

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Monday, January 30, 2006 10:32 PM
To: "Brewster" <brewster@wavecable.com>
Attach: WSPA Calendar of Events for 2006.doc
Subject: Feb '06 Seabee Newsletter

The Northwest Seabee Club

Love those clear winter days....

Hello Everyone,

It sure is nice to have wheels..... I just found out that the Renton seaplane ramp and the entire seaplane dock are unusable do to the shoaling of the Cedar River's heavy run off. I will keep you posted as I get more information. I just got off the phone with them... They did mention that Sound Flight was able to get in and out recently, but the build up of silt seems to be moving and increasing. The river flow is estimated at about 3 to 4 knots and has deposited a lot of logs and debris nearly all the way to the marina. They are working with the FAA and the state to see what can be done. In the mean time they ask that you avoid the area, or proceed with extreme caution because they're not sure just how shallow and how far out the shoaling exists. This could be a continuing problem until the lake level comes back up, or longer if this condition continues.

Speaking of water levels... As most of you know the Columbia River conditions can change often and quickly due to many different factors. It is now the thirteenth U.S. water way to install a physical oceanographic real time system. **(This is the river version of a Tide Chart, but with real time conditions.)** It provides accurate real time oceanographic and meteorological data to mariners for free. Telephone voice response and via the internet http://140.90.121.76/tide_pred.html

Have you tried to find a new Tail wheel Collar? Miller Monarch writes.... "I'm in the process of having a machinist CNC a bunch of replacement tailwheel collars and if anyone is interested in one please let me know. If I can put together an order for ten or more the cost will be very reasonable. They are being machined out 7075 aluminum and

they are "beefed up" similar to the ones Joe McHugh had available. Since there is a size variation in the diameter of the shock tube they will be machined slightly undersize so that they can be easily cut to size on a lathe or milling machine. They will also be usable for non-steerable or steerable setups since the pulley bracket will be separate and screwed to the collar with flush socket screws. Of course they will not be STC'd and a field approval will be necessary. The quality of the machine work is great and the cost is projected to be reasonable. If anyone is interested just let me know at monarch@bbtel.com"

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. 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. Please, if you have an idea for an event, what to picnic, or just get out and fly, let me know... my cell phone's always on.

Ross Mahon of the Gweduc crew spent the weekend in Victoria with Bryan the Dunker guy. He wrote that the experience of the emergency egress training was well worth it.

Head in the sand section if you haven't been paying attention....

February 20th is the deadline to register for Grounded Hog's Banquet. It's a great program and wonderful company-YOU! Tickets are \$35.00. If you're a WSPA member you have the envelop to send in your money. If you are not a member, become one, send \$25 and you dinner reservations to WSPA, 6924 55th Ave S. Seattle, WA 98118. Questions? Call Al at 206-567-4346.

Bangor Now Prohibited area. This is posted on the new charts that came out in December. The good news is they've lowered the top of it. I believe the dimensions have remained the same, but it now is from the surface to, but not including 2500 feet. Here's something else I didn't know about.

Simuflight's back in business <http://www.simuflight.net> for more information on our services, not everything is there yet, but more information appears every day. Please feel free to call me at 907.339.8085 x6101 or e-mail at scott@simuflight.net for more information."

We're still looking for a place to have a 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.

Passing of Fred William Wenninger. His wife Betty writes... "Fred was a lifelong aviator, avid hunter, world explorer, and curious scientist, passed away December 22, 2005. Fred was born February 6, 1939 to Opal and Fred Wenninger in Alva, Oklahoma. Fred lived across the U.S. and traveled the world, but always called Alva home. Fred graduated from Oklahoma State University with a Ph.D. in engineering in 1963. He began his career at Hewlett Packard in Colorado, where he still has many wonderful friends. Fred then went on to be President and CEO of several companies, including Bendix/King, Iomega, and Keytronic. In addition to his successful engineering career, Fred was also a farmer, rancher, board member for several companies, and day trader.

Fred had a very successful professional career, but his greatest joy and satisfaction came from his family. He married Kay Magnuson in 1960 and together they had two sons. Fred's bond with his sons Lee and Ed was epic. Like their father, both Lee and Ed are pilots, engineers, and dedicated to our family. Fred, Lee, and Ed have shared countless hunts, flights, and special handshakes. In 1985, Fred and Betty Dawson were married. Together they explored the world and lived life to the fullest. In addition to his role as devoted husband and father, Fred relished his role as BooBoo to his three granddaughters, Abby, Anna, and Cookie. He invented the Bonk, which will forever be a treasured Wenninger farewell ritual.

Left to remember Fred and celebrate his life are his wife, Betty; son Lee and his fiancée Myra Rivenbark; son Ed and his wife Kate; granddaughters Abby, Anna, and Cara; as well as extended family and numerous friends around the world.

Friends are invited to celebrate Fred's life, anyone's welcome. Saturday, Feb 4th, 2006 @ 6:30 P.M. at the Ptarmigan Country Club, 5416 Vardon Way Ft. Collins, Colorado. We look forward to sharing hors d'oeuvres, drinks, and many memories with Fred's friends and colleagues.

Please RSVP to Sherrie Kachel at sherrie.kachel@hp.com so we have a count to give the caterer. Please forward this invitation to other friends of Fred. Directions: From I-25, take the Windsor exit (262) east to Ptarmigan Country Club"

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.

This reminded me of a situation I had during some cold weather. It was a year ago newyears, remember the ice

storm we had. We had been visiting friends in Friday Harbor, so our Seabee was in the open. It was an Icecicle... one big block of ice. A friend let us move it in his unheated hanger where we put a big heater on it for the night. It was well defrosted when we decided to leave the next day even though the temperature was still below freezing.

Everything was fine until we reached altitude and tried to trim for level flight. The elevator trim was frozen solid. Fortunately for us, climb power trim in the Seabee and the trim for landing are about the same. Each airplane has it's own quirks, be careful in cold weather operations.

Here's a safely tip from the SPA newsletter. Submitted by Bennie DeMerchant of Manaus, Brazil, a 15,000-hour seaplane pilot:

After landing in a short lake our Cessna 172 on Edos 2000 floats it came time to get back into the air. Wind had dropped. I taxied to the tight corner of the lake for longest water run for take off. The corner was small for turning so to make best use of weather cocking from tail wind to turn shorter, I started the turn to the left and pulled up water rudders to speed up the turn rate on water and switched to one mag to lower speed of idle and give it more time to make the turn. On take off thereafter and reaching point of no return on water run the aircraft was barely marginal on step. The climb out was also marginal. The obstacle clearance over the trees was almost like a branch broom of palm trees sweeping the bottom of the wet pontoons. After examining everything in the climb and getting over the usual "Parkinson's" effect I realized that I was still climbing on ONE magneto. I had forgotten to return ignition switch during the water taxi back to both.

Now when in similar one mag taxi situation I refuse to remove hand from the key until the ignition is on BOTH and ready to go.

Insurance is always an interesting topic. Since we just paid off the Seabee, I figured I'd change the policy to try and save some money. Maybe just "Liability" or "Hull Not in Motion." Heck, the plane's in a hanger what can happen. Then I read this from KORY KEEKER.

Flying car destroys vintage airplane... Bob King was sitting in his Starr Hill home just before 10 Sunday morning, drinking coffee and working on the newspaper crossword puzzle, when Ward Air called. A Juneau man had lost control of his 1992 Dodge on Yandukin Drive, missed a right turn, driven through a ditch, flattened a chain-link airport perimeter fence and crashed straight into the fuselage of King's 1947 Cessna 120. "When I saw it, I immediately knew it was totaled," said King, who was the press spokesman for former Gov. Tony Knowles. "The fuselage itself was completely torqued out of shape to an extent that it can't ever be fixed. There might be some pieces that may be salvageable, but the plane is beyond repair."



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.

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>

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 or call 817-658-8637 **2**

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. **2**

Planes and Parts (old listings)

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

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 3

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 3

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 3

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. 3

George Wray is looking for some Landing Gear struts. If you know of any for sale, contact him at gawray@mac.com 3

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 Mojonner, 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@aol.com 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/gottaider/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.floatplane-flyin.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!

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