

# Minnesota Seaplane Pilot's Association

## Newslett

### President's Report



By Mary Alverson

Spring is finally arriving outside my window. The snow, once so beautiful, has worn out its welcome. I start to daydream about this time every year. I can't wait to get my floats back on the Cub and get back in the air. With any luck, it will be December before the snow visits us again. What a great summer we have ahead of us.

The election of officers took place at the Annual Meeting Jan 5, 2010. To all the members of the Minnesota Seaplane Pilot's Association, I am honored to be this year's President. My fellow officers are: Len Christianson -Vice President, Neil Otey – Secretary, and Pam Freese – Treasurer.

A task force was formed to address the issue of invasive species. It is a growing problem that threatens our lakes, rivers and streams. The primary goal of the task force is to determine the best ways to stop the transfer of invasive and non-native aquatic plants between lakes or other bodies of water we operate our aircraft on. MSPA wants to spearhead an educational effort to inform the seaplane community of this threat. We all need to be informed and proactive in our efforts to stop the damage of these invasive species. The MSPA applied for a DNR grant to treat curly-leaf pondweed in Rice Lake. The weed has become a navigational hazard at Surfside. We did not receive the grant for this year. We will try again next year and increase our efforts to help combat this growing problem.

The decision was made to provide Directors Insurance for the officers and board members. We are in the process of getting a quote on the cost. I will give you a complete report once all the cost estimates are compiled.

### In This Issue:

New Club Officers Elected

Invasive Species Update

Boys Club ?

Madden's Resort Highlights

Dunker Training Returns!

Pictures... Better Than Words

### Upcoming Events:

May 7-9 MSPA Safety Seminar

Madden's Resort, Gull Lake

Aug. 8<sup>th</sup> 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.”

## Dunker Training Returns!

Back by popular demand! We had such a positive response to the "Dunker Training" at the 2009 Safety Seminar, it will be offered again during this year's May seminar. The underwater survival training consists of a mechanical devise that dunks the pilot upside down underwater and the training enables a safe egress. The dunker training will be held at Madden's swimming pool Friday, May 7<sup>th</sup> 2010. There will be a limited number of slots for this training so please register early. Please wear a full set of cloths with soft sole shoes (no black sole shoes) for this training to make the training realistic. All participants must attend the 2 hour ground school on the morning of May 7<sup>th</sup>. Each person will be scheduled for the underwater training thereafter. Expect to sign a waiver of liability and there will be a fee of \$30.00 for the training. To register, contact Mary Alverson at 612-240-0123, and e-mail at [m.alverson@hotmail.com](mailto:m.alverson@hotmail.com).

## Electronic Newsletter Saves Money!

In an effort to update our membership roster, the MSPA officers and board members are attempting to call each MSPA member to make sure their address and emails are correct. The cost of sending the newsletter by mail amounts to \$4.00 per newsletter, totaling \$16.00 per member per year. If you have an email, we would like to send the newsletter electronically. For those of you who do not have emails, we will continue to send it to you by mail. The newsletter will also be posted on the MSPA website. Our current dues will barely cover the cost of a paper newsletter. Electronic mailings save the organization a lot of money we could put to use elsewhere.

Mary Alverson



# Boys Club... Why?

*By Jim Baker*

Since I found this group back in 1998 I have known the MSPA weekend as simply the best party anywhere.

You have all kinds of seaplanes & the coolest pilots to socialize with. Meanwhile you get to learn more good stuff about flying & seaplanes. Somehow there were never many women there and I just figured that they generally were not that into seaplanes.

So in July of 2002 I found an exception. Jeannie liked the outdoors, (camping, hiking, boating, biking, etc). At the Surfside pig roast in August of 2002 I took her flying for the first time. Then in September, also at Surfside, Jeannie was sitting upon an EDO 2960 when I knelt on one knee & asked her to marry me. Turns out she liked seaplanes and me. I was so whipped that when we picked the date...May 3, 2003..... I forgot something.

Now you could vote me out of the club but please give me one more chance.

When I first took her to Canada I wanted to make sure she was comfy so we only went maybe 80 NM across the border to a very nice lodge where I knew the water would be hot & the cabin would not leak bugs. We took the boat & explored the awesome scenery, rapids, waterfalls, & trails to a couple other little lakes. We ate great food, spent time with our dogs & she found out that I fly much better than I fish. I just can't sit there all day & fish; too hyper. I would rather be in camp & help the outfitter fix a broken water pump. Jeannie likes to be in the boat & soak up sun or explore the lakes.

Last summer at the cabin we locked our black dog Gracie inside since I was cutting dead trees down for dry firewood. Jeannie was carrying cut wood back to the cabin & when I looked back to be sure she was far enough away for me to cut another down, I saw the dog run across the trail right behind her... maybe 10 feet. So I had to go back & lock up the dog again. When I got back to Jeannie she said the dog was still in the cabin. So the black dog was really a black bear running 10 feet behind her & she never saw it. Good thing, if she had she would have freaked. Now she knows & thinks it's funny.

Seaplane trips for us usually include a stop at Crane Lake. Turbulence is never good, but we have found that we are OK with it as long as we get ice cream when we get there. The stomach is usually good again with ice cream. So the tradition was started & now sometimes we fly to Crane Lake just for ice cream.

We simply have more fun together & time together via seaplanes than any other way. Jeannie is the exception in some ways but not in others. Since September of 2002 we have had so many adventures with seaplanes. I know we are truly lucky to be able to share these outdoor adventures together.

But the anniversary is the problem. Unfortunately Jeannie does not agree that MSPA weekend is the best party anywhere. Here is the deal for Jeannie. She likes to go away for the weekend with me. She likes flying. She likes to walk on the beach & see the seaplanes. She likes to eat good food especially if she does not need to cook it. She likes to stay in a nice place. However at the MSPA weekend, conversation eventually sounds something like "The TAF called for 1200 by 18Z but the ATIS was 800 & said the ILS, PAPI'S & REIL'S were out of service. By the way can we do my BFR & IPC next week? "

At this point she feels left out. If only she had more girlfriends there, then they could agree on how stupid it is that we can't just speak English or Greek once in a while instead of always Pilot.

The MSPA weekend has much to offer that women generally do enjoy Maddens is really nice. The place is clean. The food is good. The company is great. This could be a nice chance to start sharing what we love with the people we love. Now you all help me out to convince Jeannie that this really is the best party anywhere.



Jeannie is the exception in some ways but not in others. Since September of 2002 we have had so many adventures with

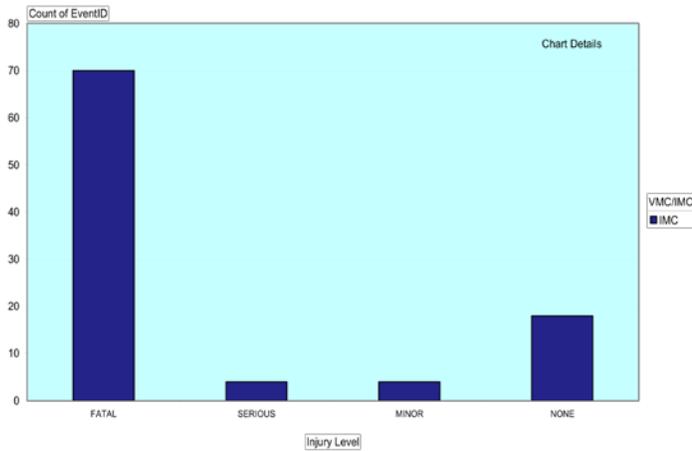
# Pictures Are Better Than Words

By Brian Addis

From time-to-time, most of you have heard me give talks on safety in flying; landings, effects of wind and instrument flying in light airplanes are always good topics. I came across three graphs that tell the whole story about these three subjects. Rather than writing a long article about how wonderful spring flying will be (whenever spring gets here) I thought it might be best to use the "picture is better than a thousand words" principle.

Take a look at the highest category on each graph. Now, think about it next time you are about to take an IFR flight ending with an approach to a 25 knot crosswind runway.

NTSB - IFR Accidents With Injury Level



Accidents that occur during "IFR" conditions are likely to result in fatalities!  
These are "Skill Based" accidents that can be avoided through proficiency!

## Loren Schiebe

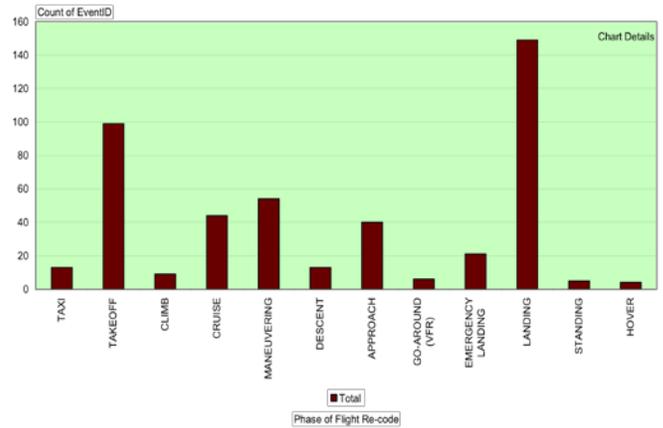
The seaplane community lost a very valuable member last June. Loren Schiebe was an enthusiast for seaplane flying and did everything he could to promote it. He was president of the MSPA twice. Loren received the Wright Brothers Master Pilot Award for over 50 years of accident free flying. He contributed so much to the aviation community. Loren will be honored at the MSPA banquet.

## Skill

And The Need For Proficiency!

Year (All) State MN

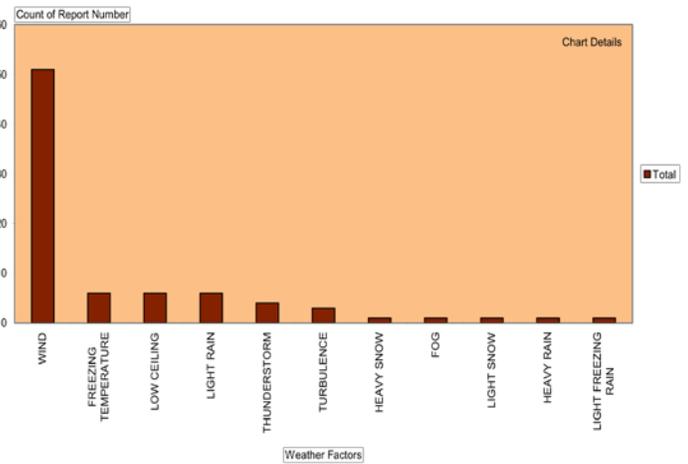
NTSB Accidents by Phase of Flight



The "Landing" phase of flight is where most accidents happen!  
These are "Skill Based" accidents that can be avoided through proficiency!

Year (All) FSDO FLIGHT STANDARDS DISTRICT OFFICE, MINNEAPOLIS, MN

Incidents by Weather Condition



"Wind" is the weather condition most responsible for aircraft incidents!  
These are "Skill Based" incidents that can be avoided through proficiency!  
Presented by the FAA Safety Team and the Wings Pilot Proficiency Program!  
To learn more, you can find us at: [www.faasafety.gov](http://www.faasafety.gov)



# Minnesota Seaplane Pilots Association

## Membership Application Form

To join or renew membership, please print, fill out and mail this form along with a check payable to MSPA to:

Pam Freese  
 1243 310<sup>th</sup> Ave.  
 Frederick, Wi. 54837

Type of Membership:

- New Member       Renewal       Roster Update

Name:	
Address:	
City, State, Zip:	
Home Phone:	Alternate Phone:
E-Mail:	
Willing to receive newsletter via email rather than postal mail: <input type="checkbox"/> Yes <input type="checkbox"/> No	
Pilot license: <input type="checkbox"/> Yes <input type="checkbox"/> No	
Ratings:	
Aircraft owner: <input type="checkbox"/> Yes <input type="checkbox"/> No	Reg #:                      Make/Model:
Based at:	
*Enclosed is: <input type="checkbox"/> \$15 for one year <input type="checkbox"/> \$25 for two years	Check #:
First year free for new Seaplane Pilot Rating: <input type="checkbox"/> (please enclose copy of new certificate)	
Name of MSPA member who referred you to the group:	
New members are eligible to receive one free issue of (you may check both):	
<input type="checkbox"/> Water Flying (Seaplane Pilots Association)	
<input type="checkbox"/> Minnesota Flyer	
By checking these boxes, you agree to have your name and mailing address sent to the magazine publisher so they can send you your free issue.	

\*Membership runs January 1 through December 31. Payments received before August 15 are good through the current year (plus another year for two year payments). Those received after August 15 are good through the following year (plus another year for two year payments).

# Madden's Resort Recap

I want to extend my personal invitation to each of you to attend the Safety Seminar to be held at Madden's Resort. This venue provides endless seasonal beauty that will refresh and invigorate each of us. The educational event, the social gatherings, seaplanes and fine foods will make this one of the highlights of the spring flying season.

Make sure you register early for the Dunker training. We have a limit on the number of participants and it fills up fast. This training is taught by one of the best in the business and always gets rave reviews when evaluated by the participants.

On Friday and Saturday, volunteer instructors will be available for flight training in your airplane. If you are interested in flying with an instructor in your own aircraft, please contact one of the instructors directly. You will receive credit for the FAA Wings program. What a great way to shake off a bit of "rust" after this long winter.

Mary Alverson

## Instructors

### Available during Seminar

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

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### Newsletter

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[Recipient]