

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Tuesday, November 29, 2005 6:59 PM
To: "Brewster" <brewster@wavecable.com>
Attach: WSPA Calendar of Events for 2006.doc
Subject: Dec '05 Seabee Newsletter

The Northwest Seabee Club

Where'd you leave your hull plugs?

Hello Everyone,

I hope you all will bear with me on these newsletters, since I've taken on the WSPA email newsletter those of you that are members will see some duplication in material. I feel there is too much Bee stuff here to send it to all the float folks, and if I started doing that, I'd have to come up with pages for other aircraft as well. We'll see how things go, I don't want to combine them at this point, but if you all joined WSPA, I could call this Floats and Boats!

I've attached a Calendar of Events for 2006. It's a Word file that's a working document, meaning nothing is set in stone and I will revise it each month as the need arises. Please use it to mark your calendar for some fun and interesting things to do. In Other Interesting Web Sites, I've added a links for pictures of the Clear Lake Splash-In and Bryan The Dunker Guy. He has the school on emergency egress training in Victoria. He has class space available December 20th if you want to get in this year. I'd like to schedule a trip up next year for a group. It would be nice to stay the night before and after. Anyone interested?

The Grounded Hogs Dinner key speaker this year will be Mr. David Johnston author of "The Knights of Avalon." This will be a fascinating presentation about the flying boats and pilots that flew from southern California to Catalina. As usual we'll have door prizes and other speakers to bring you up to date on what's happening.

We are hoping to hear from Mr. Michael Volk, President of our national organization, The Seaplane Pilots Association. When the issue of the Missouri River Breaks National Monument came up, their stance was that the Seaplane Pilot's Association has made the determination that this is not an issue of "National Significance". That is not the feeling the WSPA, the Columbia Seaplane Pilots Association, and several SPA field directors who have joined forces with the Montana group to address this new legislation. SPA has now taken a new look at the importance of their involvement given the level of our concern.

Please go to the SPA's Forum and read the short thread posted on 11/11/05... www.seaplanes.org/cgi-bin/forum/displaymsg.cgi?thread=2891%26ts=1 If that doesn't work, go to www.seaplanes.org then click on the Forums tab, then scroll down to Missouri River Breaks Nat'l Monument. There you will find the web address to read all about the alternatives. I encourage you take a look at this and do as J.C. Kantorowicz from Montana requests, write to the BLM and support Alternative B. If this is allowed to continue it's present course, this will effectively stop float plane landing on

the Missouri River for nearly 300 miles. It would allow seaplanes only within 3 miles of Fort Benton, while the Fed. Fish & Wildlife only allow them at Fort Peck. Hopefully Mike will bring us good news about their involvement, we feel this is a significant water way that we can't let them close to seaplanes.

Hopefully too Mr. John Sibold from the Washington Department of Transportation will be available to give us an update, they have been hard at work this year to develop a website devoted to a seaplane base directory. Their whole website is pretty awesome.. www.wsdot.wa.gov/aviation/

This is old business, but one I'd like to keep putting it out for more ideas, it concerns the fun we had at Clear Lake. What makes the event unique is 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! They also produce 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. Seattle is too big for such an event, but it would be a great event at some other town in the state. I have three websites listed below Other websites 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. Two suggestions we've had so far are, Lacamas Lake (Camas, WA) and Point Roberts. Here's what I have on these two spots, we haven't done any research on these yet, so if you have any knowledge about these or any others you think would make a great spot, please let us know.

Lacamas Lake notes from Doug Herlihy..."(moored at the Moose Club dock), I used to land and tie up (for short periods) at the Port of Camas Washougal, Columbia River, directly north of Troutdale KTTD. They have only boat fuel, and no real seaplane tie-up, but were (at the time) very acceptable to expand and even put in fuel (they have an existing contract for AVGAS at their airport 1W1 Grove Field Camas/Washougal. Anyway, it's an excellent sealane, under and very workable with Troutdale tower (they love to work with seaplanes, and will coordinate rapidly transit thru the PDX traffic area, handing you off to PDX tower, who will give you direct transit right along side the big runway, down river. Camas Washougal has some real potential as a seaplane base. Great water, over 3 miles of sea lane, and except for occasional barge traffic wake that you can be aware of, it is very nice. Good restaurant on the dock. Good parking. Nice people. The port director is a guy named Sheldon Tyler I believe."

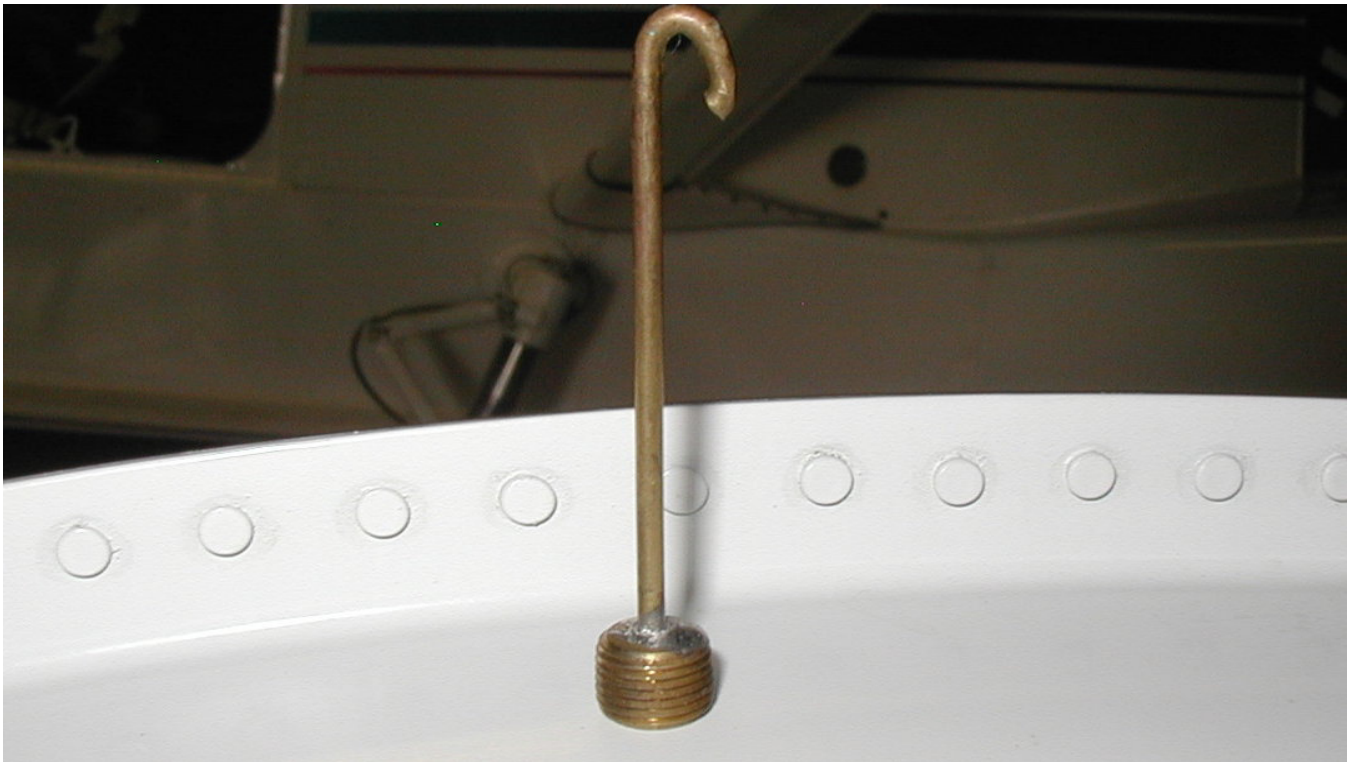
Point Roberts... Don Kirchner writes..."I've forwarded your email newsletter to one of my friends in Point Roberts, who immediately jumped to the occasion. She is a well-connected businesswoman, and says Point Roberts would be perfect for such an occasion. I was just up there, and I agree. They have a beachfront facility with B-B-Q's and grounds enough for cars and planes to be parked. There is a nearby grass airstrip, however I would think that your group would prefer the water approach. I might even be able to get some friends of mine with a completely restored and refurbished Albatross to come up for such a gathering, depending upon time of year."

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.](#)

Recent discussions with Scott Henderson have brought two issues to mind. We had been discussing check list and their usage when I remembered a discussion I'd had with other Bee Keepers about their drain plugs. Scott was also kind enough to share with me some memories of his glassy water training that he did with his father, Joe McHugh. You all should recognize that name, the father of Simuflight. Scott tells me too that things are coming along in Fallon for the new facility. Yes, he's putting Simuflight back in business in case you haven't heard.

I rarely leave my hull plugs out during the season. I will pull them out from time to time and after extended periods in the water. I do have them on the check list. And, I even leave my palm ratchet on the dash so it's in my line of sight. This time of year the plugs are out most of the time to drain any condensation and I can see that it would be easy to misplace the little buggers like our poor friend in the Widgeon in the picture at the top. That happened at Lake Havasu, warm, fresh and shallow water. It could have been much worse.

I wish I could say this was my idea, but my plugs had nice little hooks braised on them when I bought the airplane. In talking to other Bee keepers the plug issue has come up and I'm realizing that not to many people have the hooks on the plugs making them very easy to misplace.(Have you ever seen my hangar?) It's nice, they hang down and are easy to see too.



I drill a small pilot hole in the bottom, or in this case the top of the plug and braze or hard solder in a piece of braising rod. Bend a hook in the end so it will fit through the hole, then when you push it up in the hole all you have to do is hook it inside and pull the bend a little bit wider. This has worked great, they're easy to see hanging down and you always know where they are.

Another topic of conversation included the preflight. In Scott's discussions with Ken Thompson, Ken felt the Beta Block was something that should have your attention every flight and he really stressed checking the spindle in the reverse valve, it was the only thing he really wanted added to the check list. He said you should be able to move this freely with your finger.

Scott and I also had discussed glassy water landings. I thought you'd enjoy these memories of his father.

I am by no means an expert on this, I did have the benefit of being taught by a father that starting flying in PBV's so he had a lot of water time. It is funny, even now when I am flying I can hear this quiet voice commenting about some little detail that I wasn't doing quite to his standard. It is becoming that little voice in my head to check all the things that need to be checked. Joe was a good teacher in the aircraft, it was what he did. I guess part of the legacy will be that little voice that may be the thing that keeps me alive as it reminds me of the details that can pile up into real trouble. One thing is for certain, we are never good enough, there is always room to learn more.

On the shore line reference, Joe was catching me looking out the window, an old trick from sky diving, you watch the horizon to the side to keep from getting ground rush on landing. He set me up in a situation where he knew it would be deceiving. It was an eye opener, I had everything set up perfectly and we were just easing down to the water. I was watching out the side window and was beginning to think I was about 25 off and we touched the water. With everything set up well you could barely feel the plane land. The general opinion for all those discussing this issue is 150 fpm for glassy water. Ken Thompson thinks 50 fpm, Joe liked it closer to 50 than 150. I have found that 50 tends to creep to 100 as the things come together and the specified air speed. I need to get back in practice for this as well. I have not been flying enough lately.

I think we all have had the little voice talk to us, I'd love to receive some stuff from those of you and your results of listening or ignoring that little voice. I also like the references to his dad, mentors are great whether they were related to you or not. Let me have your stories.

History From time to time I get some good history pieces I'll include... I think too it would be nice to find out what's inspired you to fly, especially seaplanes.

This first piece is from a column by Bob Bowden. I think it points out how lucky we are to be able to do what we do, and it has some interesting statistics I hope you find interesting. Then I have a piece offered by Doug Herlihy. He reflects on the past 40 years of flying in the northwest.

The future just didn't take off

Those of us who came of age in the Fifties knew what the future held. We knew because we avidly eyeballed the monthly covers of Popular Mechanics, Mechanix Illustrated and Popular Science magazines. These magazines promised that some day we'd commute to work by flying

personal helicopters or vehicles that transformed a car into a plane.

The future didn't work out that way. In fact, general aviation has been in a death spiral for the past 25 years and shows no sign of recovery. Even before that, however, the idea that anyone could own and fly an airplane or helicopter was in serious trouble. An anticipated post-World War II boom in flying didn't materialize. Then Cessna ran into "product liability" lawsuits and ceased making small planes. Piper went into bankruptcy. Affordable airplanes almost disappeared -- and skyrocketing appreciation enriched the lucky few who owned an older single-engine airplane.

Today, Cessna and Piper are back, but the cheapest single-engine plane either offers starts at about \$180,000. That's out of reach for the masses. And pilots are growing gray. In 1980, there were 827,000 pilots in the U.S. That number is now 618,633. This decline is despite Federal Aviation Authority attempts to revive interest in flying by creating new license classes that don't require an initial \$5,000 investment in training or even a medical exam. The new classes restrict flying to visual conditions in daylight and good weather. Aircraft for these classes can be purchased for about the price of a car, but the restrictions against distant travel and night flying have crimped interest.

I became interested in flying while trying to think through the problem of evacuating my home area in time of crisis. I figured I could face a Houston-style exodus of stalled vehicles on an interstate or ... I could fly increasingly empty skies to a safe destination. I decided I wanted to fly a seaplane. Florida tops the continental United States in number of seaplanes. Winter Haven, Sarasota, Sebring, Boca Grande and other areas have seaplane operations. There are single-engine planes on floats or flying boats like the Lake Renegade or the old Republic Seabee. Beautiful things to behold; relegated to near-extinction by helicopters today.

Turns out, I picked a popular category. The number of seaplane pilots has increased 33 percent in the past decade. But I also found out that seaplanes cost far more to own and operate than fixed-wheel planes -- and are not available to rent. Insurance can be \$5,000 to \$10,000 a year. Additional required training is another \$1,000 beyond the private pilot's certificate. Ouch. My flying dream has hit turbulence. Seaplanes are as out of reach as Florida waterfront property. And I don't see ads for a car that converts to a plane so I can shorten my commute.

So, we're on the increase while everyone else is slowing down. I don't know that cost could be it actually, have you seen the Cirrus sales #'s? Wow.

Reflections from the past.... [thank you Doug](#)

I must admit, I've likely been living in the outback (Goldendale S20) too long, not realizing until I read your forwarded newsletter, that a seaplane pilots' organization even existed in Washington State, let alone the NW. Flying my cub on straight floats in the Columbia River Gorge, I know of no fuel or sealane south of American Lake. (Well, of course there's Wiley's down on the Willamette, but no fuel)... I look forward to any promotion of float flying that can be encouraged for either WA or OR.

Washington, Puget Sound, the Straits of Juan de Fuca used to be buzzing with seaplanes in the old days...Waterwork from Lake Ozette to Oak Harbor to San Point used to be a daily occurrence... Boy I miss the days that water work was part of our day's flying...(years in the Albatross from Kodiak, to Annette Isl, Port Angeles and Sand Point spoils you...and IMC to the water was so dependable...Does anyone even remember ASR approaches to Sand Point water or the Fraser River sea lane at Vancouver?)...anyway...still flying seaplane after 40+ yrs of it.

The whole Columbia River has some great water flying areas, great picnic beaching, nice quiet back slews for water work. The scenery can't be beat...like Norway fjord flying, or Misty Fjord south of Ketchikan.

Last year I took the cub (straight floats) to Whitehorse, and stayed a few weeks at the dock at Atlin, BC (lake, about 200 miles up the Taku River from Juneau. All at 500' AGL, Flew the cub to Port Hardy, then to BellaBella, to Pr. Rupert up the Glenville Psg., to Ketch, Petersburg, Juneau and over the RR pass to Bennett Lake and on into the Yukon. Reliving my old flying route when I worked out of Port Angeles and Annette Island.

Long ago, when I flew the Grummans out of Annette Island that used to be a regular route...and the Range Airway (I believe it was Amber One ... someone could check if my memory is right) would let you do it at 2000' (IFR of course) , as I remember, on that long leg between Port Hardy Range Station, Sand Spit in the Queen Charlottes, and on to the Dixon Entrance with a landing in the Tongass Narrows (Ketchikan) (there was no Ketchikan Airport of course, all traffic was by float plane ... Alaska Airlines Goose, and others before them)...the range beacon was low frequency, and kept you below icing levels nearer the water. There was a VOR airway of course, but the MEA was far above the single engine capability of the Grummans.

Doug Herlihy
AeroStone Ranch, Goldendale

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>

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 2

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 @ 206-232-5143.2



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, 3rd & 4th Jump Seats, 5th & 6th 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 XPNDR, 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. 2

Planes and Parts (old listings)

I think this has been on the market for a while, But now it's in Bremerton. I haven't seen it, but I'm told it has all the good mods....



N87553 Serial # 114 TTAF: 1984 Lycoming GO480G2D6, 275 HP 65.8 SMOH Hartzell constant speed, 3 blade prop w/reverse. 100 Lbs. increased gross weight, new electrical wiring and system, instrument panel, instruments, avionics, windows, 180' door swing, wing and flap extension, droop wing tips, corrosion proofing though out, improved spray rails, Cleveland brakes, locking tail wheel, Control wheel with removable co-pilot side, custom tail wheel tow bar, and a New annual with sale. Contact: Pat Heseltine avianinc@oz.net Phone: 360 674 2244

Tom Donnelly has two great little solar pak kits for sale. We picked up one for our Priest Lake trip. No 110 all week, but we kept our phones and computer charged all week. he still have two of them and will be putting them on Ebay if he cannot find a pilot who wants them. \$160.00 Contact Tom Donnelly tdonnelly@mindspring.com 206-784-6563 1

Jim Shipp has sold his C-185 and will be moving on to a trawler lifestyle... He writes...If anyone is looking for a very nice home on Nimpo Lake, B.C. I might think of selling mine. (Nimpo is where the B.C. Floatplane fly in is always held and is called the floatplane capital. I bought the house especially for my floatplane and have a 50 foot dock there. e-mail for anyone interested is jim4shipp@aol.com 1

GO 480 and Prop... If the prop is serviceable and it probably is, at \$1500, it is a bargain. No logs, and the engine probably needs a complete rebuild, but who knows. I just have to clean house a bit and it has to go. I still am running my Franklin and I am completely satisfied. In the Midwest, there are no big rocks to climb over. Grant Leonard IDREV88@aol.com Phone: 952-447-3625 Mobile: 952-210-2096 1

This one is actually a real estate ad, which I don't normally do, however, David L. Webster is the executor of his father's estate so I offered to help out. His dad lived on Mercer Island and kept a C-180 on a lift on his dock. They're selling the property has a Seaplane lift and 3 deep water moorage slips along with a wide dock once used for a helicopter pad. It's 92 ft of waterfront. \$2,199,000. View online at www.johnlscott.com/85064, or call Kerry Sussex 206-898-2166 or Bonnie Sanborn 206-919-3501 for showing or more information. Or, you can contact David, 425-313-3664 or davidcarol@comcast.net.1

George Wray is looking for some Landing Gear struts. If you know of any for sale, contact him at gawray@mac.com 1

Ed Porter from Santa Cruz needs help and writes... I have been grounded by that pesky Airworthiness directive on the propeller. The blades are good but one clamp has a bit of corrosion and I need at least a new clamp if not a replacement propeller. I know many

operating Seabees have had engine conversions to newer Lycoming and other engines. I'm looking for those propellers and clamps that were taken out of service when those new engines were installed.

I have a Franklin 215-B9F (215 HP) engine (standard stock engine) in good running condition. The Seabee and engine are completely operational. The prop blades are good as well. However, the required AD procedure on the prop reveals a very minor amount of corrosion on one of the propeller CLAMPS. If I could get a single clamp, that would be perfect. However, I haven't found any source for those clamps. Hartzell wants a staggering sum to produce an entire propeller assembly and they seem to have no interest in selling me a single clamp. It appears it would be a custom made propeller at this point and I simply can't afford it.

I'm open to a used propeller or even a set of clamps that could be used with my propeller blades. I know there are many of the original props that were removed as part of engine upgrades and they must be out there somewhere, hopefully persevered. The Hartzell 2 blade prop parts I need is a C3-1L clamp.

Hartzell says they may have D-6831-1AL and D-6831-1CL clamps and don't recognize my C3-1L part number. That's probably because its so old and they re-numbered more than once. But, that's not a certainty either. My clamps and prop blades are off in a prop shop so I can't go and get all their numbers.

I'm also considering having a clamp made from scratch. I did that with my valve guides and, while I understand that a propeller clamp is much more complex and subject to tremendous stresses, it still might be a possibility. Maybe I can find someone who has done this "owner manufactured part" process.....

I'd certainly appreciate any leads or suggestions you might have or, if you have a serviceable prop clamp that fits my prop, or, if you can locate one, we definitely can do business! Thanks for anything you can do! Ed Porter (831) 427-0836 **Last**

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 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

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 Mojonnier, 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 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

IRSOC (International Republic Seabee Owners Club) Now at 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 Northport, 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!" brummricken@comcast.net Phone: 631-757-2216 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 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.dunk-you.com emergency egress training.

www.clearlakesplashin.com

homepage.mac.com/gotta1der/PhotoAlbum28.html personal Clearlake photos

www.dhvied.com/clearlakesplashin personal Clearlake photos

www.wsdot.wa.gov/aviation/

www.hu-16.com

www.aerocheck.com

www.SeaPlaneOps.com

www.flightcontractservices.com

www.norcalaahs.org/ interesting pictures

www.rcairplane.net Easy to build Seabee with a 72" wing span, other great models too. Contact Bill Price bprice@puc.edu

Canadian Information

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

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

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

www.alertbay.com/eagleair/ Looks like a great place to go, *let's plan a trip!*

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