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## Passenger Briefing for Seaplanes

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

The sun is shining, the winds are light, and the air is warm. It's a perfect day to explore some nearby lakes and rivers with your friends. With your destination and time spent relaxing on your mind, you're distracted and just looking to get going. Your mind is at ease and your guard is down. Unfortunately, this is the type of situation involving floatplanes that results in injuries or fatalities each year.

As the pilot, it is your responsibility to properly brief your passengers. Of course, this includes standard items such as informing them of seatbelt operation, emergency exits, and what not to touch in the airplane, but it's also key to educate passengers on dock protocol. Because floatplanes open up new frontiers to explore, nonstandard docks and beaching areas are the norm. These new surroundings and experiences can distract passengers, especially new ones.

The greatest danger lies in the invisibility of a spinning propeller. While docking, a passenger may offer to help if the dock is on their side. Preoccupied with catching the dock, they may inadvertently walk into the propeller arc. To keep yourself and your passengers safe, always brief the following areas:

- Boarding path to the aircraft – direct passengers on the proper path to take to board the aircraft, and be sure to follow them at all times. Instruct passengers to walk on the far side of the dock until opposite the entry door. Showing them which side of a wing strut to walk along may be helpful if you're flying a strut-equipped aircraft. Your passengers will mimic what you do, and if you are not setting a good example, you may be demonstrating unsafe behavior to your passengers.

- Location of entry/exit doors – inform passengers of where and how to enter/exit the aircraft, and when it is acceptable to do so.

- Entry/exit procedure – direct your passengers to step directly across the float to and from the door, and discourage them from walking along the float to board the aircraft.

- Running engine – brief whether or not the engine will be running when people will be loading/unloading. If the engine will be running, be sure to emphasize proper procedures on how to exit the airplane safely.

- Overhanging prop – show passengers how the prop may overhang the floats and/or dock, and demonstrate a safe way to keep clear of the overhang area.

- Safety markings (dock and aircraft) – if the dock or the floats have safety markings, point them out to passengers and ensure they keep clear of warning areas.

- Mooring/docking – if you are flying to a remote area or to a location without trained dock hands, brief at least one passenger on docking/mooring procedures. Remember to emphasize danger areas on the floats and point out safe places to stand; be sure to have passengers tie up to the strut only until the engine has stopped (this can be easy to forget for a passenger, especially if they are familiar with boat cleats).

While this list may seem exhaustive, your passengers will appreciate feeling well-informed. You'll have additional peace of mind knowing that everyone on your aircraft will be safe to enjoy a season of float flying!

# Customer Feature - David Marco



**David Marco's DHC-2 Beaver won Grand Champion Seaplane at Sun 'n Fun 2014. The aircraft was restored by Wipaire beginning in the spring of 2013.**

**Read on to learn more about this Beaver's transformation!**

David Marco's Beaver had served admirably, but after 20 years and 1,500 hours of operation on the airframe and engine since its last rebuild, it was time for some well-earned TLC. David decided it was time to overhaul the engine and reasoned the rest of the airplane was due for a restoration. This way, he figured, the airplane would be ready to provide another 20 years of reliable operation.

In researching where to bring his beloved Beaver, David, who is based in Florida, chose Wipaire due to a variety of reasons. First, Wipaire's South St. Paul, MN, location was closer than other experienced Beaver restorers. Secondly, Wipaire offered a selection of services that would allow the majority of the restoration to be coordinated through one provider. Finally, David's Wipline 6100 amphibious floats were also due for a restoration, and who better to inspect, repair, and restore them than the people that built them? When looking at the capabilities offered and the specialized expertise, "it was kind of a no-brainer," David noted.

The restoration project began with an onsite visit by Jason Erickson, Wipaire's director of maintenance. Jason evaluated the airplane as well as David's expectations to

determine the project scope. This process allowed Jason to give David a realistic expectation of the timeline and costs associated with achieving his desired restoration outcome. "David was great to work with; he understood the difference between needless modifications and items that truly brought value and versatility to the aircraft," stated Jason Erickson.

The airplane was ferried to Minnesota in the spring of 2013 and work commenced immediately. The engine was removed and sent to Covington Aircraft Engines, Inc., for a full overhaul. Covington's overhaul allows



David Marco's Beaver "Under Construction" at Wipaire

for the retrofit of a fuel injection system at a later date, which offers David flexibility to fly the airplane as-is and upgrade at a later time. The engine features new steel cylinders and Covington ground the engine case down 0.030" to improve the compression ratio. The blower and ports were polished and fitted with minimum clearance as well. David estimates this has given the engine an additional 35 hp, which he says is "exceedingly noticeable," especially in climb. To keep an eye on his fresh engine, David had Wipaire's avionics department add a JPI EDM-730 engine analyzer, which he loves. Rick Wahlman, avionics department manager, added "the avionics department also replaced the original audio panel with a new Garmin GMA-340 audio panel, as well as installing a new Garmin GTX-330ES transponder with ADS-B out capability. While all of this was in progress, the entire instrument panel and control yoke assembly was removed, refinished, silk screened and re-installed, completing an amazing transformation."

Wipaire's maintenance department removed the wings and tail to facilitate the restoration. The interior was stripped out and handed off to Wipaire's interior department to be updated. Several skins and control surfaces were in need of replacement; Wipaire's skilled sheet metal mechanics fabricated new skins where necessary. While the aircraft was gutted from spinner to tail, a corrosion treatment was applied to keep this Beaver corrosion free until it's time for another restoration. David's Wipline 6100 amphibious floats were fully overhauled during the restoration as well. New cables and fittings were installed, and any updates that were not already incorporated were installed.

One of David's goals throughout the restoration was to reduce the empty weight of the airplane, even though he was adding items like flow dividers. To achieve this, all unnecessary accessories and unused wiring were



The pre-restoration beaver upon arrival at Wipaire, Inc. removed. David's close attention to detail resulted in an empty weight 50 pounds lighter than before, despite several upgrades.

While the maintenance team was going through the airframe, Wipaire's interior department was refreshing the well-worn seats. David uses his airplane regularly for fishing and other adventures, so he was looking for an attractive finish that was also easy to clean and did not show wear. "David wanted to keep a classic look with a modern touch and was also concerned about weight," said Jim Halfen, upholstery supervisor. "We completely removed all coverings on seats and reformed his seat to accommodate his new design. We lightened up his side walls with vinyl and light, resilient nylon carpeting on the lower section of panels." David also added a custom-embroidered de Havilland logo on his seats.

The next task was painting the airplane. David's goal was to select a paint scheme that was "becoming of a vintage Beaver with a modern flair." He worked closely with SchemeDesigners on this project, which took approximately four months and 100 different iterations



N450DM's new paint scheme is  
*"becoming of a vintage Beaver with a modern flair."*

## Customer Feature - David Marco (Continued)

of the design and color selection to achieve the perfect result. "It took some emails and spray samples to zone in on the perfect color combination, which even included matching samples to cars in parking lots," recalled Bill Jones, aircraft refinishing supervisor. Wipaire's paint department completed the preparation work, priming, painting, and finish work to bring the concept to life. Bill added, "David kept his aircraft in really great shape and it all took off from there. The entire paint crew really enjoyed this project—and having a great owner to work with is always a plus!" The effort was time well-spent, as it's hard to argue that this Beaver is anything but stunning!

Months of hard work culminated in winning the Grand Champion Seaplane award at Sun 'n Fun 2014. "We beat the Albatross that won Grand Champion at Oshkosh last year," David proudly stated. What's even better than a Grand Champion Seaplane award? Based on the pictures David provided, using your beautiful floatplane to explore new places tops it all.

Congratulations once again to David on his beautiful airplane, and thank you to our skilled avionics, interior, paint, and maintenance technicians who made it possible!



### 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](http://www.wipaire.com/medallion) for details and to claim your medallion!

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



# Do More With Your Pilot's License

Have you started to get tired with the same flying events and destinations? It's easy to settle into habits and stick to them, but if you're looking for something new, you might want to consider donating your time and airplane to one or many causes. You provide a wonderful gift to someone using your pilot's license, whether it is introducing a child to the wonder of flight, providing medical transport to someone in need, assisting in environmental preservation, or finding animals new homes.

EAA Young Eagles connects volunteer pilots with young people in their community who have an interest in aviation. Boys and girls between the ages of eight and seventeen can receive a free 20 minute discovery flight to help them experience the joy of flying. You can learn more about Young Eagles through your local EAA chapter or by visiting [www.eaa.org](http://www.eaa.org).

Angel Flight has several groups across the country that coordinate no-charge flights for people in need of specialized medical care, special needs camps, those experiencing a family crisis that requires air travel and other disaster response and compassionate reasons. There are several Angel Flight organizations that cover different regions, so search around to find the one in your area.

LightHawk connects pilots with at least 1,000 hours of flight time with photographers and environmental experts to advance conservation efforts in a variety of fields. By giving these experts an "aerial perspective" they can better monitor pollution,

animal populations, land use and much more. Visit [www.lighthawk.org](http://www.lighthawk.org) to learn more.

Pilots N Paws is an example of a group dedicated to helping pets in need. When an animal is in need of a home but no shelter or foster group in the area can take them in, then a request can be posted on their site for a transport. If a pilot is available and willing, they will then offer to transport the animal to the rescue group that can take them in and find them a new home. Go to [www.pilotsnpaws.org](http://www.pilotsnpaws.org) to see how you can help.

There are many different public benefit flying organizations across the country. If you're having trouble finding just the right group to donate your time and resources to, then consider visiting sites such as the Air Care Alliance at [www.aircarealliance.org](http://www.aircarealliance.org). They coordinate between those in need and over 60 organizations that are a part of their network. Their "Directory of Groups" is a good place to start your search! Don't forget to talk to your fellow pilots to learn about specific opportunities in your community!



## Share Your Flying Adventures!



Patrick J. McCabe submitted this beautiful picture taken at Bradford Camps on Lake Munsungan, Maine.

Where do you take your Wipaire-enhanced aircraft? We're looking to feature some of our customer aircraft in the next issue of the Wipaire Window and would love to see what you've been up to. Whether it's float flying in the tropics, ski flying in Alaska, or visiting a beautiful or remote local on wheels, we'd love to see it!

If you would like to share one of your adventures, please send photos and a description of the experience to [agesch@wipaire.com](mailto:agesch@wipaire.com).

We look forward to seeing where you have taken Wipaire products!

# Wipaire Launches "Gateway to Success" Program

At the Minnesota Seaplane Pilots Association safety seminar held in Brainerd, Minnesota, on May 3rd, Wipaire launched a new program designed to develop and retain talented young airframe and powerplant mechanics. The Gateway to Success 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. One year of experience in an airframe and powerplant school 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.

"Wipaire believes in developing a skilled workforce to meet our expanding needs," stated Paul Wells, vice president of aircraft services-Minnesota. "This program allows us to equip young maintenance technicians

with an employable skill set as well as developing the professional attitude necessary to succeed in today's employment environment. The Gateway to Success program will develop talent here in Minnesota, and ensure that skilled young technicians have access to good aviation jobs."

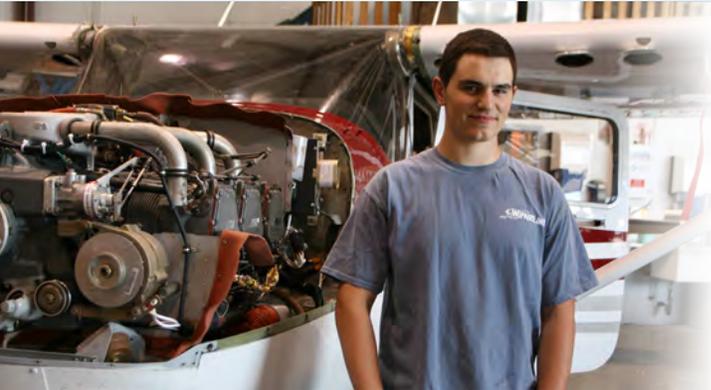
Chuck Wiplinger, president and COO, added "General aviation is responsible for over 4,100 jobs in Minnesota, which contributes over \$3 billion annually to the state economy. The industry is responsible for over \$287 million in payroll in Minnesota alone. General aviation companies like Wipaire provide good jobs in a variety of capacities. The Gateway to Success program is part of our commitment to develop and retain talented employees in the general aviation industry."

Intern positions for the summer of 2014 have been filled, but interested applicants can keep an eye on future postings on the "Careers" page of Wipaire's website.

[Click Here to View Our Careers Page](#)

## Meet the Interns

*"Both Cody and Max have far exceeded my expectations. I look forward to watching them continue to develop and grow as mechanics this summer." - Jason Erickson, Director of Maintenance*



### Cody Connor

Cody hails from Stillwater, MN, and has completed his first year in the aviation maintenance technology program at Northland Technical College in Thief River Falls, MN. He will be returning in the fall to complete his schooling. So far, Cody has enjoyed working in float assembly, assisting Wipaire's experienced A&Ps on an annual, building hands-on experience in airframe work, and learning new tasks such as cutting and fitting windows. When he's not working on floats and aircraft at Wipaire, Cody can be found working on trucks and spending time with friends at bonfires.

### Max Holly

Max grew up in Golden Valley, MN, and will be starting his second year in the aviation maintenance technology program in the fall at Northland Technical College in Thief River Falls, MN. He appreciates receiving small one-on-one learning sessions with different A&P mechanics about various airframe and powerplant systems. Wipaire's internship program allows Max to gain real-world, hands-on experience in a variety of areas to develop a well-rounded skills base. Outside of work, Max hunts and fishes for recreation.



# New Leadership at Wipaire



## Dale Fehrenbach - Director of Sales and Marketing

You may recognize Dale Fehrenbach as Wipaire's Cessna Caravan sales manager, a position in which he has served for several years. Wipaire is pleased to announce that Dale has been appointed as director of sales and marketing. This new position unites Wipaire's sales and marketing teams under a single leader. As director of sales and marketing, Dale will focus on managing the day-to-day operations of Wipaire's sales staff and cultivating a coordinated sales and marketing effort. Dale brings years of aviation and sales experience to this position. He also holds an airline transport pilot license and certified flight instructor license, and is a seasoned float pilot. We welcome Dale into his new position!

## Scott Shiells - Paint Manager

Scott Shiells has been selected as Wipaire's new paint manager. He comes to Wipaire with extensive aviation services management experience across a variety of positions. Scott has worked as a maintenance consultant for aircraft owners and operators around the United States, and has years of project management and quality assurance experience. Scott is an active member of the aviation community, a licensed private pilot, airframe and powerplant mechanic, and a U.S. Navy veteran. We're excited to have Scott join our team!



# Wipaire Celebrates AMT Day

On Friday, May 23rd, Wipaire celebrated Aviation Maintenance Technician (AMT) Day by hosting a luncheon for the members of our maintenance team.

Who are AMTs? They are the unsung heroes of the aviation world, working to keep your aircraft in a safe and airworthy condition. This can often entail long hours working to get a stranded operator back in the air and working outside in the elements when on the road, not to mention the detailed paperwork required to officially return the aircraft to service. As one bumper sticker proclaims "Aircraft mechanics exist so pilots can have heroes too."

AMT Day is nationally recognized and is held annually on May 24th. This date commemorates the birthday of the very first aviation mechanic, Charles Taylor. Taylor built the engine that powered the Wright Flyer on the very first powered flight. Because his skills were so valuable, he remained in the employ of the Wrights and was highly sought after. The Wrights refused to teach Taylor how to fly as aviation was riskier in the early days and they could not afford to lose their highly skilled mechanic.

Today, Wipaire's AMTs serve in a wide variety of roles, including final assembly of Wipline floats for installation, Wipaire modification and Wipline floats installation, recurring float and ski changeovers, engine, airframe, and float repairs, annual inspections, preventive maintenance, and routine repairs. Our AMTs are a vital part of the whole Wipaire family. The skills required to succeed can take years to develop following earning an A&P certificate. The next time you are at a Wipaire facility, thank the team that worked on your aircraft—they'll certainly appreciate it!



# Fall Deliveries Still Available!

Due to increased efficiency and expanded manufacturing capacity, fall deliveries are available for select float models! Don't be left at the dock next spring without floats—fall is a perfect time to pick up your floats so you are ready to go for the start of seaplane season next year.

**Contact our sales department today to see what we have available!**

**1.888.947.2473 or [info@wipaire.com](mailto:info@wipaire.com)**



## Summer/Fall Trade Show Schedule

<b>Dates</b>	<b>Show</b>	<b>Location</b>
July 28 - August 3	EAA AirVenture	Oshkosh, Wisconsin
August 12-14	LABACE	Sao Paulo, Brazil
August 16	AOPA Fly-In	Spokane, WA
September 4-7	International Seaplane Fly-In	Greenville, Maine
September 20	AOPA Fly-In	Chino, California
October 4	AOPA Homecoming Fly-In	Frederick, Maryland
October 21-23	NBAA Meeting and Convention	Orlando, Florida
November 8	AOPA Fly-In	St. Simons, Georgia

# AIRCRAFT FOR SALE

Questions? Call Diane at 651-209-7190



1998 Cessna Caravan, 2,550 Hrs TT, 30 Hrs SHOT, Garmin 530W/430, Air Conditioning, De-Ice, Executive Interior or 10 Pax Seating - \$1,540,000 on 8000 Floats or \$1,740,000 on 8750 Floats - Trades Considered



2004 Cessna Caravan, 2,000 Hrs TT, 260 Hrs SHOT, New Wipline 8750 Amphibs, 8750 GW, Single Point Fuel, Full De-Ice, Air Conditioning, Garmin 530W/430W. \$1,879,000



2009 Quest KODIAK, 285 Hrs TT, Garmin G1000 integrated Avionics System, TKS System, Very Low Hours, Midwest Based and Operated, Like New. Available Immediately. \$1,365,000



2009 Quest Kodiak, 201.8 Hrs TT, Garmin G1000 Integrated Avionics System, Cabin Heat, Fresh Annual. \$1,290,000



1957 De Havilland DHC-2, 5,194 Hrs TT, Wipline 6100 Amphibs, 5600 lbs GW, Garmin 430W, STEC 50 Auto Pilot, Garmin GMX 200 MFD, Lifetime Wing Struts, NEW Paint/Interior by Wipaire 2011. \$850,000



1999 Cessna 206H, 1003 Hrs TT, 400 Hrs SFRM, 3450 Amphibious Floats, New Co-Pilot Door Installed 07/2014. \$395,000.



2004 Cessna Turbo 206H, 750 Hrs TT, Wipline 3450 Amphibs, Co-Pilot Door, Garmin G1000, Operated Under Part 135 Certificate, Fresh Annual 04/2014, IFR Certification. \$439,000



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



2006 A1B Husky Amphibian, 220 Hrs TT, Wipline 2100 Floats, Garmin GNS 430, Useful Load 513.55 lbs, Always Hangared, NO Saltwater, NDH, Landing Gear Included. \$220,000



2001 Scout, 450 Hrs TT, Wipline 2100 Ampibs, 70 Gallon Long Range Tanks, Lt Side Baggage Door, GNS 150XL GPS, Always Hangared, NDH, Looks Like New. \$134,500

**View Full Specs and All Aircraft Listings at [www.wipaire.com](http://www.wipaire.com)**

**Click Here to Sign Up for Our Aircraft Sales E-Mail List**