

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Wednesday, March 1, 2006 4:54 PM
To: "Brewster" <brewster@wavecable.com>
Attach: WSPA Calendar of Events for 2006.doc
Subject: Mar '06 Seabee Newsletter

The Northwest Seabee Club

Keith Heibert's Father circa 1962 with N6526K

Hello Everyone,

For those of you who are members of the WSPA, you'll notice a lot of this information is the same stuff, especially this month. Keith Heibert had responded to my request of "What inspired you to fly?" It's Seabee stuff! Thanks Keith. If you're not a WSPA member, I you should be and I can't understand why not. We are the ones that are keeping your waterways open... so there.

The Grounded Hogs Banquet at Salty's a great success, it was a great opportunity to finally put some faces with those that I've only had the opportunity to communicate with by computer or phone. We all enjoyed the wonderful food and the presentation by David Johnston that was all about the flying boats of Avalon, CA..

Some of the exciting new things going on this year are due in part to those members who have stepped forward, we've been able to enlist some great help for the WSPA. We can still use more help as you'll see but I know you'll like the results.

This month other than some great news, I've add a wonderful story, combining the History and Maintenance & Safety Sections. Keith Heibert grew up in Alask has also offered his expertise as tour guide to Alaska. If you always dreamed of going that direction and not had the pioneering spirit to do it yourself, here's your chance. See "Tour Guide" in the Classified section. and phone contacts you'll find below.

Great News

The WSPA is working closely with the EAA this year to have the first ever Float Pond available for the North EAA Arlington Fly-In. Straight Float fliers now can fly, *excuse me*, Splash-In for the event July 7th-9th. Lake Goodwin Resort is hosting the event and has made their facilities available to us. Tent camping is available on site so you can sleep with your plane, or there are some small cabins as well. The resort has a 160' dock that will be available for a few, plus loading and unloading of passengers. For the rest of us, the NW EAA volunteers will be placing mooring buoys like those that have been used at the Oshkosh event.

Lake Goodwin is just 7 miles west of the airport and there will be free transportation to and from the show. The NW EAA has pulled out all the stops to help plan this opportunity for float folks. They are doing their usual first class

job of coordinating the event and leaving no one out. The community has been notified and has offered their help too. If you've ever flown into one of their gatherings, you know how helpful and professional the ground guides can be. The NW EAA volunteers will be assisting in the training for water safety officers who will be on jet skis, wearing the traditional orange vests and equipped with radios to provide the same level of assistance.

We don't know just yet how many buoys will be available, we're studying the bottom contours, depths and conditions at this point to best determine the number we can safely accommodate. Local seaplane pilots on the lake too are on a campaign to see if some private docks may also be available for an overflow situation. Our member Joel Mapes also belongs to the EAA and is our Lead on this issue. If you have some experience with small boat handling and think you can help, Joel would like to hear from you. You can contact him at 360-377-9076 or joel.mapes@roxio.com

New Destination

For those of you who don't mind a little salt occasionally, a trip to the Inn at Port Hadlock would be well worth the 2 hours we spend washing down the Bee after we've been in salt. Not only has the Inn, which used to be the old alcohol plant, had a complete makeover, they've redone the marina as well and have just about completed the new **Seaplane Dock**.

Nemo's restaurant looks like a fabulous place, the views are to die for, unfortunately we were between meal times. We were just driving by and decided to stop in and received the full tour. It looks like a great place for a romantic weekend. They're opening a wonderful art gallery, featuring artists from all around the world and they plan to have a shuttle boat to and from Port Townsend. Visit their web site www.InnatPortHadlock.com The owner is seaplane and pet friendly, but call ahead to see when the seaplane dock will be ready.

Head in The Sand Section

This is really a worthwhile cause and unless you've had your head in the sand, you must know about the **Upper Missouri River Breaks** crisis. We are pleading with Seaplane pilots to write to the Bureau of Land Management during the public comment period on the Bureau's Draft Resource Management Plan for the Upper Missouri River Breaks National Monument. That comment period has been extended to end April 26th, 2006. Do it now!

Under the Bureau's preferred policy, seaplanes would be prohibited on 146 of the 149 miles of the Missouri River within the Monument, located in north-central Montana. That segment of river rests under the only viable flyway for seaplanes transiting between the east and west coasts, providing invaluable opportunities for emergency and precautionary landings in a region where few such opportunities exist. For more information about the BLM's proposal, and how you can comment, see [SPA's Advocacy Issue Brief](#).

The Seaplane Pilots Association is also seeking your help in identifying pilots who have landed within what is now the Upper Missouri River Breaks Monument, stretching approximately from Fort Benton eastward towards Fort Peck Reservoir. If you know a pilot who has used, or currently uses, this stretch of river, please encourage them to contact the Seaplane Pilots Association via email (michaelv@seaplanes.org) or telephone (863/701-7979).

More Good News Campers

We should all know by now not to microwave food in Styrofoam containers. Recently an email item had circulated concerning the reheating of food in plastic containers too. The article devastated us because it included the warning of not freezing water in plastic bottles, suggesting that it would release dioxins into the water, causing cancer.

We were devastated because we had found the perfect way to keep food fresh while camping. We were so tired of the cloudy water in the cooler that makes the veggies soggy and the meats a mess. Worst of all, you can't drink it. We'd freeze large bottles for the bottom and scatter small bottles throughout the cooler to keep certain things colder. Even after a week we still had ice and plenty of drinking water. Best of all, no mess!

Well, not to worry, the good news is it's all a hoax. In order to produce dioxins you'd have to heat the plastic to well over 700 degrees and the plastics they use for food won't produce the dioxins anyway. It seems the paper was from a student at the University of Idaho. It was the brainchild's masters thesis. If you want the real information go to <http://www.plasticsinfo.org/beveragebottles/APCWaterBottlesFAQs.pdf> Happy Camping!

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.

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.

We're still looking for a place to have a Clear Lake experience. If you can't remember what I've been going on about, I'll fill you in. But, I have three websites listed below for viewing pictures, it was a great weekend. 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 me know. See pictures from the last four years at <http://www.norcalaahs.org/airshows.htm>

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.

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.*

Seabee My First Love.

The log book entry says December 25 1956 (Wrangell to graveyard bay-wrecked on takeoff). The story of that day starts in the Wrangell Alaska harbor. The wind is blowing from the south and outside of the protection of the breakwater the waves are rolling to high to fly a plane into. Wrangell harbor is a small bay exposed to the north with a short jetty of rock sealing off the west part of it's entrance. The jetty protects the bay from the wind driven swells that build from the south, west & north.

The Seabee taxis out to the relative calm of the outside part of the harbor, intending on making the takeoff run across the mouth of the harbor and along the jetty, being airborne just before the large swells rolling out of the south. To the pilot the takeoff run has plenty of room, but something is not going to work in his favor today, he just does not know that yet. As the plane gets on the step the smooth runway is fast coming to an end but the plane is not getting airborne WHY?

As the plane with only the pilot onboard hits the first wave outside the protected waters it skips into the air and lands heavily into the face of the next wave. Those on land said that the whole plane disappeared in the ensuing spray. The impact of that wave broke three ribs in the hull of the plane, broke the right pontoon strut & popped the large Plexiglas windshield half out in front of the pilot. The good news is the plane was flying from that point on and the pilot ducked his hardhat head and flew about one half a mile around the corner to land in another bay where he parked the plane on the beach. The next logbook entry is March 6th (his birthday) 1957 when the repairs were done & the plane flew home.



The lesson learned was that the wind from the south that day caused a downdraft over the breakwater, which kept the plane from flying before hitting the big waves. As this pilot (his son) has done many flights in other planes over the years from that same water I have been aware of the need to realize the decision point where the flight should be aborted so as not to endanger the flight.

As I grew up in that logging camp my first love was to go flying with dad every time possible. Those times that it was not possible to go to town with dad on his business trips I always listened for that sound of the Seabee returning home. For those who have heard a Seabee in flight there is no other sound like it. I would describe it as the sound of a cavatating prop striving hard to find enough air to force the laws of gravity into submission so that big bubble of a plane can fly.

It is said that a Seabee is known to take off at 80 fly at 80 & glide at 80 all the while burning at least 15 gph. A tougher plane could not have been built with the post world war two technologies. One would think that saving some sheet metal would have made for more planes to produce for someone else.

The little boy listening for his father's return would always run outside to watch the plane land. The home base was located on a shallow crescent shaped gray sand beach The plane would fly by on the down wind leg, make a left turn to base, then line up along the shore on final. The lateness of the evening twilight was obvious as the red & green position lights glowed softly as the plane lined up on final where the pilot used the beach for a reference to land along. Then the plane would settle into the water and the landing gear would be pumped down for the taxi up to the parking spot beside the house. The prop would hardly be stopped before the little boy with his flannel shirt, blue jeans, rubber boots and cap was at the door welcoming dad home. The smell of the engine exhaust and the sound of the engine cooling off all played their part in the tapestry of his love for flying. Dad could never get home without his son watching the plane land, to this day airplanes flying, landing and just the sight of an airport are enough to distract him from any other important task at hand.

One of dad's most famous stories was when he took a trip to Petersburg Alaska in his first Bee N6526K; about ten miles from town flying up the Wrangell Narrows (I never figured out why the channel to Petersburg was named after another neighboring town) the engine sped up a little. Dad adjusted the prop control with no results. He thought the cotter pin must have come out of the end of the prop control cable. As he approached the landing at Petersburg at nine-hundred-feet he pulled the throttle to set up for a landing on the water. That is when he felt the plane shudder. What he did not know is something had broken which allowed the prop to go into full reverse. After advancing the throttle to verify his assumption he immediately pushed the nose down to maintain air speed. According to him that was the fastest nine hundred feet he ever wanted to travel.

He made an uneventful landing according to him. They could not fix the problem but managed to put the prop in flat forward pitch which

allowed him to fly the thirty miles home. They did things like that in 1953! The mechanic that helped him rig the prop for takeoff told me thirty seven years later he remembered that it took a l-o-n-g time for him to get the plane airborne.

I (Keith Hiebert) his youngest son lived in Petersburg for eighteen years post 1981 and was talking to a fellow who was my age who remembered a Seabee landing in the harbor when it just shut off the engine and sat there. His father and he had taken a small boat out to see what the problem was. He told me that the pilot was just sitting there staring at the instruments. My response was dad was thanking God and his Angel for getting him safely on the water.

I grew up listening to dad tell how unpredictable the engine of a Bee was and dad never would fly over land unless he could glide to a water landing so you know we did not fly over much land. In S. E. Alaska when I was growing up we had no airports for one-hundred-twenty miles from our house, the Bee was the right plane for us, it would park on the beach next our house and in town they had a good dock where you could park. Our first Bee was parked at the dock the day before we were to leave for Christmas vacation in 1962 dad had not checked the right float after he had parked in Juneau late one night and had hit a portable air compressor. That had left a small hole in the float and when it filled up, the plane rolled over and floated belly up. They pulled it out of the water with a crane set it upside down on a barge and dad sold it wet to an air taxi operator for \$500.00. We saw the plane back in Petersburg parked by Bee number two N87493 years later but never met the newest owner. N6526K has since disappeared off the registry and I wonder where it went.

Dad flew only Seabees after he got his license, from 1950 to 1972, but quit filling out a logbook in June of 1961. He sold his N87493 in 1972 when he moved out of Alaska, (I got him to fly 60 hours that summer with me at the right seat controls!) Dad never let me do a takeoff and only one approach to land which I bounced. I had about twenty hours in a Cessna 150 but he considered the Bee to be a hard plane to fly so paid for my lessons in a safer plane. I still have recurring dreams that I go out and fly the Bee and do great landings, maybe some day. Later when he flew with me he was happy just to ride along.

My heart still has a warm spot for the Bee and I can recognize it's sound anywhere it's flying by.

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An Excerpt from (Alaska by Air and Near Disaster) soon to be published.

Written by Keith Hiebert, a commercial Instrument rated SES & SEL pilot with 2600 hours fling in Alaska. <http://www.whoisKeithHiebert.com>

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>

Tour Guide to Alaska

Keith Hiebert was born and raised in South East Alaska. A 2600 hour single engine, commercial, instrument, land and sea pilot he has lived in the Seattle WA area seven years now and misses flying where the restrictions are clear of clouds rocks and trees. He has many stories of aviation lore in his memory both of his fathers flying in a Seabee, along with his many hours of flying the nine different planes he has owned. Keith can tell you stories of flights gone bad by people who pushed the flight envelope and lost (nature always wins).

Many pilots want to see the rugged unforgiving sights of Alaska but do not fly there fearing the unknown. Keith can lead you there and back safely teaching you tricks about flying S.E. Alaska you would not learn on your own. Keith is open to riding right seat in any plane with a destination of Alaska. Give him a call at 253-891-1813 or visit his web site <http://www.whoisKeithHiebert.com>

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 3

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 3

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 @ 206-232-5143.3



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. 3

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 **Last tim Pat, let me know....**

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 tddonnelly@mindspring.com 206-784-6563 **Last time Tom**

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 **Last month Jim.**

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. **Last month**

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

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 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@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 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!" brummricken@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.

Other Interesting Web Sites

www.dunk-you.com emergency egress training.

www.clearlakesplashin.com

homepage.mac.com/gotta1der/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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