



Seaplane Pilot

Training for the Seaplane
Pilot Certificate and Beyond



Dale DeRemer



Seaplane Pilot: Training for the Seaplane Pilot Certificate and Beyond
by Dale DeRemer

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None of the material in this manual supersedes any operational documents or procedures issued by the Federal Aviation Administration, aircraft and avionics manufacturers, flight schools, or the operators of aircraft.

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Chapter 1

Qualifying for the Seaplane Rating

How is the Seaplane Rating Obtained?

If you are already a rated seaplane pilot, you should skip ahead and go directly to Chapter 4 now (go to Page 21).

The seaplane pilot rating, called the ASES certificate (Airplane Single Engine Sea) may be obtained as the first pilot rating or, most commonly, as an add-on rating for those pilots who already hold the ASEL (Airplane, Single Engine Land) certificate. Since probably 99% of ASES ratings are add-on, this book will primarily address the topics required for the add-on rating. They just happen to be all the topics directly related to seaplane flying. Since about the same percentage of ratings obtained are done in floatplanes, this book primarily discusses operation of the floatplane. However, the same principles apply to the monohull seaplane.

A table, called the Rating Task Table, will be found near the beginning of the Practical Test Standards (PTS), which is the FAA document that specifies the knowledge and skills you need to know. In appendix 1, the PTS task table is found on Page 354. More about this reference is covered in Chapter 2. This table defines which tasks will be tested, based on the ratings the applicant holds and the sea rating sought. The PTS referred to in this book is reprinted in the appendix.

While there are separate PTS's for Private and Commercial sea ratings, close inspection of the two will show that the tasks in each, for the add-on sea rating (adding private/commercial pilot sea to an existing private/commercial pilot land) are essentially the same. However, the examiner will expect a higher level of knowledge and skill from the commercial pilot applicant.

For this reason, when discussing the PTS “Tasks,” this book does not differentiate between private and commercial.

To qualify for the sea rating, you must pass an oral examination and a flight check with an FAA examiner or designated sea-

For an example of this table, see Appendix 1, Page 354.



plane examiner, based on the required tasks outlined in the PTS and discussed in detail in this book. The good news is that there is no written examination.

Private or Commercial Sea Rating?

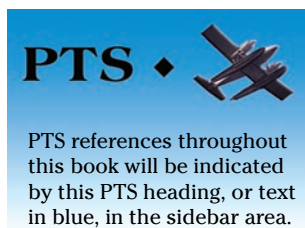
If you hold a commercial pilot land certificate, you may choose to take either the private or commercial checkride. If the private check is selected, your pilot's certificate will read "Commercial pilot-land, private privileges-sea." Since there is little difference between the private and commercial checkrides, my recommendation is definitely to take the commercial sea checkride. Another situation where this issue may come up is the pilot who has the private pilot land and sea rating. Taking the commercial pilot land checkride does not provide commercial pilot sea privileges. Another checkride in the seaplane is necessary to upgrade to commercial sea. So, if possible, acquire the commercial land certificate, *then* get the seaplane rating. That way, only one seaplane checkride is needed.

What Standards Will You be Held To?

The standards (topics and tasks to be tested) are spelled out in the PTS. References to the appropriate section are found in the sidebars throughout this book. If there has been a recent update, it is also available in print and on the FAA website. This book takes each topic in the PTS and discusses it in detail. If the reader is familiar with the discussions herein, and has acquired adequate skill in operating the seaplane, passing the examination will be just another fun seaplane experience.

How Much Flying is Required?

Flight time needed to reach proficiency varies from about 4.5 hours to 15 hours. Why this variation? Training time needed is a function of the skill of the pilot (as a pilot and a mariner), the complexity of the aircraft used for learning and testing, and the level of skill required by the flight instructor before the applicant is signed off to take the practical test. Most flight schools and experienced flight instructors can give a good estimate of the time required because, for them, the only unknown is the skill of the pilot. Even that can be approximated by the instructor or school after a quick look at the applicant's logbook. So you should have a good idea of the flight time required before starting the course.



Canadian landplane pilots presently need fly a seaplane for only about five hours and have an endorsement entered in their log-book by a commercial seaplane pilot in order to be certified to fly seaplanes. However, the same knowledge and skills discussed in this book are what seaplane pilots anywhere in the world need to know.

Let's get started!





A FOCUS SERIES BOOK

Seaplane Pilot

Training for the Seaplane Pilot Certificate and Beyond



Dale DeRemer

Getting the seaplane rating is just pure fun. It provides the challenge of learning a new skill, freedom to land anywhere there is water, the ability to truly enjoy the out-of-doors and access remote places. The seaplane pilot rating may be obtained as an initial pilot qualification, but most commonly, as an add-on rating for pilots who already hold an Airplane, Single-Engine Land certificate. Dale DeRemer's *Seaplane Pilot* guides pilots through this process, with plenty of tips, techniques and advice from a pro along the way!

Dale DeRemer, "the recognized dean of seaplane pilots," invites readers to join him on this learning adventure. All the tasks the pilot must demonstrate during the checkride are covered in detail: preflight preparations, taxiing, sailing, seaplane base and airport operations, takeoffs and landings, and emergency operations. Whether a reader is studying intensely for training to obtain a seaplane rating, or just improving their knowledge and skills from the comfort of an easy chair, *Seaplane Pilot* will prove a welcome and enjoyable learning experience.

Dr. Dale DeRemer is also called the "father of the SEAWINGS national safety program for seaplane pilots" by *Water Flying Magazine*. In the past 15 years, he has conducted his well known wilderness courses, training hundreds of pilots, one-on-one, in the skills of wilderness seaplane operations from the rain forests and high volcanic lakes of Central America to beyond the Arctic Circle. He is ATP-rated land and sea with more than 20,000 hours flight experience in landplanes, seaplanes and helicopters.



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