



Staying Safe in the Cold Fall Waters

Brian Addis, Senior Flight Instructor - Lake & Air Pilot Shop

The season is changing but winter is not yet upon us. There is still a lot of great seaplane flying weather before we pull out the skis. There are fewer boats on the lake this time of year and colder water; less boat traffic doesn't bother us but colder water is a concern. This is the time to wear that PFD. Great—you say—how long will I last bobbing around in 45 degree water with fewer boats on the lake to save me? Not very long unfortunately. Take a look at these useful references regarding cold water survival. This is an eye opener and a true reality check on how the human body does not do well immersed in cold water. To learn more about surviving cold water emergencies visit: www.coldwaterbootcamp.com

Effects of Hypothermia (from FAA AC-91-69A)

Water Temp. in °F	Exhaustion or Unconsciousness*	Expected Time of Survival
Up to 32.5°	Under 15 Minutes	15 to 45 Minutes
32.5° to 40°	15 to 30 Minutes	30 to 90 Minutes
40° to 50°	30 to 60 Minutes	1 to 3 Hours
50° to 60°	1 to 2 Hours	1 to 6 Hours
60° to 70°	2 to 7 Hours	2 to 40 Hours
70° to 80°	2 to 12 Hours	3 Hours to Indefinitely
Over 80°	Deferred indefinitely	Indefinitely

*Times given are for a young adult in good condition and health with no alcohol or drugs in system.

Featured Sections

2



Featured Customer:
Ted Krahenbuhl

5



Airbrushed Aircraft

6



Spotlight on Manufacturing

1-10-1

1-10-1 is a simple way to remember the first three phases of cold water immersion and the approximate time each phase takes.

1 - Cold Shock. An initial deep and sudden Gasp followed by hyperventilation that can be as much as 600-1000% greater than normal breathing. You must keep your airway clear or run the risk of drowning. Cold Shock will pass in about 1 minute. During that time concentrate on avoiding panic and getting control of your breathing. Wearing a lifejacket during this phase is critically important to keep you afloat and breathing.

10 - Cold Incapacitation. Over approximately the next 10 minutes you will lose the effective use of your fingers, arms and legs for any meaningful movement. Concentrate on self rescue initially, and if that isn't possible, prepare to have a way to keep your airway clear to wait for rescue. Swim failure will occur within these critical minutes and if you are in the water without a lifejacket, drowning will likely occur.

1 - Hypothermia. Even in ice water it could take approximately 1 hour before becoming unconscious due to Hypothermia. If you understand the aspects of hypothermia, techniques of how to delay it, self rescue and calling for help, your chances of survival and rescue will be dramatically increased.

Source: www.coldwaterbootcamp.com

The Wipaire Window

Customer Feature - Ted Krahenbuhl

Ted Krahenbuhl is a Wipaire customer who flies an American Champion Scout 8GCBC with either Wipline 2100A amphibious floats, Wipline AirGlide C3000A skis or 31" Alaskan Bushwheel tires.

When I decided to experience the freedom of bush flying, I was welcomed into a small group of elite engineers, mechanics and pilots.

What planted the idea of flying bush planes in my mind was seeing pictures of working aircraft in Alaska. Noticing that tail draggers like Piper Cubs, Cessna C180s, and de Havillands used floats, skis, fat tires etc., it seemed very easy: just get a used airplane, buy some fat tires, skis, and floats. Done. Well, after some looking, I realized I had no clue on how specialized floats, skis and bushwheels are. I was going to be joining an elite group of pilots and mechanics. And I needed a lot of help.

After being introduced to bush flying by Back-Country Aviation in Idaho, they introduced me to the American Champion Scout (8GCBC). It had the performance I was looking for; 70 gallons of fuel, 2100# gross (2600# restricted), composite propeller, and headroom! Alaskan Bushwheel 31" tires were installed and I received my tailwheel endorsement in my own Scout in Idaho.

Floats and skis would be a challenge. There is only one manufacturer of amphibious floats for the American Champion Scout—Wipaire, Inc.. Flying to St. Paul from the west coast, with 27 hours on the airframe, and arriving at Wipaire, was like finding the "Emerald City." Wipaire had everything needed for turning the Scout into a beloved Swiss Army Knife of the skies. I purchased the two STCs (for floats and skis), and had a panel upgrade. Wipaire is a full service shop, training and manufacturing operation.





Now the fun begins, learning. I took off across the USA with amphibious floats heading for California. What a wonderful way to travel; most lakes in California are very seaplane friendly. Nice to be able to stop, jump in the water and continue on! Boating and flying, then landing at an airport was remarkable.

*"Freedom is a privilege.
A lot of freedom is even better."*

As winter approached, the challenge of installing skis, and learning to fly them, really made me take notice. My goal: to install the Wipaire C3000A STC and learn to fly them alone from my hangar in Oregon. The insurance company had good news, no endorsement needed and no premium increase. They gave me the green light to fly skis by myself! With Wipaire's support I installed the C3000As using my A&P license. I then flew across the Cascade Mountains and made my first solo landing with skis. It was a great feeling. However, it is highly recommended to get instruction first.



The bushplane I dreamed about was now a reality. Being lucky enough to find experienced and reliable companies to support me in the beginning made it possible. The freedom of operating in areas with no airport is outstanding! Landing in fresh snow, playing in a mountain lake during the hot summer and then, at the end of the day, pushing my little bird into a safe hangar, it's a great feeling.

- Ted Krahenbuhl



How do you use your Wipaire products?
Send us your story by emailing agesch@wipaire.com.

The Wipaire Window

A NOTE FROM OUR CFO

You may not be accustomed to hearing good news from a CFO, but Fred Vagts, Wipaire's Chief Financial Officer, has a great announcement for Wipaire customers!

I'm happy to report that the Minnesota state congress has approved tax exemptions on the sales of aircraft parts and labor. What does this mean for you, our customer? If you are having work done on your aircraft at our Minnesota location, it means that there will be no Minnesota state sales tax charged on aircraft parts or the installation of those parts. Yes—floats and other Wipaire modifications such as our co-pilot door fall under this rule! Depending upon the scope of work completed on your aircraft, this can be a significant savings over having the work done in another state.

Fred Vagts

CFO, Wipaire, Inc.

Alphabet Soup: What is a DER?

In the complicated world of design approvals for aircraft modifications, the successful development of new products requires a capable and experienced engineering staff. Wipaire's engineers hold several important authorizations which allow us to continue to bring innovative products to the market.

One of these authorizations is the DER, or Designated Engineering Representative. Designations can be held in different disciplines, such as those held by Wipaire engineer Rich Adler. Rich is both a flight analyst DER as well as an acoustics DER. A DER has been appointed by the Federal Aviation Administration (FAA) to approve data on behalf of the FAA. This helps to streamline the approval process as Wipaire can schedule, and conduct, test-related activities without having to wait for FAA personnel to become available.

As a flight analyst DER, Rich is authorized to write test plans, witness flight tests, reduce data, and approve

Are You Newly Seaplane Rated?

Let us be the first to welcome you to the seaplane flying community! As you have already discovered, the seaplane pilot's lifestyle is one of adventure and freedom. In celebration of this accomplishment, Wipaire extends to you the opportunity to receive a custom-engraved "Freedom to Explore" medallion*.



Visit www.wipaire.com/medallion for details and to claim your medallion!

* Valid for ratings issued after May 23rd, 2012. While supplies last.

reports relating to aircraft performance. In his acoustics DER role, Rich is authorized to perform functions related to test, analysis, and reporting for the determination of compliance with FAR 36 noise requirements.

It's important to note that being a DER involves biennial recurrent training, and an annual renewal of the DER privileges, to keep these representatives educated. Rich and our other DERs are a great asset to our engineering team. Check back in a future issue to learn more about our engineering capabilities!



Rich Adler, Certification Engineer

Department Profile: Manufacturing

Wipaire's manufacturing team is made up of approximately 30 individuals who build Wipline floats, AirGlide skis, and our many modifications.

Our manufacturing department moved nearly all operations into a new facility in late 2012. The West Gate facility features over 22,000 square feet of production, office, and warehouse space and integrates multiple manufacturing sites under one roof.

The manufacturing team is responsible for successfully introducing new products into regular production, a challenging task that requires consideration of existing production schedules and methods as well as implementation of new technologies and designs into the process. This year, our manufacturing team has entered full production on the new Wipline 8750 float and is beginning production of the all-new Wipline 1450 float as well. Both of these products mark Wipaire's entrance into a new market—the Cessna Grand Caravan & Grand Caravan EX were approved on Wipline floats for the first time ever earlier this year, and the Wipline 1450 is Wipaire's smallest float ever, designed for light-sport aircraft. In addition to Wipline floats our manufacturing department builds float rigging, installation kits, AirGlide skis, and numerous aircraft modifications.

The people who build Wipaire's products do not simply piece together floats, skis, and modification components. They are true craftsmen who apply both art and science to create the quality products that Wipaire is known for around the world.



The new "West Gate" production floor.

EMPLOYEE PROFILES

Jim Hansen - Manufacturing Supervisor

Jim came to Wipaire in April of 1981, and began working on the float production line. He has built many models of Wipline floats, including current models such as the 2100, 2350, 3000, 3450, 6100, 7000,



8750, 10000, and 13000. He has also built retired models such as the Wipline 3730, 3900, and 4000, in addition to working on the 13000 water bomber.

Across 32 years of service, Jim has supervised the hydraulic shop, paint shop (manufacturing side), worked in customer service, and in fuel sales. He has trained many members of our manufacturing team and continues to be a tremendous asset to Wipaire.

Joe Anderson - Sales Engineer

Joe started at Wipaire in January of 1990 in Wipline float production. He has held a variety of positions at Wipaire over the years, including working on the production line, serving as parts manufacturing supervisor, and small float line supervisor. He worked



on the 13000 water bomber project and also on the Fire Boss water bomber, and counts those projects as some of the most interesting.

Joe's current role is sales engineer. While he is a manufacturing employee, he interfaces with many of Wipaire's departments. He may coordinate with manufacturing, maintenance, engineering, and marketing, all in one day!

The Wipaire Window

Eye-Catching Birds Fly Out of Wipaire

Visitors to Wipaire late this summer likely noticed a very unique airplane taking shape in the hangar. This brand-new Viking Series 400 Twin Otter featured new Wipline 13000A amphibious floats, with base paint, interior, and avionics by Wipaire. The custom airbrushing was done by artist and pilot John Stahr, of Artistic Aviation, from Eugene, Oregon. The

paint scheme incorporates a wide variety of marine animals,

including birds, tortoises, whales, and fish.

One side of the aircraft is painted in a night scene and the other side is painted in a daytime scene. This was a truly one-of-a-kind paint job with incredible attention to detail, from artwork on the engine nacelles to underwater scenes painted on the inboard sides of the floats, no part of this aircraft was left unadorned.



Right on the heels of the fabulous Twin Otter was a Quest Kodiak with another intricate aquatic-themed paint job. Wipaire completed the prep work and finishing with John Stahr returning to complete the striking shark paint scheme. This aircraft is scheduled to have floats completed to match so that this fish can return to the water.



AIRCRAFT FOR SALE



2004 Cessna Caravan, 1,975 Hrs TT, 235 Hrs SHOT, New Wipline 8750 Amphib Floats, 8750 GW, SPFS G2, Garmin 530/430 Nav/Com/GPS w/ WAAS. - \$1,879,000



1998 Cessna Caravan, Wipline 8750 Amphib Floats, 2,550 Hrs TT, 0 Hrs SHOT, 618 Hrs SPOH, Relish Tray, Boiler Plate, GNS 530W/430 Nav/Com/GPS w/WAAS - \$1,740,000



2010 Cessna Caravan, 255 Hrs TT, European VAT paid (on aircraft), Garmin G1000 w/Chart View, Radar Altimeter, Weather Radar, Stormscope, Traffic Advisory and more. \$1,750,000



1999 Cessna Caravan, 1,358 Hrs TT, 0 Hrs SHOT, Prop-0 Hrs TT SNEW, Wipline 8000 Amphibs, GNS 530/430 Nav/Com/GPS, 8360 GW - \$1,480,000



2013 Quest Kodiak, NEW 2013 Kodiak Delivered 6/2013 30 Hrs TT, A/C, Garmin G1000 Integrated Avionics System. Manufacturers Warranty applies. Price Reduced - \$1,690,000



1969 Cessna U206D, 3,944 Hrs TT, IO-550 300HP Continuous @ 2700 RPM, Wipline 3450 Amphibs, Flint Wing Tip Extensions, STOL, Co-Pilot Door, Fresh Annual 05/2013. - \$225,000



2007 Cessna T206H, 425 Hrs SNEW, Wipline 3450 Amphibs, Garmin G1000, Garmin GFC 700 Auto Pilot, Co-Pilot Door, Fresh Water only, Fresh Annual. - \$549,900



1983 Cessna U206G, 3,300 Hrs TT, 500 Hrs SFRM, Prop 500 Hrs SNEW, Wipline 3450 Amphibs, GW 3,800 lbs, "Wip" Tip Extensions, Co-Pilot Door, Garmin 530W - \$275,500



1976 Cessna A185F, 1,390 Hrs TT, 940 Hrs SFRM, 252 Hrs SPOH, NDH, Edo 3500 Amphibs, Robertson STOL kit. - \$200,000



1999 Cessna T206H, 1025 Hrs SNEW, Wipline 3450 Amphibs, Co-Pilot Door, "Wip" Tip Wing Extensions, VGs, Garmin 530W & 430W w/ WAAS, EHSI, Fresh Annual 7/2013! \$395,000



1971 Beechcraft Duke A-60, AFTT 5175, Engine(s) 227 /1365 Hrs SMOH, 227 Hrs SPOH, has a pressurized, air conditioned, Garmin 430W Nav/Com/GPS. \$129,900



1967 De Havilland DHC-2, 16,960 Hrs TT, 538 Hrs SMOH, 1,275 Hrs SPOH, Baron TOL, Droop Tips, Tip Tanks, Sealand Cabin Extension and Alaska Door. \$369,900

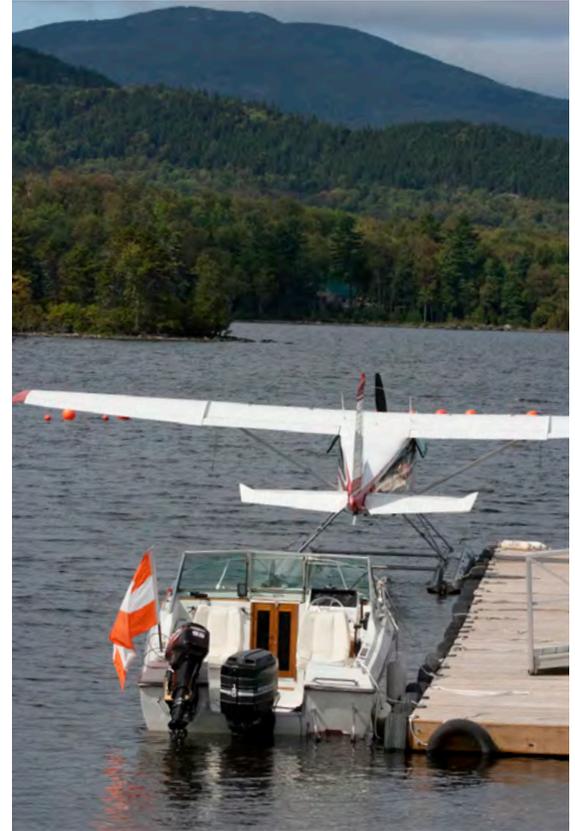
View Full Specs and All Aircraft Listings at www.wipaire.com

The Wipaire Window

International Seaplane Fly In - Greenville, Maine



Wipaire had another lovely weekend at the International Seaplane Fly-In in Greenville, Maine on Moosehead Lake. There was a dinner cruise on the lake, take-off contest, grapefruit bombing, spot landing contest and many other community and seaplane events. If we didn't see you there this year then hopefully we will next year.



Trade Show Schedule

Dates	Show	Location
October 22-24	NBAA Annual Meeting & Convention	Las Vegas, NV



CONGRATULATIONS TO
George Schoene of Petoskey, Michigan
Winner of our Dual XGPS170 ADS-B
Receiver giveaway!



Follow Us on Twitter
@wipaire
twitter.com/wipaire



Become a Fan
of Wipaire, Inc.
www.facebook.com/Wipaire