

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Tuesday, May 2, 2006 12:47 PM
To: "Brewster" <brewster@wavecable.com>
Subject: May '06 Seabee Newsletter

The Northwest Seabee Club



Back in the air after 41 years!

Hello Everyone,

I received this great news from Bob Gould in Hawaii, he's got his Seabee back in the air. This airplane hasn't flown in 41 years. Looks like a beautiful ship, Bob. Please send us stories and pictures of flying in paradise.

Bad News from Roger Duke, at least for him, maybe good for someone looking for a nice Bee. He has finally decided to part with his SeaBee that he's had for the last 33 years. I've included an ad below with a picture taken at lake Cushman recently. He and his wife may be selling their home too near Langley, on Whidbey Island. It's a great spot on the island with a nice airstrip and hanger. I'll let you know when I find out more. We had gone to Hoquiam for lunch last week and we saw the Bee that had been parked at Arlington for sale which belongs to John Dotson. I've stuck in an ad for him also.

Scott Henderson from Alaska is amused with my fascination with the bear stories. He responded with some good tips and recommendations, so I've included his letter below under Safety. I've also included an update on his company (Simuflight) under the Experts. It turns out too that my bear story wasn't very accurate, so I've got a link to the real scoop below.

Things are warming up, this past week was fabulous and I'd like to remind anyone that wants to get out on short notice, let me know. This past Thursday a buddy called to let me know that several wheeled pilots were headed to Hoquiam for lunch. Most were from one airport, but we had five aircraft, it would have been a lot more fun to converge on a lake. The weather is supposed to be clear and warm this coming week, want to pack a lunch and meet somewhere? One of my favorite spots this time of year is a small island that forms in the shallow water just up the lake from the Lake Cushman Campground. I like this picture so much it's became my background scene on the computer.



Let me know, it would be fun to coordinate something. Any other ideas?

Thank you for all of you who took the time to write to the BLM regarding the Missouri Breaks issue. That comment period has closed and it is now in the hands of the BLM. Aron Faegre from Oregon, President of the Columbia Seaplane Pilots Association has been following the issue closely and attended some of the meetings. He reports there is a lot of support in our favor, and we seemed to in the overwhelming majority. However, the opposition is made up of environmentalist and former BLM people who have a lot of influence. Keep your fingers crossed.

Arlington Float Pond Joel Mapes reports that the EAA group is making progress on the moorings for Lake Goodwin for straight float flyers that wish to fly in for the Arlington EAA event July 7th-9th. As the plan is coming together, it looks like we are talking about 12-15 mooring buoys. As for docking at the 160' pier, we need to run a test with the EAA emergency response team. They've suggested that we need emergency access to the beach. Due to the limited space between the moorings and the pier, the dock may be only available for load and unloading. We'll be making a test run of the mooring plan on a Saturday in June, probably the 10th or 17th, so we'll need a couple of volunteers to fly up and tie up or moor so we can take some measurements. We're looking for a couple of seaplanes to help out. Please contact joel.mapes@roxio.com 360-377-9076 or myself..... thanks Crap on the net! Well, I have to admit some of it sounds really good. I received a few responses on my report of the record bear in last month's letter. The report wasn't very accurate, some of the facts were incorrect, but the bear and the pictures are real. No he wasn't 12'6" and 1600 lbs., he was only 10'6" and 1400 lbs. The real story is about a 22-year-old airman, Ted Winnen stationed at Eielson Air Force Base near Fairbanks, Alaska. His encounter with the enormous ursine took place while he was deer hunting on Hinchinbrook Island in Prince William Sound, as he described to an *Anchorage Daily News* reported in December 2001.

You can read more about this under the pictures on this link at snopes.com: <http://www.snopes.com/photos/animals/bearhunt.asp>

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:

A recent newsletter piece from SPA suggested that Stainless steel fasteners are not the best choice to use on seaplanes. I'd like to suggest some tips about Stainless fasteners. When used properly on aircraft, they can be as good or better than the steel or cad plated hardware.

The article does a good job of explaining the electrolysis that takes place between differential metals. While everything mentioned about the metallic differences is true, when stainless fasteners are used on aluminum with a sealant or barrier coating and fiber washers, the problems are nearly non-existent. In the marine environment, stainless sheet metal screws are used directly on aluminum sail boat masts. Boaters use something like 3M's 5200 to coat the parts before joining them. It isolates them electronically and it works very well. I'm not suggesting the use of 5200 for your aircraft, it makes parts tough to get apart, but it works well for them.

If the fasteners are not going to be removed or exposed, painted steel or cad plated may be best. But, I've found that with inspection plates, wing fairings and things that will be removed at least on an annual basis, stainless is better when treated.

We operate our Seabee occasionally in saltwater as has the previous owner, and we are in a salty environment, I prefer the skinny parts for pan head screws and loc-nuts that will be exposed. We treat the threads with LPS-3 and use a fiber washer.

Even when steel is painted, the paint usually wears off, especially in places like the Phillips screws. Steel will require repainting or replacing every year, and I've had too many stripped out rusty heads on steel sheetmetal screws that I've had to drill and re-tap. Not fun!

Safety This letter comes to me from a friend in Alaska, he has some good advise.

I notice you have had several bear articles over the last few months. I guess when you don't live with these things they seem unusual. Bears are a fact of life in many of the places we fly to in Alaska. They are expected and if traveling to most lakes and other areas in Alaska you have to be prepared to deal with what bears bring. Even the most prepared get caught every once and a while. This doesn't mean you can't enjoy life, you just need to be prepared to address the issues.

What you should note this that with increased access and more contact with people, bears are becoming habituated and a bear that is used to people is a dangerous bear. In my opinion, you have to be prepared to deal with bears in Alaska with force if necessary but you also need to learn how to keep the bears from becoming a problem for you and any that may follow. I have spent much of my life in the back country of Alaska and never had to shoot a bear and hope never to have to, they are majestic creatures but I am always aware and never unprepared.

There are a number of books on the subject but living with them and seeing them off an on through the summer months it is becoming clear that bears and people are starting to have more problems. Mostly because of the people, I for example started carrying a gun in the wilderness again after many years of not doing so because of the change in bears due to people not taking care.

I read the article with interest because of the caliber of the guns mentioned. A 7mm is a good gun with excellent stopping power but the fast light bullet is not good for bear either. In black bear and small grizzly country I carry a custom Ruger 454 Casull with a 2 1/2 ported barrel (this is one of the most powerful hand gun cartridges made). In large bear country a pistol is useless and a rifle with a large heavy (280-300+ gr) FMJ bullet is required. The gun also needs a repeating action (It takes more than one bullet to bring down a bear) and a short barrel since bears are not generally a problem when you see them at a distance. My personal favorite is the Alaskan co-pilot made by Wild West Guns in the 457 Magnum, expensive but worth every penny when the need arises.

(Wow what a weapon.... http://www.wildwestguns.com/CoPilot_And_Guide_Rifles/body_copilot_and_guide_rifles.html)

Forget bear spray, it just makes you more tasty; I do carry it from time to time but never as my primary defense only as a possible way to keep from shooting the bear. One thing, that has been happening with bear spray is that people are using this as bear repellent. I am not joking, they spray it around the camp site to keep the bear away. I hope I don't need to remind people that ***bear spray actually smells great to a bear when it is sprayed on the bushes and will actually attract bears.*** Up hear we joke about this as natural selection but in the end it is the poor bear the pays with his life when people are not informed or simply stupid (a harsh word but sometimes I can't think of a better one).

Every year we see visitors making things worse and worse, this year we had people leaving food for the bears so they could get better pictures. It resulted in the bears being shoot after some very close encounters. It wasn't the people that left the food but the ones that came later and the bear expected food again.

On another note, for those traveling to the north country especially Alaska (Canada has separate but similar requirements) you should note that Alaska law requires substantial survival gear to be in the aircraft. You should also note that this is not enough for what you can expect in Alaska. For Seaplane pilots that reach far into Alaska there is no one to hear your radio calls no cell phones and few people in a state that is 1/5 the size of the rest of the US. Weather is unpredictable on a good day and I know many a wise pilot that has been weathered in for days and in at least one case, weeks waiting for a safe window to fly (talked to a fellow that got weather in in western Alaska for 42 days). When flying up here you should always be prepared to have to land and stay the night or even days should the need arise.

Being prepared can be the difference between an enjoyable trip and an epic survival story. For Seaplane pilots good back woods skills are a plus because this is beautiful country and if you can enjoy it and not have to suffer your way through there is no experience like it.

Scott Henderson

While the Alaskan people are realists when it comes to these issues, I love their sense of humor...

The day after his wife disappeared in a kayaking accident, an Anchorage man answered his door to find two grim-faced Alaska State Troopers.

"We're sorry Mr. Wilkens, but we have some information about your wife," said one trooper.

"Tell me! Did you find her?" Wilkens shouted.

The troopers looked at each other. One said, "We have some bad news, some good news, and some really great news. Which do you want to hear first?"

Fearing the worst, an ashen Mr. Wilkens said, "Give me the bad news first."

The trooper said, "I'm sorry to tell you, sir, but this morning we found your wife's body in Kachemak Bay."

"Oh my God!" exclaimed Wilkens. Swallowing hard, he asked, "What's the good news?"

The trooper continued, "When we pulled her up she had 12 twenty-five pound king crabs and 6 good-size Dungeness crabs clinging to her."

Stunned, Mr. Wilkens demanded, "If that's the good news, what's the great news?"

The trooper said, "We're going to pull her up again tomorrow!"

California does it again... you've heard my rants about finding a place to have splash like California's annual Clear Lake Splash-in. Lake Casitas in normally off limits to seaplanes, but each spring they open their waters for this event. Even if you can't attend, please read the following, and if you get any ideas for something like it in our area, please let me know your ideas.

Lake Casitas is allowing a free seaplane fly-in on Saturday, May 20, from about 10AM until 5 PM. This year the lake management has allowed us to arrive late Friday afternoon and camp overnight to avoid the possibility of Saturday morning overcast. (Normal through-the-gate fees apply for automobile arrivals.)

This year as a trial, free camping for our group will be available on the grass next to the parking lot at the top of the Santa Ana ramp, where the amphibians will be parked. There are several conditions for this camping location.

Since it is primarily a spectator area, we will have to be packed up and have the area cleaned up by 9 AM Saturday morning. No

campfires are allowed on the grass but you can bring a barbecue to use if desired. Keep in mind that this is like your front lawn, so treat it accordingly. The restrooms are about 100 feet away. Showers are about ¼ mile away located near the front gate and are available for a normal use fee (bring lots of quarters). The restaurant will be open at 6 AM Saturday morning, and while they normally close at 5 PM, they said that they would stay open if people desire to eat there for dinner. While their facilities are very nice, they primarily serve breakfast and lunch. If we have a firm dinner count with deposits, there may be a possibility of a more substantial dinner. Let me know what your thoughts are on this, and a desired time for dinner.

We need to have a list of people who plan on camping on the grass. Please let me know if that is your plan, with the number of people in your party and your aircraft type and number. I am the contact for camping reservations for the grass.

There are other camp facilities available at the lake for the normal campsite use fee. They are not located close to the amphib parking area however. See <http://www.lakecasitas.info/> for park and campsite details and fees. If you wish to camp in one of these sites, contact the park for campsite reservations per their website. Aircraft must all be parked in the ramp parking lot for the evening, not along the shoreline. Straight floated aircraft will park at the dock leading to the parking lot boat-ramp.

All flight operations are to take place over the water and over the unpopulated areas. NO flying down canyons, there are several sets of power lines crossing the canyons. No flying over the marina area or populated park area. The afternoon winds typically favor a left or right turn off the shoreline onto short final, or a longer landing further out into the lake. (The afternoon winds seem to come directly into the marina area.) The communication frequency will be 122.75. Light boating traffic is to be expected, but lake patrol boats will attempt to keep them clear. Please transmit all take-offs and landings intentions to advise others of your intentions.

The lake staff is having a free raffle for rides to increase the spectator appeal, so consider offering to take at least one passenger up for a short ride around the lake. Their need is to advertise their park and facilities, and to increase the park attendance. Our benefit is the use of the lake. We can all win on this.

Contact me if you have any questions. Fly safely and responsibly.

Best regards,

Walter Windus wwindus@msn.com 408-255-1917

History I'm always looking for interesting pieces... 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. 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 (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>

Classifieds Listings will be for 4 months unless I hear from you. After that, they will be gone... renew as long as you like!

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>

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. 1



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 1

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, Leftauxillary door 1991. Hatch kit modified, both floats, 1992. Both wings O/H 1995-1996. Wings painted again 1997. New stainless exhaust & heat muffers, 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 2

Planes and Parts (old listings)

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

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 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 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) 907-339-8085 x6101. You can also visit their website at <http://www.finite-tech.com> 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" brummrchikaren@aol.com Phone: 631-779-3178 Office: 516-885-5879

Seabee Discussion Group This is a great Discussion group that gets lots of activity. If you post a question, you'll be sure to get a quick response with good experience behind it. <http://groups.yahoo.com/group/Seabee> If you don't want to join the group right away, you can log in as "seabee guest" with a password of "Seabee". Enjoy, it's a great site with lots of great pictures and links.

www.seabee.info/seabee.htm 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/

www.dunk-you.com emergency egress training.

www.clearlakesplashin.com

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

www.dhviad.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

www.alaska.faa.gov/flyak/

<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!

Bee Sea n'ya,
Bruce and Janie Hinds
360-769-2311 home
360-710-5793 cell