

## Bruce Hinds

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**From:** "Bruce Hinds" <brucehinds@earthlink.net>  
**Date:** Wednesday, June 1, 2005 12:21 PM  
**To:** "bruce hinds" <brucehinds@earthlink.net>  
**Subject:** Fw: June '05 Seabee Newsletter

### The Northwest Seabee Club



Archive material courtesy of Bryan Mahon

Hello Everyone,

Is this weather cool or what! I've suggested that when you can go fly... go fly! This time of year can be "iffy" so we will try to take advantage as the good days as they come along. We missed the really warm days last week, as far as flying goes, but we've caught up on most of the spring stuff and it's time to play... Wanna come out and play?

PLAY... That should be the theme... Why do we have to be so busy that we can't play. I've decided it's time. I just put in my paperwork at the airline to retire 3 years early. I never thought I could do it, even at 60, but I found a book that has really opened my eyes to investing. If you're perplexed, have lost hope, and don't know how you will fund the future like I was, pick up a copy of "Missed Fortune 101" by Douglas Andrew. It's only available in hard back at about \$25 in the book stores, but can be found at Amazon.com for about \$10. I wish I'd found it, or something like it, 20 years ago. I'll be out by the end of the year! Between now and then, I've got a bunch of vacation to burn too, so this summer should be like practice retirement.... I want to do the northern tier this summer from Chelan to Priest, who's up for a trip?

#### Last Saturday

Remember my proposal? Picnic, remote lake or lake with restraint, last Saturday of every month. Call my cell phone if you can get out on the 25th. Let me know what sounds good to you. 360-710-5793 Let's make a plan....

We did this last October. It was to be just two airplanes, meet at Renton and fly to Isabel. It turned into 4 aircraft as diverse as one can imagine and it was one of the best afternoons ever. Let's do it!

#### WSPA...

Al Paxhia retired from Boeing in 1995. After 35 years of never getting close to an airplane, his first retirement project was to build an airplane. The project was a Murphy Moose on amphib floats that had its first flight April 2002. For several summer seasons, Al has been a part time pilot flying DHC Beavers on floats for Sound Flight Inc. out of Renton, Washington. Most of the flying is hauling fisherman to camps and lodges in the British Columbia wilderness around Vancouver Island. He comments, "It's a tough job but someone has to do it." Now, Al Paxhia is the new President of the Washington Seaplane Pilots Association and it will be a pleasure for me to serve as his Vice President.

Speaking of playing, as Al puts it..." the order of business will be twofold; first to establish a program promoting favorable legislation to keep state waters open. Second, to get the members together for fly-ins and social events." His state legislation comment is in reference to the adoption of laws similar to those adapted in Oregon, Texas, and Michigan that will help us on a proactive basis as apposed to just sitting back and attempting to put out fires as they come along.

Welcome aboard AI, it will be a pleasure to work with you.

### PROHIBITED AREA TO BE ESTABLISHED OVER SUBMARINE BASE

The U.S. Navy's submarine base in Bangor, Washington, will become the site of a new prohibited area—P-51. "We're disappointed that the FAA and defense officials could not be persuaded to create a less-restrictive national security area for this final site," said AOPA President Phil Boyer. "AOPA fought hard on this issue, working closely with Washington's representatives in Congress and managing to turn three other restricted areas into NSAs." The new prohibited airspace will offer some relief to pilots who want to over fly the area. P-51 will cover the same footprint as the current temporary flight restriction (TFR) but will extend only to 2,500 feet msl, compared to the 4,900-foot ceiling now in place. The change is set to take effect December 22. See [AOPA Online](#).

American Lake seaplane base will stay open This is the full newspaper article as reported by Angie Leventis of The News Tribune on May 25th, 2005 The Lakewood City Council will vote on American Lake Park improvements. I believe the meeting is open to the public? 7 p.m., June 6, at the Lakewood City Hall, 6000 Main Street S.W.. They still need some pressure on them for aircraft to remain there all year long.... Angie's contact follows her article.

The American Lake seaplane base will stay open after facing closure earlier this year. Former Lakewood City Manager Scott Rohlf's declared the base closed in January out of fear the city would held liable if there was a crash. He was also concerned it would change the zoning of hundreds of homes surrounding the base, barring them from rebuilding in a natural disaster. But the state Department of Transportation held off on officially stripping the base of its Federal Aviation Administration approval in the hopes of working with the city to keep it open. The aviation division considers seaplanes a vital part of the transportation system, and the American Lake base is the only one in the state south of King County.

City Manager Andrew Neiditz said there was some confusion about the classification of the base. It's considered a "landing area" as opposed to a "landing strip," because there are no buoys or markings in the water, he said. After talking to regional planners and state transportation officials, Neiditz said the base's actual designation won't open the city to any of the liability or zoning problems. "We just got newer information," he said. Neiditz took over in March, about six weeks after his predecessor announced the base would be closed.

The planes were allowed to stay on-site temporarily. City officials on Monday unveiled a \$3 million plan to improve American Lake Park, the 5-acre site that includes the seaplane base. The proposal calls for new parking facilities, a U-shaped dock and fishing pier, and renovated boat launch stretched out over six phases. The first stage would cost around \$800,000, but the city is hoping grants will pay for most of it. City staff members found seaplanes and other park uses could coexist; many residents who attended three public meetings on these park improvements said they enjoy seeing seaplanes along the lake.

The upgrade calls for demolishing the old, decrepit seaplane hangar, but planes will be allowed to park on-site nine months out of the year during the off-season. The city plans to apply for grants from the state transportation department for a seaplane dock and moorage area. "We're very pleased the seaplane base is on your final plans," said Stan Allison of the state Department of Transportation's Aviation Division.

Although planes still can take off and land without an FAA-approved site, the potential loss of one of the few remaining seaplane bases angered pilots throughout the region and across the country. More than 70 fans of floatplanes sent e-mails lobbying Lakewood to reconsider. City Councilman Pad Finnigan said in a letter to the rest of the council that he isn't satisfied with the park plans because the planes wouldn't be able to park there during the summer, which would deter them from coming at all. But Deputy Mayor Helen McGovern said the proposal is a good compromise. While there are usually only three or four planes parked there, hundreds of people go to American Lake Park for other uses, she said. "We've got more boaters than we have seaplanes," said Councilman Bill Harrison. "And I know we have a lot more swimmers than we have either boats or seaplanes."

**PARK PLAN** Some improvements planned for American Lake Park

STAGE 1: Boat launch area will get new docks and piers, separate parking lot entry, ramp repair, boat parking lot improvements, security lighting and removal of seaplane hangar.

STAGE 2: Beach terrace and promenade area will gain lighting, picnic areas and structures along the waterfront. The beach will be accessible to people with disabilities.

STAGE 3: A play area, a trellis and arbor, and a park entry plaza will be built next to the parking lot.

STAGE 4: Sidewalks and other right-of-way improvements will be added.

STAGE 5: A U-shaped dock and fishing pier.

STAGE 6: Parking lot improvements

Angie Leventis: 253-597-8692 [angie.leventis@thenewstribune.com](mailto:angie.leventis@thenewstribune.com)

## **Governor Signs Two Important Aviation Bills**

**Legislature Sets Direction for State Aviation:** Deliver More Airport Paving Projects; Plan for Future Aviation Needs

During its recent session, the Washington State Legislature passed two significant aviation bills. Signed by Governor Gregoire on May 9, 2005, these new laws will help to identify key priorities for WSDOT Aviation. Of major significance will be the dedication of more funds toward airport paving projects. The result will be an increased emphasis on airport maintenance and preservation, which will benefit aviation users and taxpayers.

**Senate Bill 5414 (Aviation Fees)** This new law will eliminate pilot and mechanic registration fees and:

- Replace lost revenues with a 1-cent increase in the aviation fuel fee.
- Budget the 1-cent increase in aviation fuel for airport pavement projects.
- Eliminate the dedicated "Search and Rescue Account" and fund the program out of the "Aeronautics Account."
- Dedicate \$433,000 for airport paving.

The elimination of pilot and mechanic registration and increase in aviation fuel fees will go into effect on **July 1, 2005**. Legislators originally proposed this bill to find a more efficient way to fund aviation programs while placing a higher emphasis on the repair and maintenance of airport pavements.

**Engrossed Substitute Senate Bill 5121 (Planning For Long Term Aviation Needs)** This new law charges WSDOT Aviation with:

- Assessing the aviation facilities in the state for both general and commercial aviation.
- Identifying the market needs.
- Making recommendations to a governor-appointed advisory committee on how to best meet those needs by the year 2030.

Legislators originally proposed this bill because of an increasing concern that Washington State must do a better job of addressing aviation capacity and identifying where new airports may be needed to fill gaps in the aviation system.

Find more information about these new state aviation laws at: [www.wsdot.wa.gov/aviation/news/2005/05\\_0517GovSigns2Bills.htm](http://www.wsdot.wa.gov/aviation/news/2005/05_0517GovSigns2Bills.htm)

### **New Federal Regulation you need to heed 91. 91.27 states:**

a) NO PILOT OR PILOTS OR PERSON OR PERSONS ACTING ON THE DIRECTION OR SUGGESTION OR SUPERVISION OF THE PILOT OR PILOTS, MAY TRY, OR ATTEMPT TO TRY TO COMPREHEND OR UNDERSTAND ANY OR ALL, IN WHOLE OR IN PART OF THE HEREIN MENTIONED FEDERAL AVIATION REGULATION, EXCEPT AS AUTHORIZED BY THE ADMINISTRATOR, OR AN AGENT APPOINTED BY OR INSPECTED BY THE ADMINISTRATOR.

b) IF THE PILOT, OR GROUP OF ASSOCIATED PILOTS BECOME AWARE OF, OR REALIZES, OR DETECTS, OR DISCOVERS, OR FINDS THAT HE OR SHE OR THEY ARE, OR HAVE BEEN, BEGINNING TO UNDERSTAND THE FEDERAL AVIATION REGULATION, HE / SHE / THEY MUST IMMEDIATELY, WITHIN THREE (3) DAYS NOTIFY, IN WRITING TO THE ADMINISTRATOR.

c) UPON RECEIPT OF THE ABOVE MENTIONED NOTICE OF IMPENDING COMPREHENSION, THE ADMINISTRATOR WILL IMMEDIATELY REWRITE THE REGULATION IN SUCH A MANNER AS TO ELIMINATE ANY FURTHER COMPREHENSION HAZARDS.

d) THE ADMINISTRATOR MAY, AT HER DISCRETION, REQUIRE THE OFFENDING PILOT OR PILOTS OR PERSON OR PERSONS TO ATTEND REMEDIAL INSTRUCTIONS IN THE FEDERAL AVIATION REGULATIONS, UNTIL SUCH TIME AS THE PILOT OR PILOTS OR PERSON OR PERSONS ARE TOO CONFUSED TO BE CAPABLE OF UNDERSTANDING ANYTHING.

**Upcoming Events for this year**, please see the attachment...

**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.  
need some contributions here !!

**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>

1972 Twin Seabee N123BR



180 HP Lycomings, MX 20 MFD Garmin, Garmin GNS 430, 330 Garmin mode S transponder, Goodyear 500 blind storm scope, EDM 760 twin engine monitor (fuel flow). Many other options, 9/9 in and out \$190,000. or offer contact Roger Glazer [twinseabee1@aol.com](mailto:twinseabee1@aol.com) (949) 300-2575 **2**

Byron Miller is looking for a pilot side door. [miller.bj@verizon.net](mailto:miller.bj@verizon.net) Phone: shop 503-873-1113 home 503-873-2857 **2**

Tom Danaher has a Franklin Bee and needs a oil control valve for the prop.. Can anyone help out??? Contact "West Sanders" <[westsanders@sbcglobal.net](mailto:westsanders@sbcglobal.net)> Subject: Re: 'Bee Prop **2**

## Planes and Parts (old listings)

Royal Gull for sale at the Van Nuys airport...Roger Duke's brother-in-law says he knows someone who has one. If anyone is interested call Dan at 310-980-0307. **2**

**Attention Float Pilots.... how about strapping a Porta-Boat to your float struts? It folds to just 4 inches flat !**



Carry it under your arm like a surf board and you can attach it to the struts, almost no drag. See their website <http://porta-bote.com/> they even have a picture of a Helio on floats with one tied on! This is the smaller one, the two seat model, it's actually 9'3". It only fits in our Seabee because we've removed the bulkhead, but even then we have to take out all but the pilot seat. Janie wasn't too keen on the idea of making her sit on the cooler, even though her seat belt was tied to the floor. This boat is NEW, never in the water. It's a \$1200 value, How about \$950 ?? Call Bruce 360-710-5793 or [brucehinds@earthlink.net](mailto:brucehinds@earthlink.net) Northern Pilot had a write up in their June/July 2002 Seaplane Special issue. I've only unfolded it twice. The second time I put the seats and transom in it only took me 4 minutes to have it ready for the water. And it weighs less than an inflatable canoe. **3**

**IO-360-C1E6**, 0 SMOH, 3178 Total, Cerminil Cylinders, Injection system and mags. This engine was rebuilt for an RV project but was never installed. \$18,500. Located in Woodenville Wa. Contact: Scott Henderson Phone: 907.337.2860 e-mail: [scott@finite-tech.com](mailto:scott@finite-tech.com) Last let me know to renew

**Tod writes...** The Seabee project for sale was started by Don Wallace at WE Aerotech and intended to be a new (totally reconditioned) airframe to be fitted with a 375 HP Continental GTSIO-520M engine and a new 93" Hartzell 3 bladed reversing prop. Many of the structural parts are new since Don had an agreement for the PMA rights. The fuselage and tail surfaces were disassembled stripped and inspected before repriming and reassembly. The wings disassembled inspected and primed but not reassembled. The project appealed to me because I could not see putting a new, higher horsepower engine on a 60 year old airframe without totally going through it first. The project was halted when WE Aerotech went bankrupt in 2001. I recently sold the engine because it was going on 5 yrs without having been run. I retained the prop and custom engine mounts so that they could be used in the same application if anyone was interested. Don Wallace is still around and has done some engineering work on the project with the FAA. I have about \$ 60,000 into the project and will sell it for \$25,000.

For more information contact [TodDickey@aol.com](mailto:TodDickey@aol.com) 3.

## Seabee Products

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 Majonnier, and Richard Sanders. No special software is required. All files are in Adobe Acrobat format and I include a reader with the CD. Once the Acrobat Reader is installed, just put the CD in the computer and it starts automatically! Contact Steve at [smestler@bellsouth.net](mailto:smestler@bellsouth.net) **I have them both, they're a great reference!**

## The Experts

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

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

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

## Other Interesting Web Sites

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

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

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

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

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

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

### Canadian Information

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

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

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

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

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

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

Bee Sea n'ya,

Bruce and Janie Hinds

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