

Update to Seaplane Pilot

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ASA-SPT



This Update provides changes to the first printing of *Seaplane Pilot*, resulting from regulatory and procedural changes.

Page Number	Element	Explanation
163	Figure 13-8	Due to printer error, some of the table's text did not print. See the complete table on the next page of this Update.
320	Figure 23-3	14 CFR §61.23 was revised on July 24, 2008. The following table reflects those changes.

When exercising the privileges of	Medical Certificate required	Medical is good until
Private Pilot	3rd class	End of 24th month after month of exam (60th month if pilot is less than 40 years old at time of issue)
Commercial Pilot	2nd class	End of 12th month after month of exam
ATP	1st class	End of 6th month after month of exam (12th month if pilot is less than 40 years old at time of issue)

Figure 23-3. Summary of medical certificate duration

Landing type	Difference from normal	Used for	Do not use for	Danger elements
<i>Normal</i>	See normal landing description.	General use.		
<i>Crosswind</i>	Establish the angle of bank needed to “stop” the sideways movement of wavelets, then double it. Landing on one float is just like landing on one main wheel. Keep the same aileron control input you had at touchdown and the downwind float will come down soon, but smoothly. Then smoothly input FULL aileron into the wind as soon as both floats are in the water and keep it there. In displacement taxi mode, water rudders and checklist. If you feel like too much bank angle is needed (concerned about catching a wingtip in the water), go around and don’t land there. Landing in strong crosswinds should be avoided.	Crosswind conditions	[Crosswinds ONLY]	Drifting downwind at touchdown.
<i>Rough water</i>	Carefully plan for the taxi to shore. Landing is always done into the wind with both floats contacting the water at the same time. Use full flaps and whatever power is needed to let yourself gently down into the smoothest water patch you can find, at just above stall speed. The smoothest water is the lightest colored water patches. Pitch level just after touchdown, run out with a flat attitude ending up with the stick all the way forward, stick all the way back as soon as in displacement taxi mode, water rudders and checklist.	Rough water.	Any landing not directly into the wind.	Turbulence; attempting a taxi turn to downwind.
<i>Confined area</i>	Very much like a short field approach and landing in a landplane except different deceleration techniques are used, once on the surface. The important part of this maneuver is the spot landing (a good approach is required) and proper flare and touchdown. <ul style="list-style-type: none"> • Apply full flaps after wings are level on final. • Don’t start down from 500 feet until the water touchdown spot is in sight and a 3° glidepath picture is seen. • It is fine to touchdown heels first. Use recommended “over the fence” speed and probably a little power during the roundout. • After touchdown, it’s power back, flaps up then stick back, rudders down, and as soon as in displacement mode, turn 90°, complete checklist. 	Short landing area.	Confined area glassy landings are for highly experienced sea-plane pilots only.	Takeoff from that confined area.
<i>Glassy water</i>	When the water is glassy, or even nearly glassy, or the light is poor, or it is raining and the combination of water on the windshield and raindrop patterns on the water create an illusion of height above the surface, or the sun is in your eyes, or anything else that adversely affects your ability to clearly see the water surface, use a glassy water approach and landing! If any of these conditions exist, you will not be able to accurately judge height above the water. The only safe landing technique is to use the glassy water technique. You position the seaplane at a low-but-safe altitude above the water with the correct flap setting, correct pitch attitude which gives correct airspeed and correct power setting which gives correct vertical speed, then maintain this stable condition (absolutely no change in pitch attitude) until touchdown. Refer to the discussion of the subject in the main text for details (Page 155).	Any glassy or near glassy conditions, poor visibility or night landings. Get good glassy water landing recurrent instruction annually and practice periodically.		Failure to recognize the need to use glassy procedure; engine failure over glassy water; confined area glassy landing attempts.
<i>Go-around</i>	Every approach to a landing should be thought of as an approach to a go-around which, if everything is perfect, will be converted into a landing maneuver. A go-around is a good maneuver. It reeks of safety. It is made by good, safety-minded pilots. Smoothly apply maximum allowable power, level the airplane’s wings and transition to a climb pitch attitude that will slow or stop the descent. After the descent has been stopped, landing flaps should be partially retracted and set as recommended by the manufacturer. When operating into water surfaces that are embedded, with high terrain close to shore and especially into confined areas, a good general rule is that the go-around must be initiated before going below tree-top or top-of-terrain height. Generally, the aircraft is committed to landing once below tree-top height. Use the departure path that was planned during the landing area assessment.			

Figure 13-8. Summary of landing types

Note: In the second printing of *Seaplane Pilot* (January 2009), this table has been corrected.