Grant Program

The Rice Creek Watershed District conducted an aquatic plant survey on Rice Lake to characterize the aquatic plant community of the lake. In the early summer survey, five species of submerged aquatic plant species were observed with *Elodea Canadensis* (Canadian Waterweed) found to be the dominant plant species in the lake. In previous years curly-leaf pondweed has been observed to be more abundant and dominate. In 2010, *Elodea* was found to have replaced the curly-leaf pondweed as the most significant species over most of the lake. Plant growth starts in early spring as the water temperature increases. *Elodea* may reach the water surface by June. When spring rains occurred and the lake levels rise, *Elodea* will still be there just beneath the surface, very widespread and dense. This could present a problem through the flying season.

Last year and this, the MSPA applied for a DNR Grant for the treatment of invasive aquatic plants in Rice Lake. The Rice Creek Watershed District conducted an Aquatic Plant Survey to evaluate the need and desirability of an aquatic weed control program for the lake. The MSPA request has been denied this year for the following reasons:

1. Rice Lake is considered a "natural environmental lake" and chemical treatment (herbicide) is not allowed. Even if a private company performed the chemical treatment on the lake, they would not be able to get a permit to treat the plants. Mechanical removal of the plant is the only option. If the MSPA were to apply to the DNR for a variance, the DNR would be reluctant to grant the use of chemicals because of all the native plants present in the lake.

2. Curly-leaf pondweed was not the dominant plant species in the lake this past year. It is widespread in distribution, but low to moderate in density. The most prominent plant last year was *Elodea*. Canadian *Elodea* is considered a Minnesota native plant; therefore it cannot be chemically treated. Curly-leaf pondweed was the dominant plant in years past.

3. Public access with a boat ramp is required to qualify for the grant. We have the public access, but there is no boat ramp.

The MSPA will continue to monitor this situation and report back to the membership if there are any changes.

Mary Alverson

President's Report...

Jim Baker and Officer Timothy Johnston, US Customs and Border Control, will be available on Saturday in the Exhibitor's Hall to facilitate your registration into the eAPIS program for border crossing.

We will not be offering Dunker Training this year. It will be offered every other year or two. This training is one of the most involved and logistically difficult functions of the MSPA. Please let me know your interest and need for this training in the coming year. This training could save your life, so if you haven't participated in the last few years, or ever, please let me know so that we can start planning for next year.

Although we are not going to have Dunker Training this year you should still bring your bathing suit. Revere Survival Products and Lake and Air will be hosting a Life Vest Inflation experience in Madden's Inn pool. As a flight attendant I have given the Life Vest demo hundreds, or maybe thousands, of times. Most people either ignore the demo or are sure they know what it would be like to do it in the event of a real emergency. I thought I would know, but I didn't. When I was able to experience the inflation first hand it was really a bit shocking. This drill will let you experience what it feels like to inflate a life vest in a water environment under controlled conditions. It should help take away the "shock factor" in the event of an upset or submersion. It will be offered on a "first come, first serve" basis at the conclusion of the seminar on Saturday afternoon.

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Brian Addis Tip of the Day

I suppose every flight instructor has a pet peeve; the little horse instructors jump on and ride to its death. Mine has been this for pilots of light nose wheel airplanes: After landing, converting the airplane into a marginally controllable wheelbarrow. This “pet peeve” has been mine for over 35 years. I have always thought I was somewhat alone in this notion until I received this from the FAASTEAM in yesterday’s email:

Landing Safety Tip

“During the landing roll, wheel barrowing can occur if you touch down on the main wheels and the nose wheel simultaneously while holding excessive speed, and then add forward pressure to the yoke. Wheel barrowing will not occur if the pilot maintains the correct speed, and touches down main wheels first, then gently lowers the nose wheel.

In nose wheel airplanes, a ground loop is almost always a result of wheel barrowing. The pilot must be aware that even though the nose wheel-type airplane is less prone to ground looping, virtually every type of airplane, including large multiengine airplanes, can be made to ground loop when sufficiently mishandled. Do you want to know more? The Airplane Flying Handbook and other FAA manuals are available.”

I’d like to add one comment. Forward pressure need not be added to get this result. All the pilot has to do is let go of the stick and the airplane is quickly converted into a wheelbarrow. Here’s the physics: The application of backpressure allows the pilot to control the vehicle using the rudder. At this point, the nose wheel is basically along for the ride providing minimum guidance and, of course, three point stability. The lever arm between the vertical stabilizer and the center of gravity makes it possible to have good positive control of the airplane. By doing this, the airplane cannot possibly act as a wheelbarrow. Once the speed has decreased, the nose wheel becomes the dominant control element.

If you would like to conduct and experiment to prove this, load your wheelbarrow full of dirt; raise the handles as high as you can while pushing it down the sidewalk as fast as you can. It may be wise to have someone follow you with a shovel and a broom.

Brian Addis



President’s Report...

Friday and Saturday, volunteer instructors will be available for flight training in your airplane. These instructors generously share their time and knowledge to help keep us safe and “legal” to enjoy the privilege of flight. If you are interested in flying with an instructor in your own airplane, please contact one of them directly. The list of names and contact numbers are shown below. You will receive credit for the FAA Wings program. It is a great way to shake off a bit of the “rust” after this long winter.

Instructors

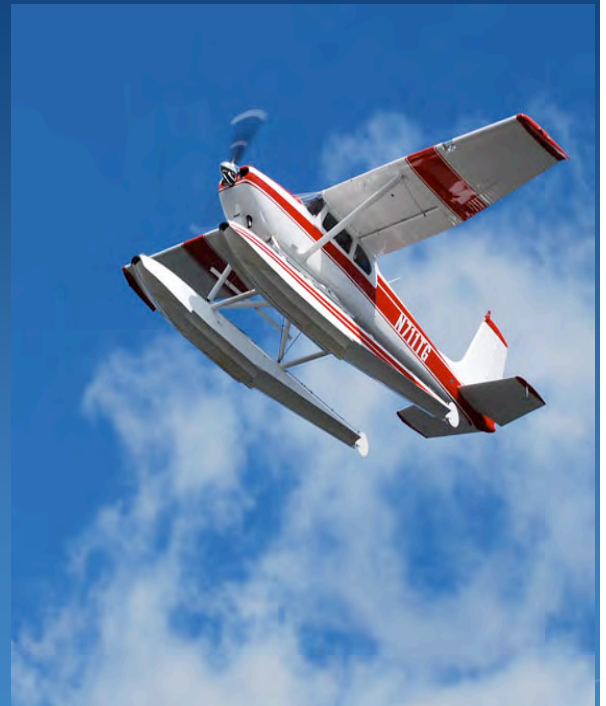
Brian Addis	651-492-4109
Mary Alverson	612-240-0123
Waldo Anderson	612-867-8737
Jim Baker	651-238-8823
Len Christianson	612-247-9771
Pam Freese	612-747-6626

Stay tuned to our website for details and information on the Pig Roast at Surfside August 14, 2011.

Mary Alverson

Web Site Update

One of the items the association worked on during the cold winter months was a complete overhaul of the MSPA web site. The old software was cumbersome and outdated. We replaced it. We added a number of new features we hope you find useful. The “Destinations” tab from the “Home” page will take you to a growing list of seaplane destinations in Minnesota and the surrounding areas. “Membership” information and an application form now has it’s own page. The fine manufacturers who create our aircraft and the service industry who keep them running, have contact information or their own “Links” page. Border crossing information, Environmental updates and news affecting our world are at your fingertips. A “Merchandise” tab will help you find just the right way to show our colors. MSPA Newsletters, past and present, can be viewed from a link on the “Home” page. We even started a “Gallery” in the event you’d like to share your adventures with the rest of us. We hope to create a convenient location for all to share our excitement in the part of aviation that reaches past the hard surfaces to unknown adventures beyond the horizon. We encourage you to join us at www.mnseaplanes.com , and bring along a friend or two!



Minnesota Seaplane Pilot’s Association

Newsletter

4429 Lyndale Ave. S.

Minneapolis, Mn. 55419

Address Line 1

Address Line 2

Address Line 3

Address Line 4