

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Tuesday, October 31, 2006 11:02 PM
To: "Brewster" <brewster@wavecable.com>
Subject: Nov '06 WSPA&SeabeeNewsletter

Washington Seaplane Pilots Association

Keeping Washington's waterways open! www.wa-spa.org

and the **Northwest Seabee Club**



Grant Leonard captured this shot of the Apache making it's way back to the ramp at Clear Lake, CA.

Due to time and resources, mine, I've combined the two newsletters. Most of the Seabee specific stuff, Products and Experts, etc. are at the end of the newsletter.

Hello Everyone,

As the season is winding to a close I'm watching the weather go south, literally.... Here comes the rain, maybe we need to go south too! Speaking of going south, check the float on the Apache in the picture above. If you recall my story from last month on the Clear Lake Splash-in, these guys were in trouble. They made it back to the ramp okay, but their problems weren't over for a while.

Twice I've been to the Museum of Flight this past month, it's been interesting. The first time was Scotty's memorial Service and the second was the preview of a new movie produced by our own Mike Lunenschloss, "60 Degrees North at 500 feet." Both events were magnificent.

I've included a great safety tool for you to have at your disposal, available from NASA, see the (Safety Section) I encourage you to pursue this, it's saved many from legal action and the information shared could just save your butt sometime too.

The website address for the Yahoo discussion group seems to have been a success. About a third of the membership seems to participate. It seems to be a good interactive tool for you to touch base with other members on any issues concerning seaplane flying, our area or your type of aircraft. Go to: <http://groups.yahoo.com/group/WA-SPA>

Oh, do you know who holds the propeller driven seaplane speed record and when it was established? This is interesting, see below....

Some very sad news... As I was about to wrap up the contents of this month's newsletter I wanted to verify where the name for our annual banquet came from. I remembered that Sandra Hamilton had told me that Bob once said something like, "only grounded hogs would come out on a night like this!" So, when I had trouble getting in touch to confirm this, I called their son Rob.

This is the hard part. As many of you know Sandra had a hip replacement during this past year and things haven't been going well ever since. I just spoke with their son Rob and he said that she's suffering from complications that stem from a side effect of her Rheumatoid Arthritis, namely Connective Tissue Disorder and other complications that are not allowing her body to absorb nutrients. Rob said she's having good days, bad days and not doing well in general.

Sandra has been as much a part of the WSPA since I've been a member as anyone I know, and she's carried on the legacy of her late husband Bob since he served as President years ago. Until she had her hip surgery she's been to every meeting of the board of directors, splash-ins and has been there for us to help administer their creation, the "open waters trust."

My personal request to all of you is to pray for Sandra. She's at Swedish/Providence if you'd like to send a card or note: Sandra Hamilton, Rm. 351 East, 500 17th Ave., Seattle, WA 98122

The memorial service for Clayton L. Scott was more of a celebration of his remarkable career and a tribute to the remarkable aviation pioneer that he was. The theater at the museum was pretty full. The host, Dick Taylor, started with some wonderful words and explained what was to follow. I wish I'd known Scotty better, to hear everyone talk about him who have known him most of their lives, you begin to realize what you've missed. Adjectives used to describe him were things like; elegant, gracious, determined, committed, excellence, humble, and understated. It was special to be around these people that have known and admired him for decades.

After a wonderful slide presentation, to music, from 1905 when he was born to present day, Dick's son, Mac Taylor who is a pastor had a prayer and then finished with great words from Isaiah. They then introduced 5 very significant people that had been in his life including Bill Jepson who has been like a son and best friend these past few years. It was really touching.

They finished it off with the Pathfinder video that he made in 1998 and had a wonderful reception in the Museum's side gallery with a free bar... typical wonderful "Scotty" hospitality..... Even though I hardly knew him, it was special just being with the people he knew and loved.

The second event at the museum was the preview of the movie 60 Degrees North at 500 feet. From the web site, this is described as "A Bush Pilot's View of British Columbia, Yukon, Northwest Territories and Alaska. Above the 60th parallel lies a land of rugged wilderness and scenic splendor. On this grand stage, one bush pilot, his de Havilland Beaver, and his faithful canine make an epic 2000 mile journey few have ever completed. Take the co-pilot seat as the gold standard of bush planes transports you across ten mountain ranges, vast expanses of tundra, immense glaciers, snow capped volcanoes and magnificent waterfalls at an altitude and visual perspective that no hikers or climbers have ever experienced."

Mike was gracious enough to invite the entire Washington Seaplane Pilot membership to the initial screening for all of those involved in it's production. Mike hosted the event and enlightened us as to how this all came about and what it took to do it all. That was a fun evening. Mike's feelings are, "if you're lucky enough to be in the Bush, you are lucky enough." You can find information on the movie and DVD at WWW.60Nat500ft.com.

The Grounded Hogs banquet this coming February will be held at the **Embassy Suites Hotel, Seattle Tacoma International Airport** at 15920 West Valley Highway, Tukwila, WA 98188 www.advancedmethod.com/embassysuites/tour I'll have more details as we put things together.

In 1934 Francesco Agello flew his redesigned MC-72 across Lake Garda in Northern Italy to a world record speed of 440 MPH a record that still stands today. Macchi designer Mario Castoldi put twin V-12 Fiats bolted together driving concentric propeller shafts in opposite directions to produce a remarkable aircraft. The airplane was dubbed the flying radiator because much of the airframe skin was radiator.



You can view the story of how the won the Schneider Cup at <http://www.flyandrive.com/Story3.htm>

Safety Section Please feel free to offer any tips or experiences that you feel could help others. I'll keep all confidential if you like.

As many of you may know I'm fairly new to General Aviation, at least recently re-introduced. I've done little to no GA stuff since I started flying professionally, that is until I purchased the Bee about 6 years ago, so I don't know how much exposure those of you in GA have had to this wonderful tool provided by NASA.

For those of you that are unfamiliar with the system, the Aviation Reporting System is looking to make aviation safer by analyzing your reports. No, this not Big Brother, but a system to use NASA's resources to make our world safer and they will de-identify the information before it's used. The narratives provide an exceptionally rich source of information for policy development, human factor research, education, training, and more. The database also contains coded information by expert analysts from the original report that is used for data retrieval and analyses.

Over the years I've used it a few times to admit that a mistake had been made. A good example would be a "busted altitude." Or perhaps you mistakenly flew into the TCA, now Class B airspace. The nice feature about this is that an admitted

mistake will likely be overlooked if it meets a few parameters. I've warned of TFRs in the past and we've all heard what a problem an incursion can cause, but what do you do after you realize you made a mistake, or worse, after the intercept. Consider filing a National Aeronautics and Space Administration (NASA) Aviation Safety Reporting System (ASRS) form, <http://asrs.arc.nasa.gov>. Filing a report may give you immunity from prosecution if it was inadvertent, if it was filed within ten days of the violation, and if you have not used an ASRS report in the last five years to obtain immunity.

NASA publishes a printed and electronic version of their newsletter entitled CALLBACK, and their database is now searchable online. The database is the largest repository of voluntary, confidential safety information-provided by aviation's frontline personnel, including pilots, controllers, mechanics, flight attendants, dispatchers and others. The database provides a foundation for specific aviation safety products and subsequent research addressing a variety of issues.

NASA would like your feedback about the ASRS Database Online service. There is a link for supplying user feed back about the ASRS Database Online service. Users can tell ASRS what they like, don't like, and what they would like to see in the future versions. This feed back will help ASRS develop and improve online search capabilities. ASRS Database Online is accessible through the ASRS website at: <http://asrs.arc.nasa.gov> or you can go directly to their search page with: <http://asrs.arc.nasa.gov/search.htm>

I hope you will take a look at this tool, it could save your bacon!

History I'm always looking for interesting pieces, and by the way, what got you interested in flying?

Fly-Outs & Splash-Ins Each month we'd like to have a splash-in somewhere. It doesn't have to be a big burger burn or pot luck, it's more important that we just share the experience of doing it. Pack a lunch and fly-out! There doesn't have to be any planning, overnights, or any big deal. Grab a sandwich and meet us at the lake. **If you have an idea, want to get out some where. Post it on Yahoo.**

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

Home on Nimpo Lake

Jim Shipp writes that they have sold their 185 amphib and have purchased a large boat to spend the summers on. So they are selling their home on Nimpo Lake, B.C. "This is perfect for a floatplane with a 50 foot dock, and house fully furnished except for wife's dishes and such. Most appliances new or in fine condition. Have \$250K USA, invested and wish to get that back upon sale. When I did not wish to sell, I had many calls and drop in's asking if I would sell." Contact Jim at jim4shipp@aol.com ²

"Lois Beaver" 1952 DeHavilland Beaver; Serial Number is 252; N9LB



A friend of Fred Wenninger writes...

Like all of Fred's aircraft, "Louis Beaver" was tricked out with all the best mods and was immaculately maintained.

TT aircraft 4681, Engine 137 SMOH, Prop (2 blade) 209.5, Baron Mark 2000 Wing Angle Kit (gross weight to 5370/lbs.) Splash Guard Kit, Amphibious Spray Guard Rails, STOL Kit, Tip Tanks, New Paint 1994 (red over white) Wipline 6000 Floats **Avionics:** IFR, Electric Trim, Nav Comm, (2) KY 155 720, Nav Collins VIR 35 200, ILS KMA 24, Baron King KA 40, KT 76 A transponder, ADF 650, S-TEC Autopilot, HSI 55A, CD player, S-TEC Yaw Trim System \$425,000 **Contact:** Betty Wenninger 580/327-2535, 509/981-8331 be@wenninger.net 3

Reduced Price on Seabee #56



Simuflight GO480-B1A6, 270 HP, 80 octane, logs since new, 9/16/46. Hangared, TTAF 2188, Engine 600 since overhaul 10/86, Reversible Prop 322 since overhaul, 5 yr. repair last year (same as overhaul), Landing light each wing tip. Overhead

engine controls, Large spray rails, Full swivel locking tail wheel, Cleveland brakes, Whelen strobe system, Daubenspeck droop wing tips, KT 76A transponder, KR 86 ADF, KY97A Comm., Narco 122 Nav., Northstar M2V Loran/GPS, \$107,000. Contact Roger Duke 360-321-1537. email rduke@whidbey.com. 3

Cessna 185



N1759R SN 18502479 TT 6882 Eng 648 Prop 296 SPOH (C58 McCauley 86" seaplane two blade) Dominion propeller in June-1999 Annual due: July, 2006 The logs start in June of 1996 at 5643 TT. Based in Alaska since new. It is discounted due to the missing logs. Complete logs for this engine since OH. \$109,500 USD CONTACT JON GIBSON: 916-765-5765, 530-672-9900, X19 Last time Jon, you sent me too much information for an add here. Contact him for a complete list, I did notice that he airplane would make a great seaplane as it has all the gear and primer.

1979 Cessna 185F



Total Time 4836.2 hours . Total Time Engine 1530. Since Top overhaul 230 hr. Total Time Prop 230 hours. 3 Blade Black Mac 86" Prop. Aerocet 3400 Amphib Floats 190.3 total time. 2-KX155. WX 900 Storm Scope. STEC 50 Auto Pilot. PAI Vert compass Card. Insight 610 Engine analyzer. P-ponk . Factory float Kit. Interior and Exterior 9/10 . All logs. Red on White. This plane has very low time on floats, and is in very nice condition. Good & clean. Sequim, WA \$230,000.00. Contact Patti Winnop at pwinnop@msn.com **Last time Patti, let me know if you want to keep it going.**

Jerry Sater from Colville, WA has Tony Grout's old Seabee project. This airplane according to him, I have never seen it, is only lacking the engine, prop, brakes, an overhead console, radios and gauges. When Tony passed away, he got it from the estate with the intent to put it back in flying condition. He's 63 and involved in too much stuff and just doesn't know when he'd be able to find the energy or time to get to it. It was a fully stc'd for the IO-540, painted, flying airplane when the owner died. Since then these items had been removed carefully as if it was going to be put back together. It's supposedly got some real good paint and if assembled, you'd just wonder where the prop is. The rest of it's all there and in excellent shape. Take a look at http://www.seabee.info/seabee_photos_8.htm (those are underscores between the seabee_photos_8 if you can't just click on the link) This airplane is kind of unique, the dashboard and pedals have been moved forward and it's set up for 6 seats.

If you're interested, I think he's looking for about \$45K, you can contact him at 509-732-8860. This hasn't been advertised anywhere yet, he called me because he wants someone that knows bees that can put it back together rather than have it go somewhere as parts. Contact Jerry 509-732-8860 **Last issue for your ad Jerry, let me know if you want to keep it going.**

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 auxiliary door 1991. Hatch kit modified, both floats, 1992. Both wings O/H 1995-1996. Wings painted again 1997. New stainless exhaust & heat mufflers, 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 **OBO** Contact Rick Watkins 541-580-6556 or rick@ricksmedical.com **Rick and Donna, call me if you want me to keep this going!**

Here is something different!

Price Reduced on my EDO 2960 Floats rigged for Cessna 180.



Good condition with tight compartments though bow damage on left front. Kenmore hatches, anti-skid pads, spray rails. Operated since owned (2000) in freshwater. Spare forward strut. Currently disassembled and hangared at Auburn Municipal. \$5000 or best offer. Michael Kopp, 425 413 3830, m2kopp@yahoo.com 1

Some of you have contacted me to ask what is meant by Tom Benedict's **HALF PRICE!** C-195... Well, call him! Do a little research if you are interested in these wonderful old airplanes. He's in Vancouver, WA has a bunch of interesting stuff for sale.



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(**THE AIRPLANE IS APPROVED FOR MOGAS**) and a folding bike. CALL HIM ABOUT THE 1/2 PRICE... YOU WON'T BELIEVE THE DEAL.

Here's ANOTHER great deal. He has reduced the price on a set of EDO 4000 floats that were rigged for a Gull Wing Stinson, he only wants \$3500 for them.

He still has some seabee stuff around and two complete Franklin engines. Call Tom at (360) 896-6494. He doesn't do email.

Other Interesting Web Sites

www.alaska.faa.gov/flyak/

www.dunk-you.com emergency egress training.

www.sfahistory.org Society for Aviation History

www.clearlakesplashin.com

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

www.dhviad.com/clearlakesplashin personal Clearlake photos

www.aerocheck.com

www.hu-16.com

www.SeaPlaneOps.com

www.flightcontractservices.com

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

Canadian Information

www.alaska.faa.gov/flyak/

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

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

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

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

www.canadianseaplane.com/index.htm

Seabee Products And Information

Don Kyte has published another batch of his books. This one is a much improved version with more stories. He writes....

"At long last my new book about my flying in Alaska is printed and ready to be mailed out. It contains most of the material from the 42 page booklet titled: "Flightseeing S.E. Alaska's Glaciers and Whales"(now out of print) plus much much more. This one took a year to do and is 168 pages long including 16 pages of color pictures and a lot of other stories not in the small booklet. This one is titled: Southeast Alaska Flightseeing Via Seabee" The price is \$14.95 plus \$2.05 for postage. Send me a check or money order for \$17.00 and your signed copy will be sent to you ASAP. For any books going to Europe, the postage is \$5.00. Please send your checks or money orders to: Don Kyte 257 Ostego Dr. Ft. Myers, FL 33931. I think you will agree this book is worth the wait. I enjoyed writing it and re-living those happy years... I think you will too.

Very best regards,

Don"

Bubble Windows Aircraft Windshields in Los Angeles is run by a lady named Judy. They do a great job according to Steve Lantz. The bubble molds are there and all she needs is your old windows as pattern for size. Call 562-430 8108

Wing Walks, those things you put on the wings when you want to get up and clean up the oil mess...

Jim Dixon's dad is a retired carpenter and will make these for \$100 each. He does a great job from the original plans, they just aren't quite as wide. Which is nice, they are a lot easier to handle. I have two one for each side. He also puts felt on the bottom edges so they don't scratch the wing and carpet on top. Contact Jim jdickson@intd.com 360-701-1119 or 253 851-6315.

Walk Around Inspection <http://www.aircraftwalkaround.com/seabee/seabee.htm> is an interesting series of pictures of a walk around. Note the high polish job and a very interesting water rudder.

Leading Edge Wing Tanks (I want some of these...)

Second generation Seabee Guru, Henry Ruzakowski, has developed tanks that will hold at least 15 useable gallons per side. They are made of carbon fiber and Kevlar and will gravity feed to the main tank with the operation of one lever. They will be done on a field approval, so you'll have to take your airplane to him in Florida. **So, let's plan a trip to Sun and Fun!!!** Call or email Henry for more information. 561-436-0821 amphibs1@aol.com

The Seabee CD and the new Newsletter CD! The Seabee CD contains all the Bulletins, Flight Manual, Parts Manuals, etc.. He states..."Everyone I have sold this CD to has found it most useful. I have re-typed all of the Service Bulletins and reformatted the parts manuals for easier reading. The **Newsletter** CD contains most of the old Seabee news letters by George 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@pbtcomm.net **I have them both, they're a great reference!**

The Seabee Experts

Simuflight's Back They have been back in business since the first of the year for parts, maintenance and restoration work. Ken Thompson runs the 6000 sq ft facility in Fallon NV and their engineering and operations are run by Scott Henderson out of Anchorage Alaska. They also offer a traveling A&P/IA Seabee expert supported by their shop that can handle anything that is wrong with a Seabee. Simuflight's Fallon facility is a complete Seabee maintenance station. Please contact Scott Henderson (scott@simuflight.net) 907-339-8085 x6101. You can also visit their website at <http://www.simuflight.net> for more information. In addition to Simuflight's many STC'd and non STC'd kits they are also working with the FAA to begin producing replacement parts for the Seabee.

IRSOC (International Republic Seabee Owners Club) Now at www.republicseabee.com It's still the best source of information and experts on the old beast that you will find. If you haven't checked out the IRSOC and Joined? Go ahead, it's free, with free classifieds for members. The

337 database and clearing house for 337 forms and field approvals is also a free service to IRSOC members. For the time being all forms would have to be faxed to Jim: May to November (315) 531-9168; November to May (386) 767-0706.

"Frankenstein Guru" Rich Brumm in Long Island, N.Y. is also one of the experts. If you ever heard of a problem with the Franklin, he has the fix for it! He's also done some interesting things to fix other plagues that continue to give Bee owners headaches. Tired of changing wheel bearings? Ask him about the "Double Lip Seal!" brummricks@att.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 The author of the discussion group has created this fabulous website that is fast becoming the place to go for knowledge and history on the old Beast. Steinar has done a great job and you can spend hours looking at all his information.

Please feel free to submit any information that you feel may be of interest to other Seaplane pilots. Also, please print and/or forward this to any others you may think are interested.

Thank you one and all for your support of our organization.

Bee Sea n'ya,

Bruce Hinds

V.P. Washington Seaplane Pilots Association

360-769-2311 home

360-710-5793 cell