

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Saturday, September 30, 2006 12:45 PM
To: "Brewster" <brewster@wavecable.com>
Subject: Oct '06 WSPA&SeabeeNewsletter

Washington Seaplane Pilots Association

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

and the **Northwest Seabee Club**



Mason Lake Crowd

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,

What a great month it's been, we don't want this season to come to an end. Unfortunately for those of you who were looking forward to Oktoberfest, Bob Dempster can't host the event this year. But, for those of you that need to go out while the weather's still great, post your intentions on the Yahoo Discussion Group. What, you haven't seen it yet? I've established a Discussion Group on Yahoo for the WA-SPA and those of you that are interested in flying in the Great Northwest. This is a wonderful tool for all of us and it takes the pivot man(me) out of the picture. I'd asked everyone if you want to go fly, to let me know so I could put the word out. If I didn't get to it, your message wasn't delivered in time, especially if you wanted to fly tomorrow.

With the way the weather patterns are going to start happening around here, you'll want to use a good day when you get it. That's exactly what happened last weekend. We'd gone to California for the Clear Lake event and someone that had never been to Lake Isabel wanted some information. A few people responded with information that was helpful and two of the people decided to meet there for a great time. Mission accomplished!

In addition, the site will allow you to post pictures. I've started a few albums that I thought would be interesting. I'd like to see some nice places to go for picnics, restaurants, beaches, docks, ramps and any other things you think the rest of us would be interested in. I'll post a new album for members pictures, post a picture of you and your airplane if you like so we can say hello when we see you some where.

The security on the sight is such that your email will remain private, you can register with your own email address and don't have to get a yahoo address even though, they offer one. They also will ask you if you want to change your home page, you don't have to do that either. Just figure out a user name and a password and it's Free! Any messages posted on the site will be sent to you. You don't have to go to the site to check what's happening and you don't have to go to the sight to respond. It's pretty slick! Here's a great example, on the Seabee site, I'd posted a message looking for information regarding a 337 form for an oil filter I wanted to install. I think I had 5 responses the same day and two offers for the forms with diagrams and pictures. Try it you'll like it. The website address is: <http://groups.yahoo.com/group/WA-SPA> and once you're signed on to the group you can send an email to everyone in the group by using the address WA-SPA@yahooogroups.com if you don't want to post a message while on the site.

The flying this month has been wonderful. Bremerton had their Blackberry Festival as usual on Labor Day weekend. I know it's not a seaplane event, but I love some of the old aircraft that show up. Just seeing the yellow and blue Howard DGA 15P from Olympia was worth the effort, okay the blackberry pancakes and pie may have helped in the motivation department too.

Mason Lake the following weekend was a clear success. Matt Campbell treated us to his now famous King Salmon and nobody went away hungry. That's just part of the group in the picture above. Several aircraft had left when the picture was taken(3 of the 5 Lake Amphibs). We had 10 aircraft, 27 seaplane lovers and a dog. Make that 28 seaplane lovers. Surprisingly, several regular members who normally show, didn't come this year. I can think of 4 other aircraft I'd expected that didn't show and ours for the silly oil pressure gauge.

We'd decided to move the annual Lake Cushman event due to the Fire TFR that had been imposed right over the lake. Even

thought it had been removed by the time of the event, plans were in place for Mason.



The consensus of opinion is that it is a great spot and the suggestion was made to return, possibly more often. Great Idea.

I've had some really good feed back and many have asked if they can just go there anytime. I don't think so. The Camp ground and Park are Private property of Simpson Timber. I have received some conflicting data regarding non Simpson people using the park. When we booked the pavilion I was told that if anyone wanted to spend the night, they would be able to rent the camp sites for \$15/night and we would just have to sign a "hold harmless" agreement with them. This would have been great because Campsites 7-14 have a beach and/or a dock where you can camp within a few feet of your plane. It would be perfect, however, this may not be available. I just spoke with an assistant who said we can only camp in a group camping area that's not on the water??? The head honcho is on vacation so I'll get a clarification and have more information for you next month. I've posted an album on the Yahoo page with pictures of our event, check it out.

The week prior to the Clear Lake splash-in I was afraid the rain and poor weather would keep us from going. The weather channel kept promising that good weather would return by the end of the week and it all worked out. We'd decided not to be rushed and take our time. Day one was an easy day of flying, TIW to Roseburg, OR. I'd gotten a call just prior to take off that a friend from the San Juans was going too and was about to take off, so he was about 30 minutes behind us all the way and we both overnighted in Roseburg where we had a delightful dinner together.

The next day we able to depart together and due to high wind warnings for the valley south of Medford we elected to go out to the coast and take the scenic route cutting inland just above Fort Bragg. It was a great flight with tailwinds as high as 40 mph for much of the trip. There were already several planes there when we arrived about 1230 and things were in full swing by about 3:00. That night everyone wanted to get together for dinner, they had the Park Place restaurant set up for a reservation of 24, but when 36 showed we had to split the group, so 12 of us went to a Mexican joint. I was looking forward to Park Place, the Italian food is wonderful.

The attendance seemed to be down a little from last year due to the high wind warnings. Oakland and Sacramento were expecting winds gusting to 50 knots. They really did blow that Fri. night, some of the folks staying at the Skylark Shores where their straight floats were parked, didn't get much sleep that night. The good news is that the aircraft were docked facing into the winds and they rode out the storm well. The wind blew for a little while on Saturday too, just long enough to cancel the spot landing and water bombing competitions. By 3pm things had died down and people were going flying.

I'd mentioned that the whole town gets involved in this event, the Sea Scouts provided ground guides and wing walkers for the Amphib parking area. They were some really hard working young lads, when they weren't running in front and along side the aircraft, they would be filling the holes and ruts in the ramp area that were formed every time someone would come or go which seemed to almost constant. George Papich and I decided to fly the boys in our Bees as a thank you for their efforts and Roger Cain the famous aviation photographer got this wonderful shot of George on a low pass. Roger's pictures should show up on www.clearlakesplashin.com sometime soon. He mentioned he's pretty busy and will get them posted as soon as he can.



(I just noticed that Dennis Vied has posted some really nice photos.)

The day had a little excitement too. As we were taxing out to fly the boys, we heard from the only Apache in existence on amphibious floats who was headed back to the ramp. This is actually a really nice looking airplane with wing extensions, VGs and the paint was only 4 days old.



He was requesting the ramp be cleared, he wasn't sure he was going to make it because they were sinking. We passed him going the other way. The top of the left float was about level with the surface of the water and the chop was washing over the top. The top of the right float was just below the surface. He couldn't apply any more power as it would just pitch the aircraft forward and the right prop was only inches from hitting the water. It seems that the aircraft having just returned from the paint shop was lacking sealant on all the covers and inspection panels on the tops of the floats. After just a few water takeoffs and landings they had accumulated quite a bit of water.

They did make it back, but one of the nose wheel gear legs broke as they tried to go up the ramp and then the loose nose wheel became a chock for the main wheel following it. It took about 1 hour and 30 minutes to pump the floats, tow the aircraft and clear the ramp before it could be used again. The joke of course was that everything had been going smoothly while the Sea Scouts were working the ramp, but as soon as some other volunteers took over so we could fly the kids, the ramp became fouled. The boys enjoyed the break, but we were able to get them back in time to lend some assistance. The kids really did do a great job. Not only the Sea Scouts, but the 4H Club set up a Lunch concession in the amphib parking area and then provided a great BBQ at the Skylark Shores hotel lawn for the entire group on Saturday evening.

Sunday morning everyone seemed to take their time leaving, we weren't in a hurry to leave we'd had a great chat with the owners of the Lakeport English Inn where we stayed. Hugh and Karan Mackey not only run the wonderful inn, they own the largest and oldest tire store in town and have lived there for 30 years. Karan was the mayor of Lakeport for a while too. They seemed real concerned about the ramp and what the seaplane pilots thought about the whole event. Their concern was that the event might go away because the ramp had been a problem and attendance seemed to be down. The timing for the event to be down in attendance is at a bad time because one of the big hotels is trying to purchase that property. The Mackey's and other business owners feel that the last thing they need is another hotel, many casinos have been built on the other side of the lake and they really like the attention the seaplanes bring to their little town.

Hugh was asking what it would take to put in a permanent ramp and if that would bring in seaplanes at other times of the year. Well, I couldn't wait to introduce him to Chuck Kimes who's taken over the event planning from Terry Campbell. Chuck's

done a great job in putting this thing together. It's quite an event to coordinate between the chamber of commerce and the school district that owns the property. Hugh said the town wants us there and he would bring up the idea of a permanent ramp. We also discussed the idea of the adjacent property behind two of the smaller motels that forms a nice small lagoon and the possibilities of fuel. Pretty exciting stuff and we even had beautiful weather for the trip home with more tailwinds. Does it get any better than that?

This was a shot from another great Splash-In in Hammondsport N.Y. This should make all the Seabee lovers jealous, they had 7 Seabees there this year. I've never seen that many in one place, since the 50s.



Lake Goodwin Seaplane Base, Arlington, WA by Joel Mapes

Wisps of steam rise from the surface of the lake, dancing between the moored planes that gently pivot in unison following the morning breeze. The glow of the rising sun has yet to shine on the lake surface and the azure sky promises another beautiful day in the paradise know as Lake Goodwin. Only a short shuttle ride from the frenetic pace of the fly-in, the seaplane base offers a cooler, slower pace. In the past two days two Cessna 180's on straight floats, a 185 from Canada, a beefy 206, two Lake amphibians, one of which flew in from Arizona, a Murphy Moose, a Kitfox on Full Lotus floats sporting an Orca motif paint job, a Republic Seabee and a one of a kind Glide Arrow have docked or moored. A Corvette powered Seabee and a diminutive Hatz Biplane on floats have also stopped by, as well as demo flights in a SeaRey and a Glastar on Montana amphibious floats. Curious boaters and jet-skiers keep a respectful distance as they eyeball the aircraft, and campers at Lake Goodwin Resort ask questions and share their flying experiences. Between arrivals and departures, a pontoon boat on the dock provides shade from the sun, a cold beverage and music from a CD player allowing for comfortable hanger flying. The sound of an approaching plane brings the crew to life and a radio call goes out over 122.9, "Aircraft over Lake Goodwin, this is Lake Goodwin Base." The plane flies a downwind, turns base then final and touches down lightly between the ski boats. Taxiing toward the dock the pilot asks, "Where do you want me?" and is directed to the dock for unloading. After greeting the pilot and completing the registration form, a bridle is attached to the prop and the plane is towed to its mooring. The pilot and passengers wait under cover of the brightly decorated cabana by the shuttle stop, sipping their beverages and sharing the experience of their flight in. Before long the shuttle arrives to take them to the fly-in where they will be able to say, "I flew in." When asked where they parked their plane they will respond, "At Lake Goodwin Seaplane Base", a truly magical place.

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.

There's a pretty good discussion on the approaches to use going into Lake Isabel on the Yahoo Group.

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

"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 2

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. 2

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 3 Jon, you sent me too much information for an add here and no picture. 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 3

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 3

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 3

Here is something different!



Yak 12 on amphibious floats for sale.

It is presently certified as experimental exhibition. I have attached copies of the pix. . The airplane still has the Russian Com, ADF and all Russian gages. We usually wait for the customer to tell us what they want for Avionics. TTAF 2741 Hrs. Total Engine 34 Hrs. Airframe overhauled and covered in 1998. Temikas 3860 amphibious floats, M14B 360 HP engine New Russian propeller Pump out fittings in each compartment, 800 lb useful load **\$92,500** Contact George Coy 802-868-5633 George@gesoco.com Last time George, let me know if you want to keep it going.

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. \$6500 or best offer. Michael Kopp, 425 413 3830,

m2kopp@yahoo.com Last time Mike, let me know if you want to keep it going.

Tom Benedict in Vancouver, WA has a bunch of interesting stuff for sale. Here's his HALF PRICE! 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(**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/gottalder/PhotoAlbum28.html personal Clearlake photos

www.dhvied.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.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

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!" 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.

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.

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