



# MINNESOTA SEAPLANE PILOTS ASSOCIATION



## 2015 Fall 'End of Flying Season' Newsletter

### President's Report

By Randy Schoephoerster

As we start to think about the end of the flying season, I am very, very impressed by the membership numbers this year...both renewals AND new members!

In the Spring Newsletter, we forecasted that 'The MSPA is on a course this year to exceed the membership of last year and that is SUPER! An organization can't sustain itself without members; and members won't support their organization unless it provides value.'

Thank you to all the members that make this a great and successful organization! The MSPA couldn't do it without each and every one of the members!

I'm happy to report on many items that were positives this year or as Trump might put it.... 'This is UUUGE!'



### 2015 Positives

- 1) Membership increase of 20-25% in 2015 over 2014.
- 2) The Spring Seaplane Safety Seminar had a dramatic increase in attendance in 2015.
- 3) The well attended Spring Seaplane Safety Seminar funded itself instead of losing money.
- 4) A great August Surfside Pig Roast where Bruce Hanson told me 'Randy, there are a lot of damn people here! They are parked all the way out on the highway!'
- 5) Added Platinum MSPA Sponsors to help with funding in 2015.
- 6) Facebook Page went live so members can share pictures and events with each other. Over 200 people have joined this online community page.
- 7) MSPA Website has seen 10-20 thousand hits a month.
- 8) Members can now pay dues with a credit card.

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### 2016 Dates!

Spring Seminar	May 20-22
Pig Roast	Aug 14



Janet Schoephoerster and Bruce Hanson  
2015 Pig Roast at Surfside

### MSPA Officers

Pres: Randy Schoephoerster  
 VP: Ben Thuringer  
 Sec: Tony Loeks  
 Treas: Steve Guetter

# Observations From The Right Seat

By: Woody Minar, Designated Pilot Examiner



In my 12 years as a flight instructor and more than three as a DPE, I've seen a lot of "interesting" flying techniques and habits from the right seat. I have learned some great techniques to pass on to others. Here are a few observations as well as things to consider.

**Flying a seaplane to a new location?** Have you gone to Google Earth to find the location and become familiar with the geography, landing areas, hazards, beaching, docking areas, etc.? It's very helpful. When you get there, you'll feel like you've been there before and will be more comfortable.

**The gear down water landing can be deadly!** Whether it's a land retractable or an amphibian, I've seen the pilot put the gear down and check it just once when the lights appear. It's never checked again. A good technique is to leave your hand on the gear handle until you confirm you have the proper gear lights you want (up or down).

Initially verify by looking at the gear position markers on the floats. Have your passenger do the same on their side. Double and triple check to verify the gear is in the correct position on Downwind, Base, Final, even once again over the fence.



**Most accidents happen during takeoff and landing.** Insist on a sterile cockpit and don't just go through the motions of a GUMP check—be serious about it. Flying gets busy during the takeoff and landing phases. One simple distraction could be serious.

- 1) **Overfly.**
- 2) **Identify.**
- 3) **Verify.**

**Overfly** your intended landing area. Always.

**Identify** hazards, power lines, submerged objects, sandbars, obstacles on shore and in the water, boats and boat wake, jet skis, other seaplanes, swimmers,

wind direction and strength, landing lanes.

**Verify** again. We all know that when we are on final, all this can change quickly. A go around is an option. The only time you have to land is when you're out of gas or on fire.



**“Any Traffic in the Area Please Advise”** – We still hear this over the radio. It had gotten so bad a couple of years ago the FAA put in Section 4-1-9G of the Airmen's Information Manual. “[The phrase] is not a recognized Self-Announce Position and/or Intention phrase and should not be used under any condition.” There you have it.

Let's not get complacent. Fly like your life depends on it.

Woody Minar  
DPE, MCFI, CFII, MEI, CFI-G, IGI, AGI

# Storm at Maddens's Seaplane Base

By: Ben Thuringer, VP Madden's Resort



**The summer of 2015 at Madden's on Gull Lake was definitely one that will not be forgotten.** On July 12<sup>th</sup> at 6:00pm the Brainerd Lakes Area experienced a storm that generated winds that were comparable to a category II hurricane with wind speeds well north of 100mph. The most amazing part with this storm is that there were no injuries. It truly is a blessing. Sure there were many homeowners that visited emergency rooms due to disagreements with their chain saws, but the storm left us with zero major injuries.

The next morning, we determined that evacuation of the resort was required and closed it for two weeks. Closing the resort gave us the ability to bring in proper equipment for removing and hauling debris and trees. Approximately 65% of the resort was not damaged by the storm but was clogged with fallen trees. For the next two weeks we worked with local contractors and excavation companies to clean up the resort.

I was amazed at the work ethic and determination that the Madden's crew and local contractors demonstrated during

the 2 week cleanup effort. This is a truly determined and remarkable group of people. Within the week MN Power and Light had us up and running with power. There was not a single power pole left standing, an amazing undertaking. The two week deadline was a real push but we did indeed but we made it! We managed to open for our Ambassador guests that have been coming to Madden's for 40 plus years over the same week on July 28<sup>th</sup>.

**Some fun facts:** Many have asked what we did with the tree debris.

1) A company with a tub grinder came in and shredded the tree debris. For 2 weeks they worked for 10 hrs per day filling a semi-truck with wood chips every 20 minutes. These chips were sold to a power plant to be used as fuel.



2) A nearby residence found their small boat 1.5 miles away on the Pine Beach East Golf Course, not damaged.

3) The roof of the Voyager on Wilson bay flew over the town hall parking lot and over the top of the Golf Villa units landing on number 10 of the Pine Beach east. The voyagueur was the area that experienced the most damage.

4) The Beech 18 was left untouched healed up at The Lodge, this would be the Beech 18 that Jim Lund used to own, then sold to Mark Baker, and now Adam Forsberg is the care taker of this wonderful bird.



## **Where are we at now?**

Madden's has recovered from the storm very well. We had a nice summer doing what we love, hosting guests. There is definitely a silver lining to the storm damage. The Wilson Bay (West) side of the property was the area that experienced heavy damage, and we have already started renovating the Wilson Bay Lodge and rooms. Many of you have been in these areas for past MSPA events, Madden's is extremely excited about the work being done in preparation for the 2016 season.

While the Wilson Bay (West) side of Madden's did experience some extensive damage, the East side of the resort which encompasses 65% of our units was left largely untouched. All resort amenities such as golf, lake, pools, recreation and seaplane parking are available.

Madden's is looking forward to showcasing our renovated areas in 2016 and welcome all aviators to visit.

## Thank You to our Platinum Sponsors!



**Bolduc Aviation  
Specialized Services Inc.**



For information on how to become a platinum sponsor please contact [Randy@airtreknorth.com](mailto:Randy@airtreknorth.com)

Make sure to take our poll at  
<http://survey.constantcontact.com/poll/a07ebj8n8duieej5jp6/start.html>

Check out the early results from a poll we emailed earlier this month.....you still have time to make a difference in the results.

We have had great ideas emailed in. The ideas include : 1) Subsidize portions of a monthly lunch at MN restaurants and or resorts, 2) Poker runs, 3) Picnics, 4) Golf outings, 5) More free stuff at the Spring Seminar, 6) Take people to Canada for fishing trips, etc.

The more suggestions we get from the members, the better we can serve the members.

With \$1,000 - \$5,000 in hand, what would be the best way to increase the number of active seaplane pilots in MN?

Training Scholarships



Upgrades to Seaplane Bases



Display at More Trade Shows



Conduct Fly-Outs



Other



