



Featured Sections

2



Customer Feature:
Tropic Airways

6



A Response to Seaplanes West

8



Are you NextGEN Ready?

Wipaire's Leesburg, FL Facility Named a Viking Factory-Endorsed Service Center

Viking Air Limited, of Sidney, British Columbia, has added Wipaire's Leesburg, Florida service center to its network of Viking Factory Endorsed Service Centers (FESC). The Leesburg service center joins Wipaire's headquarters facility in South Saint Paul, Minnesota, as a Viking FESC.

"Wipaire and Viking have had a longstanding relationship, working together to support the Twin Otter fleet, from the legacy de Havilland aircraft to the new Viking Series 400 Twin Otter," stated Chuck Wiplinger, President and COO of Wipaire, Inc. "Receiving Viking's endorsement of our Leesburg service center gives Twin Otter operators in the southeastern United States and throughout the Caribbean a convenient destination for maintenance work. With our recent investments and workforce expansion, this facility is ready to serve the Twin Otter operator community."

Michael Hall, Director of Global Customer Support for Viking, added, "As the OEM, Viking's ability to support the Twin Otter operator group is a top priority. Working with key industry specialists such as Wipaire not only increases Viking's global support capabilities, but provides operators with accessible and knowledgeable service proudly endorsed by Viking. The Twin Otter's ability to operate in extreme environments places the aircraft in remote locations around the globe, so having a strong worldwide network of FESCs is instrumental to our ability to support our operator group. As such, we are excited to expand our FESC network with the addition of Wipaire's new Leesburg facility." 



Upward Bound

Tropic Ocean Airways Expands Service with Wipline Floats



Photo By Captain Ken White – Tropic Ocean Airways

Seaplane airlines are a rare and unique breed, but this Wipline float operator is growing to meet demand not even the founders could have imagined.

“When I was in college, I read Jimmy Buffet’s book *Where is Joe Merchant?*, which features a US Navy pilot-turned-seaplane pilot. I was 19 at the time, and I decided that’s what I was going to do,” recalls Rob Ceravolo, founder and CEO of Tropic Ocean Airways. Rob went on to serve as a naval aviator, flying the F-14 Tomcat, F-18E Super Hornet, and F-5N Tiger II. He attended the Navy’s TOPGUN Fighter Weapons School Adversary course and returned to his squadron as an air combat instructor. “My original plan was to retire from the Navy and start a seaplane airline,” says Rob. “But in the fall of 2009 I read Richard Branson’s *Screw It, Let’s Do It* and decided that, well, screw it, I’m going to do it now. I then went to get my seaplane rating at Jack Brown’s and I met Nick, my instructor, and now our vice president. The day of my checkride I attended the National Business Aviation Association convention in Orlando and met the team at Wipaire for the first time to talk about this dream. I called Nick two months after my seaplane rating to start Tropic.”

Rob continues, “Instead of retiring from the Navy, I became a reservist after 10 years of experience. It

took Nick and I a year and a half to get our Part 135 certificate. We bought a Cessna 206 on Wipline 3450 amphibians as our first airplane...the same plane featured in the movie *Fool’s Gold*. Nick moved to Key West for Tropic and our first office was in his living room. When it was time to receive our certificate, he met with the FAA right there—in his living room. I was in Tampa when Nick called to tell me the good news. At the time, I was stationed at CENTCOM at MacDill AFB, commuting on a bicycle because I had sold everything to start Tropic—my house, my car, and my motorcycle. Now we have seven airplanes. In fact, on March 11th we just celebrated what we like to call ‘Fly Tropic Day,’ our four-year anniversary of receiving our 135 certificate in Nick’s living room.”

From the initial concept, Tropic Ocean Airways has grown to a fleet which includes the original Cessna 206 on Wipline 3450 amphibious floats, two Cessna Caravans on Wipline 8000 amphibious floats, two new Cessna Grand Caravan EXs on Wipline 8750 amphibious floats, and one new Cessna Grand Caravan EX on wheels. Tropic started with only one domestic route (Miami to Key West) and added their first international route in June 2011 from Fort Lauderdale to Bimini, where they made history as the first international commercial seaplane to land in Bimini in over five years. They now typically service 20 locations throughout the Bahamas and Florida, though a Tropic traveler’s destinations are

“Amphibious floats allow us to meet our guests at the end of their airline travel and whisk them away directly to their vacation destination.”

hardly limited. In fact, if you're not headed to an island destination, they even offer direct-to-yacht provision delivery. The airline operates as far north as the northeast Abacos down to the southern Exumas during their busy season and repositions an aircraft at the East River seaplane base in New York in the off season to provide service to East Hampton.



Today, Tropic Ocean Airways is based in Fort Lauderdale, Florida. The location provides a perfect jumping-off point for the airline, as major airline destinations such as Jacksonville, Daytona Beach, Tampa, and Orlando are all within a short flight. Tropic operates the wheeled Grand Caravan EX for these flights to save travelers the hassle of renting a car and driving. From Fort Lauderdale, travelers can hop to popular Florida spots such as Key West and Little Palm Island

as well as international destinations in the Bahamas. Tropic's Bahamian routes are extensive and range from as close as Bimini to as far as Long Island.

"The versatility afforded by Wipline amphibious floats is key to our business," Rob notes. "Our whole mission is to provide a personalized travel experience that's free of the hassle and inconvenience of modern air travel. Amphibious floats allow us to meet our guests at the end of their airline travel and whisk them away directly to their vacation destination."

Wipaire's worldwide reputation and 55 years of experience building a wide range of floats reassured Rob that Tropic's pilots and customers would be in good hands. "When you think aircraft floats, there's really only one name that comes to mind, and that's Wipaire. Tropic Ocean Airways is proud to exclusively operate Wipline floats," Rob states. "We've added two brand-new Cessna Grand Caravan EXs in the last few months on Wipline 8750 floats. We also operate two Caravans on Wipline 8000 floats." Of the differences between the two float designs, Rob says, "The 8750 floats have increased our completion rates because they handle rough water so well. We're able to safely operate in conditions we wouldn't be comfortable in with the 8000s."

Tropic Ocean Airways was also one of the first operators to install Wipaire's exhaust deflector for the Caravan series. Only one Grand Caravan EX was equipped with the deflector at first to test the effectiveness of the modification, and the difference in aircraft cleaning time has been described as "night and day." The deflector keeps the aircraft remarkably cleaner than its fleetmates, improving the appearance of the aircraft and drastically reducing the man-hours to clean it each night. The difference is so pronounced that Tropic is equipping their entire fleet of Caravans with the exhaust deflector.



Keep Your Belly Clean

We not only build floats at Wipaire, we fly them too. After far too many hours spent scrubbing exhaust off of the bellies of Caravans, the idea was hatched for an exhaust deflector that would direct exhaust away from the belly of the airplane. The deflector practically eliminates exhaust residue on the belly, struts, and pylons. Stop scrubbing and start admiring an effortlessly clean Caravan today!

Call today to learn more or schedule your installation! 651.451.1205

Tropic Ocean Airways' Grand Caravan EX with exhaust deflector, post-flight.

Upward Bound (Continued)

In addition, Rob notes that “The deflector has actually opened up our wind capabilities because it allows us to approach the dock from either side.” After receiving their aircraft on floats, Tropic wastes no time engaging in a detailed and rigorous maintenance program to ensure the aircraft and floats remain in top condition. “Safety is a top priority, and safety begins with top-notch maintenance. I learned during my time in the Navy that properly-maintained machines are crucial to being able to complete the mission. At Tropic, we recognize this and work to live up to our customers’ expectations by not only meeting FAA standards, but exceeding them,” Rob commented. “To combat the saltwater impact on the aircraft, we wash the airframe and floats with fresh water every night. We follow that with a salt-removing solution and then another fresh water rinse. This ensures the airframe and components like landing gear enjoy a long and trouble-free life.”

A desire to provide first-class service to customers drives Tropic’s philosophies and operations. The airline operates out of the Sheltair private terminal at the Fort Lauderdale International Airport to provide a comfortable environment for their guests. Instead of security checkpoints and lines, Tropic travelers are greeted with a welcoming attitude and a helpful smile. The team at Tropic works with guests to develop a seamless travel experience, including baggage storage if needed. Private charters are also available and can range from a short scenic tour to a day-long adventure.

“If you fly with us, you’re going to have a good time,” Rob says with a smile. “The experience of the flight is at the core of everything we do. If you’re not having fun, we’ll do everything we can to turn that around.”



Photo By Captain Ken White – Tropic Ocean Airways

As you might imagine, seaplane flying in a tropical paradise for a company focused on delivering happy customers is a dream job. “We’re very selective about our pilots,” adds Rob. “Working for Tropic is so much more than flying an airplane from Point A to Point B. Our pilots are part of a team that shares a singular goal—to give our guests a personalized and unique experience that they’ll never forget. Everyone from our sales team to our pilots to our maintenance team is a part of that mission. Because of this, a customer service attitude is hugely important.” In addition to a helpful attitude, pilots must be safety-centric. “We crew our flights with two pilots for added safety,” Rob mentions. “Our standard operating procedures are based on those of a Navy fighter squadron and our safety department is run by a U.S. Naval Aviator with a Naval Safety School background and years of aircraft carrier experience. Although not required by the FAA for Part 135 operations, we are building a Safety Management System from the ground up.”

Tropic Ocean Airways’ Wipline floats open up limitless destinations, including private homes, yachts, and exclusive resorts. The convenience that floats offer



Photo By Captain Ken White – Tropic Ocean Airways

“Seaplanes are unique, they’re fun, they’re romantic, and our Wipline-equipped fleet has grown with us as we expand to meet customer demand.”

can't be matched. A Tropic customer can enjoy a short check-in, relaxing flight (yes, there's leg room), and arrive right at their destination. The Tropic formula has proven to be a winning one, with rapid growth since receiving their operating certificate in 2011.

"Seaplanes are unique, they're fun, they're romantic, and our Wipline-equipped fleet has grown with us as we expand to meet customer demand," Rob states. "Speaking of romance, you might have noticed a Tropic Ocean Airways Caravan on Wipline 8000 floats in the most recent season of The Bachelor."

As for future plans, Rob says there are exciting things on the horizon. "We're always working on new destinations, so stay tuned for announcements from us. Our flights now include scheduled destination flights*, cargo flights, and even medical comfort evacuations. Our newest destination is Havana, Cuba, which we launched just a few weeks ago. When we landed, the local residents came up to the airplane and told us they had never seen a seaplane before, except in the movies. It's definitely an exciting new opportunity, and our Havana partners are able to facilitate visas and permits for those looking to experience Cuba."

In sum, Rob says, "We really appreciate our relationship with Wipaire. We couldn't have done it without working together. Wipline floats have taken us everywhere we've ever dreamed of and then some." ✈️

To learn more about Tropic Ocean Airways visit www.flytropic.com.

* Tropic Ocean Airways is a Part 135 On-Demand charter company authorized to provide four scheduled roundtrips per week.



Photo By Captain Ken White – Tropic Ocean Airways

Ben Wiplinger Memorial Seaplane Rating Scholarship

In celebration of 55 years of continuous float production, we have announced the Ben Wiplinger Memorial Seaplane Rating Scholarship to be awarded in July at EAA Airventure in Oshkosh, Wisconsin.

"As a longtime and active member of the seaplane community, we continually invest in people and products to better serve the industry," stated Chuck Wiplinger, President and COO. "It only seems natural for us to share the incredible world of seaplane flying with the next generation of seaplane pilots and enthusiasts."



Dale Fehrenbach, Director of Sales and Marketing, added, "Making this investment is the perfect way to kick off our 55th anniversary year. As we have enjoyed participating and evolving with the seaplane industry over the years, we are looking forward to investing further in the future of seaplane flying."

The scholarship is valued at \$1,500 and will be paid directly to the winner's designated flight school. Applicants must hold a sport pilot license or higher, and must submit the application form and a 500-word essay that includes why the applicant would like to learn to fly seaplanes, how the scholarship will help in career or aviation industry aspirations, and a statement of financial need. Applicants must also submit a copy of pilot certificate, and copy of current medical (if applicable), and must be a legal resident of the United States or Canada, excluding the province of Quebec. The application form may be downloaded at www.wipaire.com/scholarship and will also be available at Wipaire displays at trade shows. Entries must be received by June 30th, 2015. ✈️

A Response to Seaplanes West

It has come to our attention that another Cessna 182 modifier has posted an editorial questioning the value of our Boss 182 engine conversion and gross weight increases. Experienced seaplane pilot and Wipaire CEO Bob Wiplinger has written the response below to educate you on the value of a Wipaire-modified Cessna 182.

Jim mentions that we are swapping out the 230 horsepower Lycoming 540 for the 300 hp Lycoming 580, but in reality the 580 is 315 hp out of the box with the horsepower tolerance on the plus side of 315 hp. The engine is also good for 340 hp+ when ported and polished by the Ly-Con group. Another feature that we have that adds horsepower is a newly designed and somewhat tuned exhaust system by Aerospace Welding, which adds effective horsepower at the prop shaft, over and above the stock exhaust system.

Jim does some arithmetic and comes out with a useful load for a Boss 182 of about 929 pounds. This is relatively accurate, but what he does not mention are the added benefits of an S or T model over and above the older generation aircraft. These benefits include:

- Full internal corrosion proofing using the most up-to-date epoxy-based primers applied to a Boeing and military spec. This feature makes it possible for the aircraft to be operated in a salt water environment and greatly enhances its value, especially on resale if the buyer happens to live near saltwater
- A modern avionics suite and an instrument panel layout with modern lighting, warning panel, and professionally done placarding and paint finish, all that meets the more modern FAR Part 23 standard.
- Modern gauges that are able to be purchased off the shelf and are not the old cluster gauges that are hard to repair or replace.
- A more modern autopilot that flies the aircraft very well.

- Interior seating (usually leather) with crash worthiness standards that meet the newer Part 23 crash standards.
- An up-to-date airframe with all of the latest structural improvements, including wet wing and fuselage access panels.
- Fresh air vents (twice as many of them), all located conveniently to give the utmost in comfort to pilot and passengers, also meeting the Part 23 standard.

Yes, all of these do add weight, Jim is correct about that, but the advantage of some of them, such as corrosion proofing and crash-worthy seats, could be really worth a lot. The other thing he fails to mention is that all of the gross weight mods we offer are applicable to the P, Q, and R models, which blow the Seaplanes West modified aircraft out of the water, because the Wipline 3000 float is significantly lighter than the Aerocet 3400 float and the gross weight (3370 vs. 3350) of the Wipline mod is 20 pounds more. If one goes to the Wipaire 3500 pound gross weight, Seaplanes West has nothing to compete with it, which means the useful load advantage to Wipaire would be in the realm of 200 pounds!

Jim mentions the cost of the 3500 pound wing upgrade. We sell S & T model 182s modified to the "Boss 182" standard on amphibious floats with a mostly glass avionics package with a modern autopilot, new paint, glass and all of the advantages as listed above, for around \$500k (and a substantial deduction is available for buyers that opt for a lower gross weight). Compare that to the Seaplanes West package. Jim talks about





cost per pound, maybe we should investigate value per pound!

Jim also mentions some misleading information that we put out, especially regarding the cross brace on the lower firewall that must be changed at every float change. We offered to buy them from Jim for our float kit, but he refused to sell them to us, so we designed our own engine mount (for P, Q, R, and S models) which I admit is pretty much a copy of his, but beefed up a little bit for the 3500 pound gross aircraft. In doing this we also designed an enhanced lower firewall beef-up that replaces the Seaplanes West cross brace that many of you know all too much about trying to reach those four nuts, down behind the rudder pedals, and below the floor. With our system (which, by the way, is good for 3500 pounds plus) you don't have to do anything, and your mechanic will love you because he won't have skinned knuckles.

Some other points regarding our engine mount for Continental-powered aircraft. As mentioned above, it has all the advantages of the Seaplanes West, and none of the disadvantages. In designing our mount we also tested a Seaplanes West engine mount and found that its strength is adequate for up to our 3370 pound gross weight. So if you have a Seaplanes West mount, it will be compatible with our seaplane kit up to a gross weight of 3370 in the future. You can even get rid of the knuckle-busting cross brace.

Other advantages of the Wipaire 182 conversion include an enhanced chord rudder that improves crosswind operations to FAR Part 23 standards, and the larger ventral fin improves directional stability to be equal that of a 206 or maybe even a 208 Caravan. This feature makes autopilots love the airplane they're in, because it allows them to do their job much better. Oh yes, the reason we have that larger ventral fin is we did not move the entire float installation rearward

(compromising forward buoyancy) in order to pass the directional stability requirement. Even though the 3000 float (actual buoyancy 3125 for the amphib, and 3301 for the straight) is a little smaller than the 3400, you will find you'll be looking at a whole bunch more float when taxiing downwind at gross weight with the Wipline, as opposed to the Seaplanes West installation of either Wiplines or Aerocets.

Other improvements include:

- You've probably noticed that with one or two people in the aircraft, it's likely impossible to be within the forward CG limit. With the Wipaire 182 series of seaplane kits, Wipaire engineers added two inches of forward CG limit and opened up the envelope, such that it's virtually impossible to load out of the forward CG limit. Flight schools will love this!
- One additional interesting piece of information is that we could not get the aircraft (either Lycoming or Continental) to pass the noise requirement at 3500 pounds gross weight until we installed the new Hartzell "Trailblazer" carbon fiber composite 82" propeller. This prop is so advanced that with it installed we passed with over a 3 dB margin. That may not sound like a lot, but if you're sitting at the end of a lake when the plane goes over, it's tremendous! For this reason the Trailblazer is standard equipment on our high gross aircraft.
- Last but not least, all of the testing that Wipaire accomplished will allow all 182 models from P on to qualify for a landplane gross weight of 3158 pounds, which is more than enough to retain the original useful load with the larger engine STC upgrades. Look for this in the near future.

- Bob Wiplinger

Are You NextGEN Ready?

The FAA NextGEN program aims to increase the efficiency, capacity and safety of airspace systems around the world. The first core technology in the program is Automatic Dependent Surveillance-Broadcast (ADS-B). By January 1, 2020 aircraft operating in most US controlled airspace must be equipped with ADS-B Out avionics.

The goal of this new technology is to increase the safety of our skies. Traditional radar-based systems update every 3-15 seconds but ADS-B Out avionics transmit data once every second! Also, if you are equipped with ADS-B In, you will be able to receive location information directly from the ADS-B Out equipped aircraft around you.

To be compliant with the new rule aircraft will need an approved GPS/WAAS as the ADS-B position source and an ADS-B Out datalink radio to relay the information. The datalink radio can be either 1090ES or 978UAT. If you fly below FL180, 978UAT is highly recommended. ADS-B In receivers are not required but are also encouraged as a useful addition to your avionics that will enable you to receive valuable weather and traffic data without a subscription based service.

Learn more about this and other NextGEN programs and how they affect general aviation at www.faa.gov/nextgen/ga

Does the ADS-B Mandate Affect Me?

Under the rule, ADS-B Out performance will be required to operate in:

- Class A, B, and C.
- Class E airspace within the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL, excluding the airspace at and below 2,500 feet above the surface.
- Class E airspace at and above 3,000 feet MSL over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles.
- Around those airports identified in 14 CFR part 91, Appendix D.

The ADS-B Out rule does not apply in the airspace defined in items 1 and 2 above for any aircraft that was not originally certificated with an electrical system or that has not subsequently been certified with such a system installed, including balloons and gliders.

Source: <http://www.faa.gov/nextgen/programs/adsb/faq/>



The Ins and Outs of ADS-B

ADS-B Out is the ability to transmit a properly formatted ADS-B message from the aircraft to ground stations and to ADS-B-In-equipped aircraft. ADS-B In is the ability of an aircraft to receive information transmitted from ADS-B ground stations and from other aircraft. ADS-B In is not mandated by the ADS-B Out rule. If an operator chooses to voluntarily equip an aircraft with ADS-B In avionics, a compatible display is also necessary to see the information.

Source: <http://www.faa.gov/nextgen/programs/adsb/faq/>

Data available for both 1090 ES and 978UAT equipped aircraft:

ADS-B Traffic that includes Radar detected aircraft, ADS-B and Transponder equipped aircraft. Also receive traffic data directly from other ADS-B Out equipped aircraft when outside the range of ground stations.

Data available for 978UAT equipped aircraft only:

Subscription Free Weather, AIRMETs, SIGMETs, METARs, NEXRAD, NOTAMs, TFRs, PIREPs, SUA Status, TAFs, and Winds/Temps Aloft.

Have questions about ADS-B Compliance?

Contact Rick in Minnesota or Angel in Florida to learn more!

Rick Wahlman - Avionics Manager
651-286-7012 | rwahlman@wipaire.com

Angel Otero - Avionics Supervisor - FL
352-323-4809 | aotero@wipaire.com



Wipaire Adds Twin Otter Expertise in Florida

Wipaire, Inc. is pleased to announce the addition of Viking and de Havilland Twin Otter expertise with the hiring of Ted Delgado, who will be based at Wipaire's Leesburg, Florida service center.

"Ted brings a vast amount of Twin Otter experience to our Florida facility," stated Paul Wells, Vice President of Aircraft Services. "His skills and connections have been built nearly 30 years in the industry, with 20 years of Twin Otter-specific experience, and we look forward to having him at our Leesburg service center."

Dale Fehrenbach, Director of Sales and Marketing, added, "Ted is an excellent addition to our Leesburg-based maintenance team. He has traveled the world maintaining Twin Otters and brings a unique perspective and skill set with him. Ted's experience will allow us to

meet the needs of Twin Otter operators in the southeast United States and beyond. He's highly regarded in the DHC-6 community and we are very pleased to bring him on board."

Ted is a seasoned airframe and powerplant mechanic with nearly 30 years of aviation experience. His skills include maintenance management, government contracting, as well as hands-on maintenance. Ted has gained international regard for his work as a travelling contract mechanic, and also served as Director of Maintenance for Seaborne Airlines. "I've been around the world several times now," Ted Delgado commented. "I'm looking forward to settling down and staying in one place, and this opportunity is just perfect for me." ✈️

Gateway to Success Program for A&P Students Returns

Wipaire, Inc. is pleased to announce the return of the Gateway to Success internship program for students pursuing an airframe and powerplant maintenance certificate. The program is comprised of several checkpoints for aspiring maintenance technicians. Interested students must first apply for a paid summer internship opportunity, where they will work with an experienced Wipaire mechanic to gain real-world experience across all facets of Wipaire's services offerings. Airframe and powerplant school experience is required. Upon satisfactory completion of their internship, the intern may be called back for an additional summer internship while still in school. If a full-time employment position is open at the time of the intern's graduation, the intern will have the requisite skills and experience to be a top candidate for the position.

"Our interns last year far exceeded my expectations," commented Jason Erickson, Director of Maintenance. "We look forward to expanding the program this year by accepting applications for new interns."

The Gateway to Success program seeks to develop aviation maintenance technicians by helping to equip students with an employable skill set and professional

attitude. Additionally, the program supports keeping skilled young aviation technicians in Minnesota.

General aviation is responsible for over 6,700 jobs in Minnesota, which contributes nearly \$3 billion annually to the state economy. The industry is responsible for over \$512 million in labor income in Minnesota alone.

Interested applicants can apply by emailing their resume to hr@wipaire.com. Wipaire is an equal opportunity employer. ✈️



Max Holly, one of our 2014 "Gateway to Success" Interns.

Leesburg Service Center Grand Opening Celebration

A little rain may have changed some flight plans but it certainly didn't dampen spirits at the Leesburg Grand Opening Celebration. Held on February 28th, this event featured a safety seminar, display aircraft, a Fire Boss demonstration, excellent food, and the opportunity to meet many of our sales and service staff. A representative from Viking also joined us to help announce that the Wipaire Leesburg Service Center has been named a Viking Factory Endorsed Service Center. Thank you to everyone who helped make this event a great success!



A Fire Boss, a Boss 182, a Kodiak, and a Viking Twin Otter were on display outside the Wipaire Hangar at the Leesburg International Airport.

Attendees enjoyed educational presentations from Brian Addis, Steve McCaughey, Rock Rockcastle and Vidar "Ice" Einarsson.



Thank you to everyone who joined us for the Grand Opening Celebration!



See You at Sun 'n Fun!

Visit Wipaire in booth MD-003D and register to win a Bose A20 headset!



Procedure Reminder: Compliance Reporting

Having accurate service letter and service kit compliance information is a valuable tool for our customers when it comes time to service their floats. In an effort to provide a more efficient inspection process, we have revised our service letter and kit process to include a compliance reporting segment. After a service letter or kit has been completed, we ask that the customer or maintenance professional who has serviced the floats visit our webpage and fill out a simple form. We will then update the status of the float in our records to show that the floats comply with that letter or kit. In the future, if there is a question as to the status of that set

of floats we can reference our records and help resolve the inquiry.

Please consider joining this effort by visiting our website and filling out the simple form by following the link titled "Update Service Letter & Kit Compliance Status" located under the "Customer Support" tab.

Thank you for your participation!

[Click Here to View the Compliance Reporting Form](#)

FLOAT DELIVERIES STILL AVAILABLE FOR THE 2015 SEASON!

Contact your sales representative today to check availability:

Mike Aune - Western US/Canada
Office: 651-286-7011
Cell: 612-720-4371
Email: maune@wipaire.com

Dan Gutz - Eastern US/Canada
Office: 651-286-7021
Cell: 651-341-1449
Email: dgutz@wipaire.com

Haig Hagopian - International
Office: 651-414-6821
Cell: 612-309-4779
Email: hhagopian@wipaire.com



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.



In celebration of Wipaire's 55 year anniversary we will be sharing highlights from our company history throughout the year. In this issue we will be looking at the years 1946-1963.

Building a Foundation: 1940s and 1950s

Ben Wiplinger had a strong interest in aviation long before he began working on Wipline floats. As a child, he built his own glider in the backyard of his parent's home. Out of concern for his safety, his parents dismantled the aircraft before he could take it on its maiden voyage. His passion for aviation grew stronger as he went on to study aerospace engineering at the University of Minnesota before moving to California



to work for Douglas Aircraft for a period of time. He then returned to Minnesota to work for Northwest Air Activities and Peterson-Curtiss Flying Service at the St. Paul Airport. At the age of 25, Ben was one of only six certified aircraft mechanics working in the Minneapolis/St. Paul area. Ben was drafted into the Army Air Forces of the United States before Pearl Harbor and spent time working in Albuquerque, New Mexico, where he developed a pre-oiling system to help the performance of the bombers. He was awarded several decorations by the military for this engineering contribution.

After WWII, Ben returned once again to his roots in Minnesota and began converting surplus military aircraft into corporate aircraft at South St. Paul Airport. In fact, he sold 3M their first corporate aircraft in 1947. By the close of the 1940s, Ben was operating Wiplinger Aircraft Service, an FBO offering fuel service, aircraft sales, maintenance, restoration and upholstery.

During the 1950s, Ben grew and expanded his scope of services. He purchased his first seaplane in 1951 and began flying north on fishing expeditions, thus beginning his passion for seaplane flying. He even developed an improved hydraulic system for his Edo floats. In 1959, Ben sold his FBO business to focus on the next chapter of Wiplinger Aircraft.

Wipline, Inc. Founded in 1960

Ben Wiplinger incorporated Wipline in 1960 and then set up shop in a World War II barracks building on the eastern

boundaries of the South St. Paul Airport. After many conceptual drawings on the walls and posts of the barracks and much tinkering with aluminum parts, he began constructing his first set of floats.

Having seen much room for improvement on other existing floats of the day, Ben set out to incorporate many new features. He worked with experts at 3M to develop a metal bonding technique that would allow him to use fewer rivets and therefore achieve a smoother and lighter float. It took him three years and \$8000 to get the patent on this process, but Ben knew it was the way to go. He also incorporated flat top decks on the floats, allowing the pilot and passengers to maneuver into and out of the airplane with much less risk of taking an impromptu swim. In 1961 Ben purchased a Cessna 185, N9881X, to flight test his new floats on.

First Set of Wipline Floats Sold

After two years of engineering his new and improved line of floats, Ben Wiplinger sold the first set of Wipline floats in 1962 to Ontario Central Airlines.

Wipline 3700, 3800 & 3900 Floats Approved

In 1963 Ben added several float models to the Wipline family of floats. The Cessna 185 185A-E and A185E were approved on 3700,3800 and 3900 floats.

Watch for more about the history of Wipaire in future emails and the next issue of the Wipaire Window or visit www.wipaire.com/history!



AIRCRAFT FOR SALE

Questions? Call Diane at 651-209-7190



1998 Cessna Caravan, 2,568.4 Hrs TT, 30 Hrs SHOT, Wipline 8750 Amphibious Floats, Garmin G600 PFD, GTN750, 430W, Air Conditioning, Executive Leather Interior, Commuter 10 Pax Seating Option Available. Trades Considered \$1,740,000



2008 Cessna Caravan, 450 Hrs TT, Wipline 8000 Amphibious Floats, Garmin G1000 Avionics Suite, Jeppesen Chart View, 8360 GW, Air Conditioning. This Aircraft is in "like new" condition inside and out! \$1,900,000



1998 Cessna Caravan, 2,059.2 Hrs TT, 210 SHOT, Prop Overhaul 2013, Wipline 8000 Amphibious Floats, GNS 530 Nav/Com/GPS, KX165 Nav/Com, Fresh Annual 06/2014, Cescom Current & more. \$1,290,000



2004 Cessna Turbo 206H, 830 Hrs TT, Wipline 3450 Amphibious, Co-Pilot Door, Garmin G1000 NAV III Avionics Suite, 3,792 GW. Fresh 2015 Annual by Wipaire. \$459,000



1981 Cessna 206G IO-550, 4,367 Hrs TT, IO-550 175 Hrs SMOH, Wipline 4000 Amphibious, Co-Pilot Door, Horton STOL, "Wip" Tip Wing Extensions, Fresh Water Only, No Known Damage. \$260,000



1978 Cessna TU206G, 3,267 Hrs TT SNEW, 1,001 SMOH, Wipline 4000 Amphibious Floats, Garmin GTN 750, Aspen Pro 1000 MFD, STEC 55 Auto Pilot, Traffic Transponder, Co-Pilot Door, Robertson STOL, Flint Tips, Annual 08/2014. **Sale Pending**



1978 Cessna 182Q, Low time 2423.7 Hrs TT, 138 Hrs SPOH, 1004 SFRM, 470 Engine (2000 hr TBO), Garmin GTN 750/650 Nav/Com/GPS, XM WX, auto pilot, needs nothing! \$154,000



N580RR 2015 Wipaire Boss 182 Amphib Conversion, New Lycoming IO-580 with 340 HP Ported & Polished! New Wipline 3000 Amphibs, GTN 750, GWI to 3,500 lbs, New Paint and Interior. **Sale Pending**



1985 Cessna 185F, Late model 185, 5500 Hrs TT, 187.6 SPOH, 258.8 SMOH, Garmin 530 and 696, paint, glass and interior show well. Ready to fly away this spring. \$149,500



1980 Cessna 172N, 1,775 Hrs, TT, 50 Hrs SPOH, Float Kit, Power Flow Exhaust, Garmin GX 155XL GPS/IFR, paint, interior, glass, Aircraft, as a whole, shows very well. The brisk performance of this Aircraft truly make it a one-of-a-kind! \$59,000

COMING SOON

1983 Cessna A185F

1976 Piper PA-32-260

Pristine 2005 American Champion 7GCAA

Pristine 2000 Cessna 172S

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