

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Saturday, January 6, 2007 10:33 PM
To: "Brewster" <brewster@wavecable.com>
Subject: Seabee Jan '07 Newsletter Happy New Year

Northwest Seabee Club

Photo courtesy is courtesy of West Sanders

Hello Everyone,

Oh my gosh! I knew I'd been good and just couldn't understand why that new Garmin I wanted didn't end up under our tree. West Sanders sent the picture above, that helped me to solve my mystery. I hope that wraps up our losses for 2006. Other than the loss of Scotty it seems to have been a very good year even though January started with the closure of the Renton Seaplane Base. It wasn't long before they had an innovative plan to keep the ramp open and the RNT operations were able to get back to normal in fairly short order.

I originally wrote this for as a combined letter with WSPA again. But, most of this is a 2006 year in review that I'll present at the Grounded Hogs Banquet and I tend to get on a rant about our organization. So, hopefully if you're living in WA and are not a member of the WSPA you'll get the message. If you're somewhere else, the message about local organizations is still valid.

Right after the WSPA's February announcement of the new Legislative Committee Chairman Jim Curry, we were faced in March with the Missouri River Breaks crisis. With our communication network I think we were well prepared time wise for plenty of opportunity to respond during the public comment period. Being east coast based, SPA initially didn't think it was too significant. SPA only got on the band wagon after the urging of the Columbia Seaplane Pilots, the Montana Seaplane Pilots, ourselves and of course the efforts of Walt Windus. We made the difference in gaining their support and made the importance of the area and pending legislation quite clear. With the combined effort we now stand a chance of keeping government control to a minimum impact.

This was the best example of the need for a local organization. SPA can't look after everyone, we need to be aware of our own issues and be able to act on a pro-active basis to keep our area waterways open. I thank those of you that are members for your support and ask you to let others know how important we are. I know there are many who don't support us. There are 2000 seaplane pilots in WA and less than 10% are active members. Actually that's about the national average, but I think it stinks.

There was a loss of a Helio Courier in Lake Isabel this last October. We don't know what happened, but fortunately he and his passenger were alright. Only a month before there was a request by a complete seaplane newbie about going into Lake Isabel. So this does raise a question... If a complete newbie can get the information and companionship he needed to go in and out of Isabel safely the first time with an ultralight, and have a wonderful experience, why shouldn't everyone have this information available to them? I truly believe that we are here to help each other out. Again we don't know what happened, there was a power loss and a low level turn to get back to the lake. It doesn't sound like a good situation, but I know I've been stranded once and I thank the WSPA members that were available to come to our rescue.

I was quite surprised to find that some don't even know of our existence, they know of SPA, but some don't know we exist. I think more important than the loss of the Helio, is the sentimental impact of the aircraft on the bottom of the lake will have. We've had a great record so far and with our access to lake Isabel hanging in the balance of the Wild Sky Initiative, this could hurt us all. Please help us to keep everyone informed. If you know any other seaplane pilots out there, please urge them to join.

So, anyway, as summer approached we'd made the announcement of our opportunity to participate with the NW EAA in the creation of a temporary seaplane base at Lake Goodwin for Arlington's Northwest/EAA Regional Fly-In. Work parties were formed and the event was a great success. We were real pleased with the efforts of everyone involved and the initial turnout was better than that of the first splash at Oshkosh. We're expecting the word to be out for 2007, so make your camping reservations early.

June saw the announcement of new floats available for the Beaver from Aeroset and the success of the Lake Goodwin work parties proved a success during our trial run of the dock and mooring buoys. The Arlington NWEAA Fly-In during July was now a Splash-In too.

August is always a great month for flying and the fires this year didn't keep us from flying east to Idaho's Priest Lake and then on to Lower Stillwater Lake in Montana. The bi-annual event has been on my wish list for some time and it was well worth the effort. Jim McManus who replaced Michael Volk was on hand to meet and greet everyone. Our own Matt Campbell added to the wonderful hospitality by bringing and preparing his fresh caught King Salmon. For those that couldn't make it, the same weekend was the salt water salmon bake right here on the Puget Sound.

The dock manager at Roche Harbor wanted to ban us from the dock after Kenmore had some problems with transient aircraft. Prompt notification from one of our members and a close association with the wonderful folks at Kenmore, the actual owners of the float plane dock, allowed a quick deal to be made for our continued access to that wonderful destination. The fires did scare us away from Lake Cushman in September, but alternative plans were made for our biggest annual event at Mason Lake. It was a big success. Lake Cushman usually attracts the same people each year, although the number that turned out was about the same, we had many new faces and a few more airplanes. I've never seen 5 "Lakes" in one place before and we were treated to a demonstration of the water handling capabilities of the popular flying boat. Matt was on hand again to give us our fill... it's the best salmon I've ever had.

In '05 we drove to Clear Lake in Northern California for the annual event, this past year we flew the Bee and had one of the Lakes go with us on our wing. That was fun, especially with the big tailwinds! Clear Lake is the model of a weekend event, please help me duplicate the same thing in WA. How you ask? It takes a town with a great ramp and parking area that wants to draw a crowd of Seaplanes. The whole town was involved. The 4H club provided the concessions and the waterfront hotel was booked by waterfliers! Eastern Washington should have an ideal place for such an event, somewhere.... any ideas?

The past few years the weather the first weekend of October has been stinky for the Oktoberfest we normally have at Renton, this year the weather was great, but we didn't have anything set up. Anyone want to take the lead for '07? Two events at the Museum of Flight that month though were incredible. The memorial service for Clayton "Scotty" Scott was a wonderful tribute to an amazing pioneer, followed by a first class reception. We also were treated that month to the initial screening of 60 Degrees North At 500 Feet. Mike Lunenschloss, was headed north and what started as a home movie, quickly escalated to a full blown production. It was a treat. Visit the website.... WWW.60Nat500ft.com.

Even though we've had some pretty nasty weather the past two months, there have been a few good days out there to enjoy. Fly'm when you got'm! We did today. But if you can't, it's that time of year we should all have a little extra time to snoop around our aircraft and hangar, no telling what you may find. Maybe even some old Ski Wax. Stay with me here, it's my...

Maintenance Tip We just got back from fly'n a quick trip in the Bee, we didn't have much time and it was blowing like crazy. So we went into Long Lake and made a down wind landing, that way I wouldn't have to taxi back. Winds were 13 gusting to 19 knts. I think I kinda surprised my buddy Wiley(float guy). That probably wouldn't have been a good idea in a Float Plane. It worked out well, but we did take some spray through the prop as we came off the step and settled in.

I was smooth'n out the tips of the prop with the screwdriver shank and Wiley suggested I wax the leading edge. Ski Wax is apparently the paraffin of choice. Wax, go figure. Anyone heard of that one? Well, I just happen to have some of that stuff lay'n around. Great part of never throw'n anything out! I'm gonna try it. He says it works well on his 180.

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. This came in from Ford Wilson, who does wheels in winter and floats in summer. This is an interesting post from www.backcountrypilot.org concerning stolen aircraft in Mexico.

Since this is the time of year that many of you will be heading south for warmer weather, I thought I would recap a couple of issues that might be of interest. My previous plane was a T-210 which I had for 14 yrs and 2,000 + hours. In March of '04, this plane was parked at the El Rincon dirt strip, a place I had flown into for over 20 yrs. I had a relatively cheap prop cable/lock, a throttle lock, and a hockey puck type window/door lock. Just before dawn one morning somebody started the plane and took off, never to be seen again. The only thing left was the sun shade for the co-pilots window. Nothing to indicate cutting, torching, or however they got thru the locks.

After my insurance company paid me, make sure you are insured for what you would sell the plane for, I bought my C-185. Many told me that I wouldn't have to worry as plane thieves weren't interested in taildraggers. Being somewhat the worrying type, I decided to do something to make an attempted theft more difficult. After much thought and talks with A&Ps, we came up with a method to disable the plane. I will gladly share my info, but not over the website. Anyway, this past January, we had just returned to Baja after having Christmas in Las Vegas. I parked the plane and did my "thing". About 5 days later, a friend with a Cherokee 6 that was parked next to mine, stopped by and said that all of his nearly full tanks of gas had been stolen. I said bummer and that since I had only about 15 gals left in my plane that I would fly into La Paz and top off and then allow him to siphon enough fuel to get him back to La Paz. He said that was great but maybe I should check my fuel to see if they had stolen that as well. Went to the planes and I climbed up on the strut, took off the cap, and, to my amazement, had full fuel! After getting over my shock, I examined the plane more closely. Tie down ropes in the plane, pilot's door unlocked, they got in thru the baggage door and my hockey puck lock was still in place, my green Wilson prop lock was gone, AND the co-pilots seat had been placed on the pilot's seat rails. I had taken the pilot's seat out for some cosmetic repair and had not re-installed it yet. There was also a long sleeved t-shirt left in the plane. Apparently somebody had taken the fuel out of the Cherokee 6 and put it in my plane, but could not get it to start. For the rest of the winter I also took off the tail wheel, hoping that this would further deter thieves from trying again.

This past annual, I had an additional disabling feature installed with the hope that this more obvious anti theft method would stop the attempted theft. If this was solved, the other method should prove insurmountable. As most of you have read, many other planes have been stolen, some with locks, some without, and some at gunpoint.

My 2 cents worth is that locks are basically a waste of time but gives an appearance of security. Guards are not that effective as armed, serious thieves will prevail. Even, La Paz has had a plane stolen out of there. Maybe a military presence would stop theft, I don't know. As many lessons in life show, take responsibility for your own needs. We still fly and stay in Mexico as before, I just keep my insurance paid up and do what I can to make the bastards go somewhere else.

Ford

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

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

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!**

Cheap float plane flying—Own a one-quarter share!



N9732B based during the summer at American Lake and winters at Renton. Fine flying Cessna-180, professionally maintained, and corporation owned! \$25,000 the share is yours. Let's talk—Wiley Moore 253-988-4722 or wileydog@sprintmail.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

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/>

December 13, 2006

Gentlemen:

Thanks to all who have shown interest in the Spencer Air Car N41RH. Almost immediately after we put the add in Trade-A-Plane we got an offer. We weren't sure if the offer was legitimate until we got the earnest money in the bank. For that reason we have been slow to respond to folks who stayed in touch and showed interest. As of today the airplane is sold. The final transaction has not taken place but is in the works. We will maintain the list of interested parties until the transaction is final. If for some reason if the deal falls apart, we will let everyone know. For those of you that wanted to go look at the airplane we apologize for the difficulty. The airport is enclosed by an 8-foot chain link fence with gates that are accessible only by magnetic card holders compliments of TSA. The airport changes all of the cards annually so the owner's card was not renewed. We had to rely on the local A&P that knew the airplane to let us in and show the airplane. It was a challenge to find a time that fit everyone's schedule. Again, from the family of the owner, thanks for the interest.

John Riggs

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coming back from Clear Lake, check out
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 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!

The Nose Dragger SeaBee.... Sold quickly

Home on Nimpo Lake

Jim Shipp writes that they have sold their 185 amphib and have purchased a large boat to spend the summers on. So 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. 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 Last time Jim, let me know if you want to keep it going...

"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 1

Reduced Price on Seabee #56



Simuflight GO480-B1A6, 270 HP, 80 octane, logs since new, 9/16/46. Hangared, TTAF 2188, Engine 600 since overhaul 10/86, Reversible Prop 322 since overhaul, 5 yr. repair last year (same as overhaul), Landing light each wing tip. Overhead engine controls, Large spray rails, Full swivel 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. ??Roger, let me know if you want to keep it going....

Jerry Sater from Colville, WA has Tony Grout's old Seabee project. This airplane according to him, I have never seen it, is only lacking the engine, prop, brakes, an overhead console, radios and gauges. When Tony passed away, he got it from the estate with the intent to 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 a fully stc'd for the IO-540, painted, 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 supposedly 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. Take a look at http://www.seabee.info/seabee_photos_8.htm (those are underscores between the seabee_photos_8 if you can't just click on the link) This airplane is kind of unique, the dashboard and pedals have been moved forward and it's set up for 6 seats.

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 ??Last issue for your ad Jerry, let me know if you want to keep it going.

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 3

Other Interesting Web Sites

www.alaska.faa.gov/flyak/

www.dunk-you.com emergency egress training.

www.sfahistory.org Society for Aviation History

www.clearlakesplashin.com

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

www.dhvied.com/clearlakesplashin personal Clearlake photos

www.aerocheck.com

www.hu-16.com

www.SeaPlaneOps.com

www.flightcontractservices.com

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

Canadian Information

www.alaska.faa.gov/flyak/

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

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

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

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

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@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) 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 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!" brummrichkaren@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 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.

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