

**Bruce Hinds**

**From:** "Bruce Hinds" <brucehinds@earthlink.net>  
**Date:** Thursday, June 1, 2006 9:26 AM  
**To:** "Brewster" <brewster@wavecable.com>  
**Subject:** June '06 Seabee Newsletter

## *The Northwest Seabee Club*



*Perfect lake dock for a Bee.*

Hello Everyone,

I have a couple of questions to start out with this month. The above picture was taken at the Ramada Inn's dock in Nanaimo, BC which seemed to be perfect for a calm lake. Three distinct advantages of this dock were: 1- The wheel is just above the tie down rail, it didn't have too much floatation which keeps the dock low enough to open the door! 2- With the wheel in this position, wave action was lessened, it acted as a fender. 3- The cleats were such that the aircraft could be tied with spring lines protecting our spray rails from constantly chafing on the dock. Does anyone have any plans or pictures of what they consider to be a great dock for their Bee and how do you calculate how much floatation is needed?

There's an interesting article in the SPA's new issue of "Water Flying" concerning river operations. I'd like to hear from someone who has river experience in a Seabee during opposing wind and current conditions. Float planes can retract their water rudders when headed down stream, but not the old Beast. Also, the difficulty of turning down wind could add to the excitement. I'd really like to do some more river operations, any advise on the subject? Or, any experiences you'd like to share?

Speaking of river operations, this came in from a "google alert" that I get. Be careful operating near the Indian reservations.... "On a fourth occasion, after tribal police seized a floatplane March 14 after disabling it by hurling rocks at the propeller on the Columbia River, the pilot made it to the other side and eluded sheriff's deputies. A man believed to be the pilot was later spotted and arrested on the Colville reservation." That's a horrific way to stop a seaplane, but after reading the whole text, turns out they really wanted to stop him. He was smuggling drugs in from Canada.

Yes caution is something we must keep in mind. Even if it's severe clear, check for TFR's. I just heard on the radio within the past few days, that President Bush is planning a trip to Washington State some time in June. So, please check for TFR's before you blast off.

Bryan Webster from Egress Training in Victoria, BC. let me know the next training session will be held Friday July 7, 2006 and that space is limited. If you want to get dunked, contact him at 250-704-6401 or [www.dunk-you.com](http://www.dunk-you.com).

If you've ever wondered what a WSPA membership could be worth? Would you believe \$30,000. Check out the first Classified Ad below!!!!

The EAA's pond for float flyers is coming along and we'll be making a test run of the mooring plan on Saturday June 10th. If you were thinking of flying to Lake Coligan on the 10th, we could use a few planes to try out the new moorings. The NWEAA has also scheduled emergency response training for the evenings of June 1, 8 and 15<sup>th</sup> at the fuel depot at Arlington Airport. These evenings are an opportunity for local emergency responders to become familiar with various aircraft types. It would be helpful to have both float and hull type seaplanes available for a couple hours each of these evenings at 5:30 pm. We definitely want to have aircraft there when the Marysville station is training as that is the closest station to Lake Goodwin and they will be the first responders. Please contact [joel.mapes@roxio.com](mailto:joel.mapes@roxio.com) 360-377-9076 ..... thanks

### 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.

**Maintenance tip:** Gents - Re the maintenance tips in regard to the use of stainless steel fasteners, I own a marine consulting company that must deal with the issue of dissimilar metals on a daily basis. Part of our practice involves large oceangoing yachts aboard which corrosion, rust and the discoloration and degradation caused by them is simply not tolerated. We also work on military vessels, which, on occasion cannot get the attention that is lavished on yachts. The **only** product that we specify for the treatment of fasteners is Tef-Gel, which is available from Ultra Safety Systems. We have specified this product for more than 15 years, and, to my knowledge, nothing works as well. Because it is PTFE (Teflon)-based, it can be a bit messy to work with, but with care, it lasts a very long time if applied correctly:

[http://www.tefgel.com/tefgel\\_information.htm](http://www.tefgel.com/tefgel_information.htm)

For parts that are to be removed frequently, we recommend that Corrosion Block be sprayed on the parts before assembly. We have found this product to be better than Corrosion-X. It lasts longer and seems to perform better. It is also available in a pump sprayer, which is less annoying than an aerosol can:

<http://www.nocorrosion.com/corrosion-control.htm>

Finally, for parts that simply require surface protection that can easily be recoated when necessary, we recommend Boeshield T-9. This is also an exceptionally good product for sporting goods, such as fishing reels.

Best regards

Mark T. Masciarotte

DSG Associates - Marine Consultants

4511 DuBois Drive

Vancouver, Washington 98661

1.360.735.1638 telephone

1.360.735.1637 facsimile

**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. Give us a call and we'll put out the word, even on short notice.** Our weather windows aren't real predictable this time of year.

The attached word document is updated monthly, please use it to mark your calendar for some fun and interesting things to do.

**Planes and Parts** Listings don't cost anything, I'll run them for 6 months. After that, they will be gone...renew as long as you like! I'll place the newest stuff on top. Please let me know if you sell, or find what you need, we're here to help each other. You can see other Bees and parts for sale on the IRSOC's website, here's the link <http://www.republicseabee.com/Buyseabee.html>

Harold Clark is selling his De Havilland Beaver, N90546, he writes, "MY FAMILY AIRPLANE IS NOW UP FOR SALE DUE TO HEALTH REASONS."(actually the airplane is just fine!) "IT HAS BEEN A FAMILY MEMBER SINCE 1988, CURRENTLY ON WHEELS AT THE OLYMPIA REGIONAL AIRPORT (OLM). THE FLOATS ARE STORED IN A HANGAR ON THE AIRPORT."



"DuPont Imron paint - Brown on orange. Edo 4930 floats and wheels (8:50 x 10) TTAF 8132.7 Annual Inspection due in August. TSMOH 179.7 Propeller Time Since Overhaul: 107.7 Dual Brakes. Rudder and Elevator Trim. New Instrument Panel - Instruments overhauled or replaced. Canted Radio Stack. West-Tach 9 Cylinder EGT system added (Special order item) Instrument Panel Post Lights added. Single Control Wheel (No throw-over) 6 Position Intercom, King Audio Panel, King KX170B/GS Primary VOR and Com radio, King KX170B Secondary VOR and Com radio, Apollo NMS2001 Navigation Management Computer/GPS, King Marker Beacon Receiver.

Kenmore Cabin Door Bubble Windows, Kenmore Aft Cabin Window kit, Kenmore style Seaplane Stabilizer Mounted Vertical Fins. Rigged for 5 place interior Shoulder Harness @ Pilot and CoPilot stations. Tip Tanks (43 gallons US). Smaller 24 volt battery on firewall replaces heavy standard battery located aft of baggage compartment in aft fuselage.

Majority of aircraft wiring replaced or updated. Large cargo hatch in each float. Clark Air/Oil separator.

Interior 8 to 9 Exterior 8 to 9. Aircraft underwent thorough rebuild between 1988 and 1991. Aircraft sale will include new custom float trailer specifically for a Edo 4930 floats, it's light and carries only one float at a time. I wanted to use it behind a smaller car for transport to the site where the landing gear would be switched, never used it. \$330,000.00 (**\$300,000.00 TO A WSPA MEMBER**) Will negotiate. Contact: Harold Clark (360)491-3279 [BeaverPilot@Att.Net](mailto:BeaverPilot@Att.Net)"

Tom Bennedict in Vancouver, WA has a bunch of interesting stuff for sale. Here's his C-195





Complete Restoration 1987. L 6 Jacobs, 500 SMOH 4 hrs.STOH. left hand cabin door. Sale includes fins for seaplane, Dodge van with front towing package, mogas tank and a folding bike. He also has a set of EDO 4000 floats that he only wants \$4000 for and he may still have a bunch of seabee stuff. Call him at (360) 896-6494. He doesn't do email.

Here's a really nice airport home in Langley, on Whidbey Island, WA.  
The picture on the brochure shows some water, but it is just a pond and not big enough for your plane, but what a place. \$1,295,000 The realtor is Terry Stone .888-331-6006,  
<http://www.windermere.com/index.cfm?fuseaction=Listing.ListingDetail&ListingID=6985845> 2

#### 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, \$117,000. Contact Roger Duke 360-321-1537. email [rduke@whidbey.com](mailto:rduke@whidbey.com). 2



Lycoming IO 540 300HP, TTAF 789, TTE 247, New Sky Tec high torque starter, Bendix/King gps/com, KLX 135A, 4 place intercom \$135,000 John Dotson 206-283-0692 2

1949 Cessna 195





N3877V SN7339 on EDO 3430 floats since 1952. Jacobs 755A-2, 300 Hp, TSMO 251 Hamilton standard 93" prop, 314 hrs. STC for auto fuel. TTA/C 7124. Annual 10/2005. Fuel: 80 Gallons, 76 useable, fuel burn 15 GPH Cruise speed @120-130 MPH Max Gross: 3600; Empty weight 2400

EDO floats O/H, stripped, alodined & painted 1990. New windshield & windows 1990, new interior 1990, Stainless control cables, 3-light strobe, stripped and painted 1990, Left auxillary door 1991. Hatch kit modified, both floats, 1992. Both wings O/H 1995-1996. Wings painted again 1997. New stainless exhaust & heat muffs, 1997/1998. New spreader bars 1997. New engine 1997. New headliner 1998.

Narco Avionics: MK12D Nav/Com, ID824 Ind., AT-190 Transponder, AR 850 Encoder, ECT910 ELT (Battery replaced 10/05) Additional parts: Beaching wheels and axle, Monarch fuel caps

This aircraft was featured on the cover of "Flying Magazine" September, 1953 \$99,500.00 Contact Rick Watkins 541-580-6556 or [rick@ricksmedical.com](mailto:rick@ricksmedical.com) 3

## Seabee Products

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

## The 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!" [brummricks@comcast.net](mailto:brummricks@comcast.net) 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.

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

[homepage.mac.com/gottalder/PhotoAlbum28.html](http://homepage.mac.com/gottalder/PhotoAlbum28.html) personal Clearlake photos

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

[www.wsdot.wa.gov/aviation/](http://www.wsdot.wa.gov/aviation/)

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

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

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

[www.alaska.faa.gov/flyak/](http://www.alaska.faa.gov/flyak/)

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



<http://www.floatplanepilots.com/>  
<http://www.floatplane-flyin.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!

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