Seaplane Operational Proceedure SOP (Cessna 180 – 206 and similair) Recommended[1]

Preflight (before leaving the dock)

- Flight control check
- Stabilizer / Elevator Trim check
- Flaps check
- Water rudder check
- Safety Briefing - Perform

Before takeoff

- Mental review on emergencies (engine failure at; on water, immediately after lift off, 500 ft, 1000ft)
- Point for stop or go decision (e g short water run area)
- Check your take off area for objects

Takeoff

- **Final Check** before take off:
  Water Rudder Up
  Fuel Selector Both or if no Both option: L or R(Fullest Tank)
  Stab Trim
  Flaps 20 degr
  Mixture Rich
  Prop Full In
  Call out: Final Check Completed

- **Full throttle** – keep your hand on the Throttle
- Check engine instruments (RPM – FF – OIL PRESS)
  Call out: Instruments Checked
- Check Air Speed Indicator

[1] These recommendations are made by experience and will cover items that you might find on your checklist or not. I believe these will enhance safety and can be seen as part of a SOP (standard operating procedure). Adjust these to your aircraft type and use them with common sense.

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After liftoff

- Increase speed to around 70 kts and reduce flaps to 10 degr which gives a good acceleration to 80 kts (speed should be approx 10 kts over Vgl – best glide speed)
- Glassy water – ascertain postive climb to safe altitude
- Reduce to 25 / 25
- Flaps from 10 to 0 degr; at 300 ft

Landning circuit and landning <u>normal landing</u>. If Glassy Water conditions or similair exsists – Follow the Glassy Water Technique.

- < 100 kts Flaps 10
- Circuits and reconnaissance keep between 80 – 95 kts
- Make a circuit, if possible, that enables you to reach water should you get an engine failure or fuel feeding problem
- On final latest 300 ft, set flaps 20 degr (185/206 or similair) as final flaps for landning (30 degr if short landning distance) and speed 80 kts (+10/-5 kts). When landning is assured – reduce to 70 kts.
- **Final Check:** on final[2] at latest 300 ft :
  Water Rudder Up
  Fuel selector both (if no Both option – fullest tank)
  Flaps – Normal Landning Flaps (20 degr 185/205 similair)
  Mixture Rich
  Prop Full In
  (Amph: check gear up for water landning or gear down for landning on runway)
  Recall GA procedure (should expected or unexpected situations occur making a GA necessary to carry out)
  Call out: Final Check Completed (latest at 300 FT on final)

- Acertain landning with the nose at minimum step position and make the touch down with some added power to control the sinkrate
- After touch down reduce power slowly, lower the water rudder and retract flaps (better visibility on both sides backwards).

GO AROUND (always go around if landning deemed to be unsafe)

- Full throttle and be prepared for nose up movement
- Check correct rudder input (otherwise aircraft will veer left)
- Make sure your flap are set in the G/A position – normally 20 degr (C180-206).
- Aim for speed approx 80 kts

[2] Being in this 300 ft postion on final and stabilzed means that you are configurated for landing with a speed and heading needing only small corrections with a normal sinkrate around 500 - 700 ft/min.

Emergency – Engine Failure

An emergency can happen at all times and in all flight phases. The outcome from such event is primary how prepared and trained you are as a pilot to cope with such a situation.

Be updated with your POH and always make a mental review in before going into critical phases of flight.

Four most probable causes of major technical engine failure:

Abrasive grit
Lack of lubrication
Overheating
Over speeding

However when an engine stops – by statistics; **primary you are out of fuel**.
Do not forget to check left and right tank to be free from obstructions by running the engine with Fuel Selector L and R for a couple of minutes(you can do this e g when taxing out for take off).
Also remember your unusable fuel levels.

If you experience a sudden stop of the engine and it rotates:

Engine Failure procedure (consult your POH)

- **Speed (best glide speed) – Keep the correct speed until flare.**
- **Field / Water Area – Select**
- **Fuel Selector – Select L or R (or Both) tank if flying on either tank Some aircrafts have only L or R options and some others also BOTH.**
- **Mixture – Rich**
- **Prop - select low pitch (high performance prop like MT – gives you less drag - hence less sinkrate)**
- **Fuel Pump – Select ON to assure fuel pressure - OBS long use of this can flood the engine**
- **Magnetoes – select best one if engine runs uneven**