

**Bruce Hinds**

**From:** "Bruce Hinds" <brucehinds@earthlink.net>  
**Date:** Saturday, April 1, 2006 7:07 PM  
**To:** "Brewster" <brewster@wavecable.com>  
**Subject:** April '06 Seabee Newsletter

*The Northwest Seabee Club*

Hello Everyone,

I hope you had a great April Fool's Day and enjoyed my attempt at a funny. I couldn't resist the temptation. I'm sure some of you will have recognized the story from a few years ago. I wish I could be that creative more often.

This month I have some information for those of you headed to Alaska this summer. I've got some good news to report of our lobbying efforts. And, in addition to my attached list of events, the other attachment is a map of Lake Goodwin with the location of the resort that will host you straight float flyers for the NW EAA Arlington Fly-In this year, July 7th-9th.

I should have included this story of the Millennium Seahawk in the "fool" letter, it has to be a hoax, but the website is real. This extremely interesting website was forwarded to me this past week. I've often wondered how cool it would be to build a composite Seabee. The Gweduc is all composite and is so much like the Grumman's, the Seabee would be a fabulous design idea for this type of a project. Check out this website, it's a great idea, but I can't imagine they're serious. <http://www.mighq.com/WHAT'S%20NEW%20AT%20MIG.htm>

Part of the fun of this newsletter stuff is some of the correspondence I get back from you. My sign off is not an original. "Bee Sea'n ya," came from someone more creative than I. I'd found it a few years ago and asked if I could use it. Who I thought was the author, admitted he wasn't the author, but couldn't remember where he got it. He did say he remembered speaking with the author and he had no problem with letting others use it. So, a few days ago I got a nice letter from Mike Holdridge which I've included in the history section.

One correction, I thought the fellow standing in next to the Seabee last month was Keith Heibert's dad, it was actually their diesel engine mechanic. (oops)

We do need a key speaker for our Grounded Hogs Dinner presentation next year. Can any of you suggest someone?

Lake Goodwin's float pond is coming together. The EAA will have about a dozen mooring buoys for the NW EAA Arlington Fly-In event July 7th-9th, and there should be a few more spaces for parking your straight floats at the dock, most probably on a first come first serve basis. We will have a welcome tent set up at the Lake Goodwin Resort where tent camping is available on site so you can sleep with your plane. There are some small cabins as well, but you will have to get your reservations in early for the cabins or tent spots as they are limited. It's high season too. [www.lakegoodwinresort.com](http://www.lakegoodwinresort.com)

The 160' dock at the resort will be available for a few, plus loading and unloading of passengers. Lake Goodwin is just 7 miles west of the airport and there will be free transportation to and from the show. There is a general store on site for most all your needs and a great place to eat across the street.

We're looking for some volunteers to help out. If you're interested, contact Joel Mapes, he's also an EAA member and is our Lead on this issue. 360-377-9076 or [joel.mapes@roxio.com](mailto:joel.mapes@roxio.com)

**Fuel News** Since we've been speaking of straight floats, here's some good news for you.....

We received this letter from Brick Wellman the director of training at Chelan Airways.

Al and Bruce, I met both of you at the WAA Northwest Aviation Conference in Puyallup this past month. At that time we discussed availability of fuel at Lake Chelan for float equipped aircraft. In discussing this matter with Nick Nolen the owner of Chelan Airways, he says that fuel will be made available to private aircraft if the following "rules" are followed:

1. Only 100LL aviation fuel will be made available.
2. Arrangements must be made via telephone 24 hours prior to arrival. (509) 682-5555. This will allow for accommodations with regard to fuel availability, docking and coordination with Chelan Airways flight schedule.
3. Fueling times are between the hours of 0900 and 1700, June thru September.
4. Fuel prices will be quoted by telephone and are valid only for the quoted date.
5. There will be a minimum of 15 gallons and a maximum of 50 gallons purchase per aircraft.
6. Cash or credit card for fuel purchases, NO CHECKS.
7. NO FUEL will be available without the 24 hour prior arrival telephone call.

**Other good fuel news**, is that many of you have written to keep the Ethanol out of our auto fuel. As you know Auto Fuel STC's are only good for fuel without ethanol and there has been an effort to add it to auto fuels. (Senate Bill 6508) We received this from Mary Bowen, Legislative Assistant to Senator Phil Rockefeller. 360.786.7644

Thanks for writing. You may already be aware that this bill has been amended, and now makes the following provision relating to this topic:

- 1) The intent section was modified to make perfectly clear there's no requirement for ethanol or biodiesel in any specific gallon of gas: " The legislature intends for consumers to have a choice of fuels and to encourage and promote the development, availability, and use of a diversity of renewable fuels and fuel blends ranging from fuels composed of no renewable content to completely renewable fuels."
- 2) Ethanol requirements are made volumetric, therefore gasoline can be sold with or without ethanol.
- 3) And, finally, the bill specifically states: "Nothing in the act limits the use of E85, or the use of high octane gasoline, without ethanol, for use by aircraft."

The Aircraft Owners and Pilots Association has stated that the organization is satisfied with the bill in its final form. I hope this information is helpful. Senator Rockefeller very much appreciates hearing from you on this subject.

**History** I'm always looking for interesting pieces... what got you interested in flying?

It's a small world or how things get around....

What a confirmation. When I saw your letter sign off, things went BAM! It is just great to see to see this particular closing, in now, such a visible spot, The Northwest Seabee Club and the WSPA newsletters. Thank you. Have to tell you, Many years ago I picked up a monthly magazine on flying, (maybe the early 70's), because this issue dealt with a very active Seabee club in the Northwest. The many pictures and great article, it was a real hoot! (Oh my gosh), Sooo many Bees in one place, flying out to islands for picnic lunches after work, even with an honorary member that flew a Taylorcraft on floats.

I was just a kid then, and I was so impressed with the article, I wrote a letter to I believe the then President, Jack(?), well it has been so long I'm not sure, but telling him how much I enjoyed the article and humor, and of course the Bee itself. I mention that even though I would never own one, I really liked them. I never was around any pilot in NY state that thought much of, or knew much about the Bee, so that article was really refreshing to my young mind. I got a very nice reply, and a statement saying... "never say no, great things can happen."

I soloed at 16, have flown a number of different types of aircraft, from a Skynight down to an Ultralight, and here it is 2006. I'm 57 now, and no I don't have a flying Bee, but I do own a good rebuild candidate, (which because of personal reasons, is up for sale). I personally had the opportunity to meet and talk with Percival Spencer at the Connecticut Air Museum, have done some time at the controls of a Bee, (loved it), was a member of the International Seabee Club, Knew Dick Saunders personally, Have flown with one of the east coast High time Bee-ers, and friend Herman Mau, (who is retired and lives now mostly in FL, and even had a NY State license plate for several years that said "Seabee 1" When on the west coast, got to visit the Seabee rebuilder in the Shelton WA area, they were working on retractable floats as their project, but Heard their Edo connection, took them under.

At any rate, It has been a Bee-utiful ride, and your conformation note to me on the closing slogan, made my day.

THX so much, Sincerely, BeeSea-in ya, Mike Holdridge

**Group hopes to restore rare seaplane flown by "Bush Rat" Governor**

Juneau city leaders have endorsed a plan by history buffs to honor the late Governor Jay Hammond by restoring the airplane he first flew to Alaska 60 years ago. Friends of Alaska Aviation and Maritime History seeks to preserve Jay Hammond's rare Loening Aircraft plane. Group coordinator Barbara Wilmot says it needs some 235-thousand dollars to restore it to standards of the National Air and Space Museum. It will take about three years to restore, with the possibility of placing it on display at the Alaska State Museum in Juneau. The single-engine amphibian biplane was flown by Hammond when he first came to Alaska in 1946. Hammond served as governor from 1974, to 1982, and died last August at age 83.

**Maintenance & Safety** Please feel free to offer any tips or experiences that you feel could help others. I'll keep all confidential if you like.

Going to Alaska this year? Bear stories have always intrigued me, here's a whopper. The opening photograph is of a man who works for the US Forest Service in Alaska, and his trophy bear.

**He was deer hunting last week when the large grizzly charged him from about 50 yards away. The guy emptied his 7mm Magnum semi-automatic rifle into the bear and it dropped a few feet from him. The big bear was still alive so the hunter reloaded and shot it several times in the head.**

**The bear was just over one thousand six hundred pounds. It stood 12' 6" high at the shoulder, 14' to the top of his head. It is the largest grizzly bear ever recorded in the world.**



The Alaska Fish and Wildlife Commission did not let him keep it as a trophy, of course; but the bear will be stuffed and mounted, and placed on display at the Anchorage airport to remind tourists of the risks involved in the wild.

Analyzing contents of the bears stomach, the Fish and Wildlife Commission established the bear had killed at least two humans in the past 72 hours, including a hiker missing two days prior to the bear's own death.

Backtracking from where the bear had originated, the US Forest Service found the hiker's emptied 38-caliber pistol. Not far from the pistol was the remains of the hiker. The other body has not been found.

Although the hiker fired six shots and managed to hit the grizzly with four (that the Service ultimately retrieved, along with twelve 7mm slugs, inside the bear's body), it only wounded the bear and probably angered it immensely

**Think about this:** If you are an average size man, you would be level with the bear's navel when he stood upright. The bear would look you in the ! eye when it walked on all fours! To give additional perspective, this bear, standing on its hind legs, could walk up to an average single story house and look over the roof; or stand aside a two story house and look in the upper bedroom windows

Going to Alaska this year? Then you need to look at this FAA website. [www.alaska.faa.gov/flyak/](http://www.alaska.faa.gov/flyak/)

It has important information about flying in Alaska. Flying safely in Alaska requires skills that you may need to refresh. It will also require a thorough understanding and reevaluation of your own personal minimums. The website contains information about how to fly into Canada, which you will have to do; links to the Alaskan weather camera system; and links to help you focus your attention on personal minimums.

When you arrive, be sure to check with a local flight instructor or local flight school for up-to-date information on weather, your destination, route, and any local conditions that could affect your flight.

Knowledge is king! In Alaska, it is also an absolute requirement!

Fly-Outs & Splash-Ins Each month we'd like to have a splash-in somewhere. It doesn't have to be a big burger burn or pot luck, it's more important that we just share the experience of doing it. Pack a lunch and fly-out! There doesn't have to be any planning, overnights, or any big deal. Grab a sandwich and meet us at the lake. **If you have an idea, want to get out some where. Give us a call and we'll put out the word, even on short notice.** Our weather windows aren't real predictable this time of year.

The attached word document is updated monthly, please use it to mark your calendar for some fun and interesting things to do.

Where Can We Go? **I'm still trying to find a great spot, any ideas?**

.... for the Clear Lake experience. This event is unique in that it gets the whole town involved for the weekend. They have a football field with a ramp for parking the planes and docks at the hotel for straight floats. The field has a parking area where the town's people can park so they can wander among the aircraft and the 4H club sets up a concession to sell hot dogs, hamburgers and drinks, all weekend! The 4H Club also produces a large barbecue dinner for our group on that Saturday evening for a very reasonable price. There are also classrooms right at the site that are available for guest speakers. The town is packed for the entire weekend. I have three websites listed below for viewing pictures.

My question to you is... Where can we do the same thing in our state? If anyone knows of a great spot with a willing community, I'd like to pursue an annual event in Washington. If you have any knowledge about an area that would make a great spot, please let us know. See pictures from the last four years at <http://www.norcalaahs.org/airshows.htm>

Planes and Parts (new listings) Normally... New listings will only be new for 2 months, then I'll run them in "old listings" for another 4 months unless I hear from you. After that, they will be gone...renew as long as you like! See other Bees and parts for sale on the IRSOC's website, here's the link <http://www.republicseabee.com/Buyseabee.html>

1949 Cessna 195





N3877V SN7339 on EDO 3430 floats since 1952. Jacobs 755A-2, 300 Hp, TSMO 251 Hamilton standard 93" prop, 314 hrs. STC for auto fuel. TTA/C 7124. Annual 10/2005. Fuel: 80 Gallons, 76 usable, fuel burn 15 GPH Cruise speed @120-130 MPH Max Gross: 3600; Empty weight 2400

EDO floats O/H, stripped, alodined & painted 1990. New windshield & windows 1990, new interior 1990, Stainless control cables, 3-light strobe, stripped and painted 1990, Leftauxillary door 1991. Hatch kit modified, both floats, 1992. Both wings O/H 1995-1996. Wings painted again 1997. New stainless exhaust & heat muffs, 1997/1998. New spreader bars 1997. New engine 1997. New headliner 1998.

Narco Avionics: MK12D Nav/Com, ID824 Ind., AT-190 Transponder, AR 850 Encoder, ECT910 ELT (Battery replaced 10/05)

Additional parts: Beaching wheels and axle, Monarch fuel caps

This aircraft was featured on the cover of "Flying Magazine" September, 1953 \$99,500.00 Contact Rick Watkins 541-580-6556 or [rick@ricksmedical.com](mailto:rick@ricksmedical.com)

### Tour Guide to Alaska

Keith Hiebert was born and raised in South East Alaska. A 2600 hour single engine, commercial, instrument, land and sea pilot he has lived in the Seattle WA area seven years now and misses flying where the restrictions are clear of clouds rocks and trees. He has many stories of aviation lore in his memory both of his fathers flying in a Seabee, along with his many hours of flying the nine different planes he has owned. Keith can tell you stories of flights gone bad by people who pushed the flight envelope and lost (nature always wins).

Many pilots want to see the rugged unforgiving sights of Alaska but do not fly there fearing the unknown. Keith can lead you there and back safely teaching you tricks about flying S.E. Alaska you would not learn on your own. Keith is open to riding right seat in any plane with a destination of Alaska. Give him a call at 253-891-1813 or visit his web site <http://www.whoisKeithHiebert.com> 2

**I'm selling my 180**



and planning on getting a LYC.'Bee... <http://home.flash.net/~wsanders/index.html> .. 1954, 950 smoh, new 88" McCauley prop. NOV 05 annual. Same owner and hangar last 20 years. Seen in several books, magazines and cover of Trade-A-Plane. Contact West Sanders [westsanders@sbcglobal.net](mailto:westsanders@sbcglobal.net) or call 817-658-8637 **Last issue West, let me know if you want it to continue**

### Planes and Parts (old listings)

I have an old seabee friend that doesn't do computer. He needs some information on cowling parts. They are the parts that make up the whole cowling, part #s 1309,1310,1311,1312,1363,1370

He has sold them to a friend and doesn't know what to charge for them. I have no idea what they are worth. If you

can help out, either email me with your suggestions or call Tom Benedict in Vancouver WA at 360-896-6494. 1

Keith Hiebert has a friend who is shopping for a Cessna 185 that has a seaplane kit or is already on floats. He writes...."he's looking for a cash deal and not at the top of market value. Engine time & paint are not a factor except in the reduction of price. If someone has a plane that is not moving this might be your ticket out." Contact Keith: [hanger-talk@earthlink.net](mailto:hanger-talk@earthlink.net) Last time Keith, let me know if you want it to continue.

Marr Mullen has a Shoreline seaplane lift for sale. It was completely rebuilt 2 years ago. It is on Lake Washington. A steal @ \$2500 ( they are over \$6000 new).Call him @ 206-232-5143.Last issue Marr, let me know if you want it to continue.



1975 Cessna 180J Skywagon... Brooks please send bigger picture



5500 TT, 860 SFRM (O-470 S2), 280 SNEW McCauley 3-Blade. Best Equipped 180 In The Country. Recent Paint and Interior. Always Hangared. Factory Float Kit 'B', Factory Zinc Chromate, Large Fin, Kenmore 3190 G/W, Windshield Brace, Long Range Fuel, Cleveland Brakes, SS Brake Rotors, Right Stowable Pedals, Tailcone Lift Handles, 3<sup>rd</sup> & 4<sup>th</sup> Jump Seats, 5<sup>th</sup> & 6<sup>th</sup> Bench, BAS Shoulder Harness, Wingtip Strobes, Large Oil Cooler, Ground Service Plug, Flap Gap Seals, K&N Air Filter, P-Ponk Gear, Abrasion Boots, Extended Baggage, New Scott 10" Tailwheel, 800 X 6 Tires, Snider Speed Kit, Refueling Steps, Electric Engine Heater, VG STOL Kit, Peterson Auto Gas STC. Avionics - Totally New Panel. KMA 340 Audio Panel, MX 20 MFD - Chartview, Dual GNS 430's, GTX 330 XPDR, JPI RPM, JPI Manifold, JPI Fuel Flow, BF Goodrich WX-500, WSI AV200 Satellite Weather, STEC 20 w/ GPSS & Altitude Hold, KCS 55 HSI, GI 106A CDI, Allen Electric Attitude, Sigma Back-up Vacuum Attitude and DG, Mitchell Engine Cluster, PS Engineering PCD7100 CD Player, Ring and Post Lighting, New CB's. \$ 176,000. (512) 743-7737. Last time, let me know if you want it to continue.

## Seabee Products

Don Kyte has published another batch of his books. This one is a much improved versions with more stories. He writes.... "At long last my new book about my flying in Alaska is printed and ready to be mailed out. It contains most of the material from the 42 page booklet titled: "Flightseeing S.E.Alaska's Glaciers and Whales"(now out of print) plus much much more. This one took a year to do and is 168 pages long including 16 pages of color pictures and a lot of other stories not in the small booklet. This one is titled:Southeast Alaska Flightseeing Via Seabee" The price is \$14.95 plus \$2.05 for postage. Send me a check or money order for \$17.00 and your signed copy will be sent to you ASAP. For any books going to Europe, the postage is \$5.00. Please send your checks or money orders to: Don Kyte 257 Ostego Dr. Ft. Myers, FL 33931. I think you will agree this book is worth the wait. I enjoyed writing it and re-living those happy years... I think you will too.

Very best regards,  
Don"

Bubble Windows Aircraft Windshields in Los Angeles is run by a lady named Judy. They do a great job according to Steve Lantz. The bubble molds are there and all she needs is your old windows as pattern for size. Call 562-430 8108

Wing Walks, those things you put on the wings when you want to get up and clean up the oil mess...



Jim Dixon's dad is a retired carpenter and will make these for \$100 each. He does a great job from the original plans, they just aren't quite as wide. Which is nice, they are a lot easier to handle. I have two one for each side. He also puts felt on the bottom edges so they don't scratch the wing and carpet on top. Contact Jim [jdickson@intd.com](mailto:jdickson@intd.com) 360-701-1119 or 253 851-6315.

Walk Around Inspection <http://www.aircraftwalkaround.com/seabee/seabee.htm> is an interesting series of pictures of a walk around. Note the high polish job and a very interesting water rudder.

Leading Edge Wing Tanks (I want some of these...)



Second generation Seabee Guru, Henry Ruzakowski, has developed tanks that will hold at least 15 useable gallons per side. They are made of carbon fiber and Kevlar and will gravity feed to the main tank with the operation of one lever. They will be done on a field approval, so you'll have to take your airplane to him in Florida. So, let's plan a trip to Sun and Fun!!! Call or email Henry for more information. 561-436-0821 [amphibs1@aol.com](mailto:amphibs1@aol.com)

The Seabee CD and the new Newsletter CD! The Seabee CD contains all the Bulletins, Flight Manual, Parts Manuals, etc.. He states ..."Everyone I have sold this CD to has found it most useful. I have re-typed all of the Service Bulletins and reformatted the parts manuals for easier reading. The Newsletter CD contains most of the old Seabee news letters by George Mojonniere, and Richard Sanders. No special software is required. All



files are in Adobe Acrobat format and I include a reader with the CD. Once the Acrobat Reader is installed, just put the CD in the computer and it starts automatically! Contact Steve at [smestler@bellsouth.net](mailto:smestler@bellsouth.net) *I have them both, they're a great reference!*

## The Experts

**Simuflight's coming Back** Joe McHugh's family has joined forces with Ken Thompson of Kenair in northern California to recreate Simuflight. The long term goal for Simuflight is to be a complete resource for Seabee's regardless of what conversions or kits you want or already have on a Seabee. They are also interested in Seabee parts that may still be out there that don't have a home. They will be setting up shop in Fallon, NV and are accepting work as of October, 2004. All inquiries should be forwarded to the following contact information. Scott Henderson, McHugh Aviation Inc., dba Simuflight, 3763 Image Drive, Anchorage, Alaska 99504 Phone: 907.337.2860, Fax: 907.333.4482 [scott@finite-tech.com](mailto:scott@finite-tech.com)

**IRSOC** (International Republic Seabee Owners Club) Now at [www.republicseabee.com](http://www.republicseabee.com) It's still the best source of information and experts on the old beast that you will find. If you haven't checked out the IRSOC and Joined? Go ahead, it's free, with free classifieds for members. The [337 database](#) and clearing house for 337 forms and field approvals is also a free service to IRSOC members. For the time being all forms would have to be faxed to Jim: May to November (315) 531-9168; November to May (386) 767-0706.

**"Frankenstein Guru"** Rich Brumm in Long Island, N.Y. is also one of the experts. *If you ever heard of a problem with the Franklin, he has the fix for it!* He's also done some interesting things to fix other plagues that continue to give Bee owners headaches. Tired of changing wheel bearings? Ask him about the "Double Lip Seal!" [brummricks@comcast.net](mailto:brummricks@comcast.net) Phone: 631-779-3178 Office: 516-885-5879

**Seabee Discussion Group** This is a great Discussion group that gets lots of activity. If you post a question, you'll be sure to get a quick response with good experience behind it. <http://groups.yahoo.com/group/Seabee> If you don't want to join the group right away, you can log in as "seabee guest" with a password of "Seabee". Enjoy, it's a great site with lots of great pictures and links.

**[www.seabee.info/seabee.htm](http://www.seabee.info/seabee.htm)** The author of the discussion group has created this fabulous website that is fast becoming the place to go for knowledge and history on the old Beast. Steinar has done a great job and you can spend hours looking at all his information.

## Other Interesting Web Sites

[www.alaska.faa.gov/flyak/](http://www.alaska.faa.gov/flyak/)

[www.dunk-you.com](http://www.dunk-you.com) emergency egress training.

[www.clearlakesplashin.com](http://www.clearlakesplashin.com)

[homepage.mac.com/gotta1der/PhotoAlbum28.html](http://homepage.mac.com/gotta1der/PhotoAlbum28.html) personal Clearlake photos

[www.dhvied.com/clearlakesplashin](http://www.dhvied.com/clearlakesplashin) personal Clearlake photos

[www.wsdot.wa.gov/aviation/](http://www.wsdot.wa.gov/aviation/)

[www.hu-16.com](http://www.hu-16.com)

[www.aerocheck.com](http://www.aerocheck.com)

[www.SeaPlaneOps.com](http://www.SeaPlaneOps.com)

[www.flightcontractservices.com](http://www.flightcontractservices.com)

[www.norcalaahs.org/](http://www.norcalaahs.org/) interesting pictures

[www.rcairplane.net](http://www.rcairplane.net) Easy to build Seabee with a 72" wing span, other great models too. Contact Bill Price [bprice@puc.edu](mailto:bprice@puc.edu)

## Canadian Information

[www.alaska.faa.gov/flyak/](http://www.alaska.faa.gov/flyak/)

<http://www.bcfloatplaneassociation.com/>

<http://www.floatplanepilots.com/>

<http://www.floatplaneifyin.com/index.html>

[www.alertbay.com/eagleair/](http://www.alertbay.com/eagleair/) Looks like a great place to go, *let's plan a trip!*

[www.canadianseaplane.com/index.htm](http://www.canadianseaplane.com/index.htm)

I hope you've enjoyed this. Feel free to pass it along to anyone who may be interested. Please call if you get to the Seattle Area, or want to go out and play!

Bee Sea n'ya,  
Bruce and Janie Hinds  
360-769-2311 home  
360-710-5793 cell