

- wires usually run between islands and mainland.
- check the departure area for obstructions and remember that landing distance doesn't guarantee adequate takeoff distance.
- know your glassy water procedures.
- observe wind, current and other aircraft at the docking area.
- brief passengers on unloading procedure, particularly the "propstrike" threat.
- be wary of "helpful" individuals on board and ashore.

Top 10 occurrences

Engine failure/malfunction - usually from fuel mismanagement.

Loss of control in flight/mush/stall - by selecting an unsuitable takeoff or landing area, improper loading and overloading.

Dragged wing/float/pod - because of unfavourable wind or water conditions.

Nose over - glassy water and too flat a hold-off attitude contribute to this one.

Loss of control ground/water - due to rough water and crosswinds.

Hard landings - caused by an improper landing flare, crosswind or glassy water.

Collision - with deadheads or other obstacles during takeoff or landing.

Overrun - due to excessive airspeed and not enough landing area.

Wheels down on water - this occurs with amphibious aircraft - where's the checklist!

Injuries - prop contact - usually due to inattentive passenger handling - improper briefings.

All of these relate directly to the pilot and most happen during takeoff and landing.

When you've completed your flight PLEASE CLOSE YOUR FLIGHT PLAN!

Learn from the mistakes of others. Asking for advice doesn't show your ignorance. Not asking does!

Pattern for survival

- protection
- first aid
- signals
- comfort

This pamphlet contains information derived from aircraft accident data.



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FLYING WITH FLOATS



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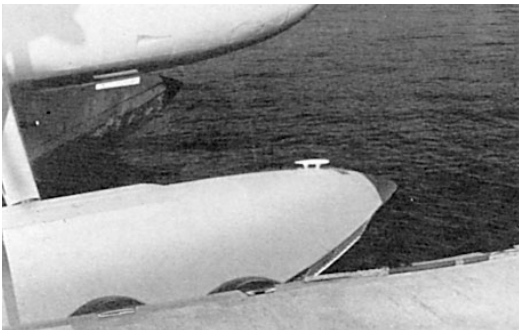
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FLYING WITH FLOATS

Preparing yourself

- think of yourself as a sailor and a flyer.
- know survival techniques including the hazards of hypothermia.
- know your aircraft - be trained on type and current.



Preparing the aircraft

- fuel - clean and sufficient.
- pump floats - note leaks - repair.
- life jackets.
- refuelling hand pump, filters and fuses, paddle, float pump.
- survival gear (don't forget insect repellent).
- a couple of 50' x 1/2" wing lines and 30' throw line.
- red lined prop arc on floats - danger placard inside doors.



Flight planning

- make your intentions known (AIP RAC 3.0).
- check the weather all along the route by whatever means available (AIP MET).
- float flying is day VFR flying.
- have an alternate - avoid pressing the weather and darkness.
- leave yourself an out.

Preparing for flight

- preflight done - complete all the checklist items.
- load secure and within limits.
- carry only approved external loads and remember the wake turbulence - avoid blanking your tail feathers!



Departure

- passenger briefing - include the location and use of life jackets, seat belt and door releases - very important in the event of an upset.

- note wind and currents; plan engine start, cast off and take off before leaving the dock.
- know your takeoff distance requirements.
- check for other aircraft, boats, deadheads and other floating debris.
- when taxiing, don't bury the outside float in the upwind turn - allowing the aircraft to weathercock is the safest way.
- don't take off across the entrances to small bays or coves - boats may suddenly appear!
- know the marine rules (AIP AIR 5.0).

En route

- on track, on time - getting lost in remote areas is easy - skillful map reading is a must.
- be weather wise.
- watch for other traffic and suitable forced landing areas.
- always leave yourself an out!



Arrival

- overfly water landing area to assess wind strength and direction.
- check landing run area for floating obstacles, submerged deadheads and boaters.
- check approach for obstructions - trees, buildings and wires.