

**Bruce Hinds**

**From:** "Bruce Hinds" <brucehinds@earthlink.net>  
**Date:** Wednesday, January 31, 2007 12:30 PM  
**To:** "Brewster" <brewster@wavecable.com>  
**Attach:** 070112card.jpg; 2007 Events.doc  
**Subject:** Feb'07 Seabee Newsletter

*The Northwest Seabee Club*

*ZeeBee: found this airplane at Sequim Valley Airport*

Hello Everyone,

Well, I've separated the newsletters again. Trying to keep both going hasn't been easy, and I've felt bad about sending all the WSPAers all this Bee info. It's made the WSPA letter pretty Seabee prejudicial. So, if you receive both, there will be some repeated information. If you don't get the WSPA newsletter and want it, let me know. If you are flying up here you really need to get involved and support a great local organization. The WSPA's Grounded Hogs Banquet is the 23rd of this month and if you plan on coming up to the Northwest Aviation Trade Show in Puyallup, it's the night before and I'd be happy to give you the information. Just let me know.

The "ZeeBee" above was found at Sequim, WA last week and it was parked all by itself parked in the grass. I called the # on the sign (360-457-3651 or 360-461-4481) and spoke with Kurt. He's not the owner, but indicated the owner flies it to BC each summer and lives out of state during the winter months. He's not sure if it's for sale or not. I guess the guy has some reservations about getting rid of it.

The poor thing actually could use some TLC. Nothing major that I could see from a quick walk around, but there are a few instruments missing, the hatch door looks like it's oversealed and it doesn't fit real well. But it looks clean and straight and it has the IO-540! N6585K could be a great deal for someone that's persistent..... Let me know if any of you find out anything else about it.

Yes, we actually got our Bee out a few times over the last few weeks and realized that the hangar is a disaster. I have to get out there and straighten up that mess. How's your hangar? The Classified Section below is running a little short, so let me know what you want to get rid of or what you may need for that spring project.

Speaking of projects, Roger Galzer just purchased a Twin Bee and needs a tailwheel. His request is there.... Several things have sold recently, the market doesn't seem to be as flat as we hear. New in that section too is a web link for the house on Nimpo Lake. If you've been dreaming of a nice place up in BC, you need to check that out.

I've also attached a Word Document again, it's my "2007 Events and Splash-ins" which is of course a work in progress. Each month I'll post what comes along and forward a new attachment to you so you can print and post it somewhere.

It's not only our aircraft that need Maintenance, but sometimes our paper work needs to be up dated too. See what's up with the FAA and your wallet.

Winter Operations can have take us by surprise sometimes. I've included a story that got my attention a few years ago in the

## Safety Section

Sun and Fun Are you going this year??? A friend said he may be flying down... don't know if we can afford it, but if there were enough people to make it fun, we might consider giving it a go. Someone want to start that discussion???

## Maintenance This includes your paperwork too. Like your airmen's certificate!

### TRADING PAPER FOR PLASTIC

You can keep your paper pilot certificate forever, but if you want to continue flying, sooner or later you'll likely have to get one of the new, tamper-resistant, plastic certificates. The FAA last Friday issued a proposal that would require pilots to get a plastic certificate within two years (five years for other airmen certificates) after the regulation is finalized in order to continue exercising their airmen privileges. The rule would also require aircraft owners to notify the FAA within five days after the sale or transfer of ownership of their aircraft. Some 82 percent of AOPA members said they supported this rule when they were surveyed in 2005, and 55 percent already had a plastic certificate. The FAA has been issuing plastic certificates since 2003, after the 9/11 terror attacks prompted the agency to act on a proposal published in the late 1980s but never finalized. All pilots can voluntarily [request a plastic airmen certificate online](#), and you can keep your old paper certificate. Ordering a new certificate costs \$2, but if you want the FAA to remove your social security number from the certificate or its records, you can get a [plastic certificate for no cost](#)

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

### Quick tips:

- 1- In addition to checking your floats for ice, remember the rubber seals and plugs shrink in the cold weather to allow leaks.
- 2- Just because you were a good pilot and sumped the tanks, water in the tanks that was frozen may not be thawed yet. Even though the frost is gone, the fuel temperature may still be low enough to have ice. Be careful flying into warmer weather.

This is an old story, but in light of our recent cold weather I felt it was worth repeating for lack of anything else.

I guess this could have been a lot worse, but it's one of those things that can really get your attention. We had been visiting friends for New Years in Friday Harbor a few years ago and had the Beast was tied down at the airport. The party was so much fun, we stayed for a few days, just long enough to get stuck in the ice storm and snow that swept through that year. With the cold temperatures, we didn't see being able to leave for a long time. We had about an inch of ice and a few inches of crusty snow over the entire airframe and temperatures were supposed to stay below freezing for days! I had to get home... We've all heard this before...

The perfect solution came together. A friend offered to move his airplane so we could get the Bee in his hangar. Even though it wasn't heated, we were able to run a torpedo type kerosene heater to melt our block of ice. We left the heater on for the night and just let it run dry. The next morning when we arrived one side was clean and the other was well on the way. So we refueled the heater for the other side. It was a big hanger and the temperature in the hanger never really got much above freezing for long, but the wings, tail, and tailboom were clean with only a little frost left on top of the cabin. We were ready to go. It was sunny and very cold, so we loaded up and blasted off.

Everything was normal until we leveled off at 2500 feet. I reached up to turn the trim, and the crank wouldn't budge! Fortunately, I had trimmed for a cruise climb, so the pressure on the yoke wasn't too uncomfortable to hold for the next hour. The setting wasn't too far off for landing either, when we swung the gear, that moved the CG forward and it was just about right.

We lucked out. But, where did it freeze? The only thing I can think of is that during the defrosting process, water had made it's way into the airframe and then frozen on the linkage or cable somewhere between the crank and the tail. As it was, it worked out okay, but it could have been a hand full had I taken off out of trim (never done that before, right?)

## History I'm always looking for interesting pieces, know any great seaplane history. And, by the way, what got you interested in flying?

The question always comes up when I get to talking about our bee, "how many are still flying?" How do we know? When people have asked me in the past I'd just been able to give them a guess.

I went to Steinar's website and went through his list of aircraft to see how many may be left. According to my rough count I found 31 flying, 159 registered, 53 unknown and 10 in restoration. I'd been telling people that there are about 200 still registered or flying, so I guess I've been close. I know there must be more flying though than his 31 listed because I recognized ours and one or two others that are definitely flying and only listed as registered.

When you have nothing else to do, look through his list for your aircraft and those that you know about to help him update his information. He's done an incredible job with the site.

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. Post it on Yahoo.* <http://groups.yahoo.com/group/WA-SPA/>



Are you flying to Sun and Fun this year??? How'bout this on the way back, there's almost a month to burn in between, so lets go to the Bahamas!

Lake Gunterville Splash-In Saturday, May 19, 2007

Enjoy a full day of Seaplanes, Boating and Great Food.

- Friday night dinner at "Top of the River"
- Saturday morning "Dawn Patrol" to Moontown airport breakfast
- Saturday Splash-In at Wally's Place on Lake Gunterville
- Sunday Brunch at Weiss Lake
- Transport available from 8A1    Camping available at Wally's place

Contact : Bill Shaver  
[wshaver@aol.com](mailto:wshaver@aol.com)

Coordinates : 34 16.32N  
86 22.75W    256-881-6193

**Classifieds** Listings will be for 4 months unless I hear from you. After that, they will be gone... renew or update your ad as long as you like! Cleaning out your hanger, sell it here!

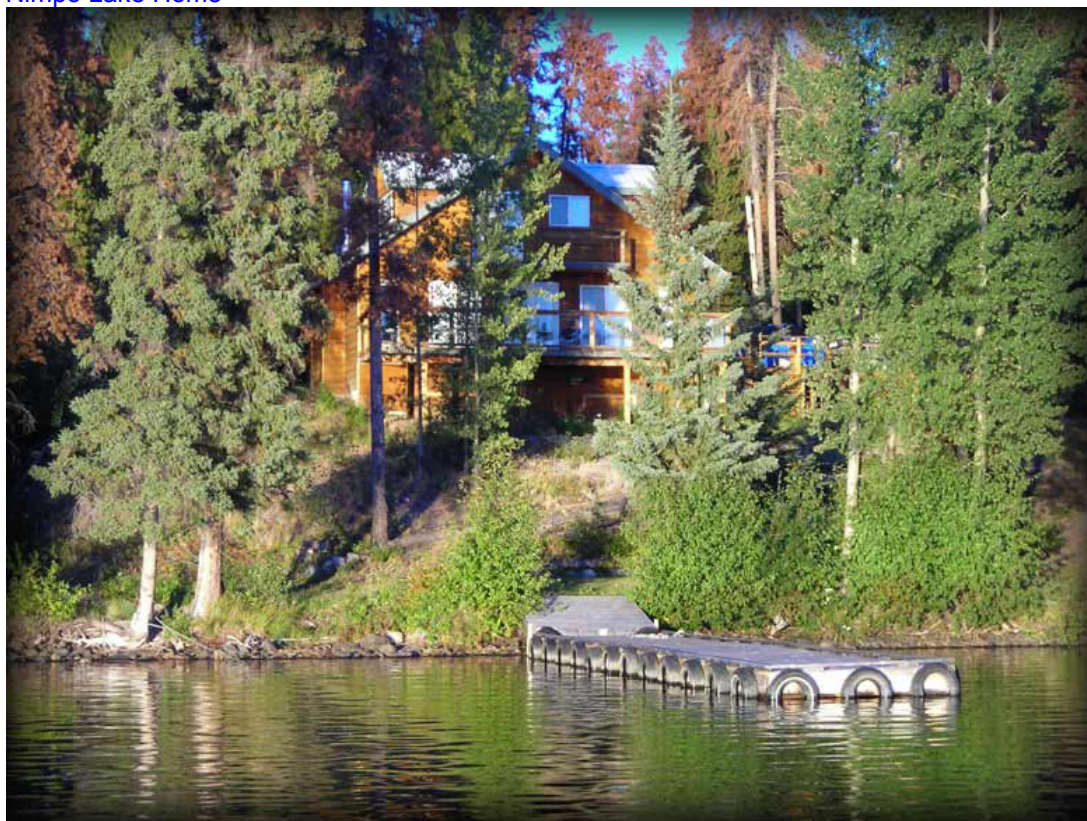
Roger Glazer needs a new or near new Seabee tailwheel. if you have one or know of one, call him at 949 300-2575 or [twineseabee1@aol.com](mailto:twineseabee1@aol.com)

Great deals do come along! Pair GO-480 C2D6 flanged shaft engines. 0 time Since 1966 military overhaul & preservation. still full of preservation oil and in

military cans. Overhaul documents included. Surplused from USAF in 1974, been in dry storage since. For sale or possible trade.

Jon Anderson [Odd@ak.net](mailto:Odd@ak.net)

### Nimpo Lake Home



Jim Shipp writes that they are selling their home on Nimpo Lake, B.C. "This is perfect for a floatplane with a 50 foot dock, and house fully furnished except for wife's dishes and such. Most appliances new or in fine condition. <http://www.pirate4x4.com/webster/nimpohome.html> Have \$250K USA, invested and wish to get that back upon sale. When I did not wish to sell, I had many calls and drop in's asking if I would sell." Contact Jim at [jim4shipp@aol.com](mailto:jim4shipp@aol.com) 1

"Lois Beaver" 1952 DeHavilland Beaver; Serial Number is 252; N9LB



A friend of Fred Wenninger writes... Like all of Fred's aircraft, "Louis Beaver" was tricked out with all the best mods and was immaculately maintained. TT aircraft 4681, Engine 137 SMOH, Prop (2 blade) 209.5, Baron Mark 2000 Wing Angle Kit (gross weight to 5370/lbs.) Splash Guard Kit, Amphibious Spray Guard Rails, STOL Kit, Tip Tanks, New Paint 1994 (red over white) Wipline 6000 Floats **Avionics:** IFR, Electric Trim, Nav Comm. (2) KY 155 720, Nav Collins VIR 35 200, ILS KMA 24, Baron King KA 40, KT 76 A transponder, ADF 650, S-TEC Autopilot, HSI 55A, CD player, S-TEC Yaw Trim System \$425,000 **Contact:** Betty Wenninger 580/327-2535, 509/981-8331 [be@wenninger.net](mailto:be@wenninger.net) 1

### Reduced Price on Super Seabee



Serial #56, Simuflight GO480-B1A6, 270 HP, logs since new in 9/16/46. Hangared, TTAF 2188, Engine only 600 since overhaul. Reversible Prop 322 since overhaul, 5 yr. AD last year (same as overhaul), Landing light each wing tip. Overhead engine controls, Large spray rails, Locking tail wheel, Cleveland brakes, Whelen strobe system, Daubenspeck droop wing tips, KT 76A transponder, KR 86 ADF, KY97A Comm., Narco 122 Nav., Northstar M2V Loran/GPS, \$107,000. Contact Roger Duke



360-321-1537. email [rduke@whidbey.com](mailto:rduke@whidbey.com) 1



Jerry Sater from Colville, WA has Tony Grout's Seabee project. This airplane is only lacking the engine, prop, brakes, overhead console, radios and gauges. Jerry purchased it from the estate with the intent of put it back in flying condition. He's 63 and involved in too much stuff and just doesn't know when he'd be able to find the energy or time to get to it. It was is fully stc'd for the IO-540, painted, and a flying airplane when the owner died. Since then these items had been removed carefully as if it was going to be put back together. It's got some real good paint and if assembled, you'd just wonder where the prop is. The rest of it's all there and in excellent shape. This airplane is kind of unique, the dashboard and pedals have been moved forward and it's set up for 6 seats. I doubt you'll ever find another like this one.

If you're interested, I think he's looking for about \$45K, you can contact him at 509-732-8860. This hasn't been advertised anywhere yet, he called me because he wants someone that knows bees that can put it back together rather than have it go somewhere as parts. Contact Jerry 509-732-8860 1

**Price Reduced** on my EDO 2960 Floats rigged for Cessna 180.



Good condition with tight compartments though bow damage on left front. Kenmore hatches, anti-skid pads, spray rails. Operated since owned (2000) in freshwater. Spare forward strut. Currently disassembled and hangared at Auburn Municipal. \$5000 or best offer. Michael Kopp, 425 413 3830, [m2kopp@yahoo.com](mailto:m2kopp@yahoo.com) Michael, do you want to keep this going?

## 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.sfahistory.org](http://www.sfahistory.org) Society for Aviation History

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

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

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

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

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

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

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

[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.floatplaneFlyin.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)

## Seabee Products And Information

Don Kyte has published another batch of his books. This one is a much improved version 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"

you can email Don at [dvkyte@comcast.net](mailto:dvkyte@comcast.net) if you have any questions

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 Mojonier, 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@pbtcomm.net](mailto:smestler@pbtcomm.net) **I have them both, they're a great reference!**

## The Seabee Experts

Simuflight's Back They have been back in business since the first of the year for parts, maintenance and restoration work. Ken Thompson runs the 6000 sq ft facility in Fallon NV and their engineering and operations are run by Scott Henderson out of Anchorage Alaska. They also offer a traveling A&P/IA Seabee expert supported by their shop that can handle anything that is wrong with a Seabee. Simuflight's Fallon facility is a complete Seabee maintenance station. Please contact Scott Henderson ([scott@simuflight.net](mailto:scott@simuflight.net)) 907-339-8085 x6101. You can also visit their website at <http://www.simuflight.net> for more information. In addition to Simuflight's many STC'd and non STC'd kits they are also working with the FAA to begin producing replacement parts for the Seabee.

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!" [brummrchikaren@aol.com](mailto:brummrchikaren@aol.com) 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.

**Speaking of engines....** Randy Komko is putting together a new website... Check it out for current pricing on Lycoming engines..Props..parts..ect he'll be updating it with 2007 prices soon.. <http://www.seabee-transition.com/>

Please feel free to submit any information that you feel may be of interest to other Seaplane pilots. Also, please print and/or forward this to any others you may think are interested.

Thank you one and all for your support of our organization.

Bee Sea n'ya,  
Bruce Hinds  
V.P. Washington Seaplane Pilots Association  
Northwest Seabee Club  
360-769-2311 home  
360-710-5793 cell