

**Bruce Hinds**

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**From:** "Bruce Hinds" <brucehinds@earthlink.net>  
**Date:** Wednesday, September 22, 2004 2:34 PM  
**To:** "bruce hinds" <brucehinds@earthlink.net>  
**Attach:** 20004 Upcoming Events.doc  
**Subject:** October '04 Seabee Newsletter

## *The Northwest Seabee Club*



"How long has it been?"

Hello everyone,

The weather was a big question as the Annual Lake Cushman Splash-in and Corn Roast weekend approached. The frontal passage occurred in the wee hours and the weather behind provided high enough ceilings fairly early on Saturday. We arrived about 9:45(early for us) and found another aircraft already there. It may not sound like a big deal, except this 172 on straight floats was from California. Walter Windus and his friend Mike had flown up to enjoy our gathering. Walter is a wealth of information and made a presentation on the places available to stop enroute for anyone wanting to make the trip to the Western Pilots Association

Splash-In this coming weekend at Clear Lake in Northern California. They actually would have made it in Friday afternoon, but the visibility went to crap just below the dam.

They were welcomed Saturday morning by the usual hard working entourage of Bob & Diane Dempster, and Neil & Karen Williams who had spent the night and had stories to tell of the storm as it had pasted through. Don Schwabel showed up shortly there after with his huge cooker that he used for some of the best tasting corn I've ever put in my face.

These events are always a great place to see old friend and make new ones. The opening shot is of Roger Duke and his wife Charlotte talking with Don Schwabel. Roger and Don hadn't seen each other in years since their days at Northwest Airlines. One of the 180's had 4 folks from the Oregon Seaplane Pilots Association. It was fun to see them again as I'd met them at their event on Skamania Island 2 years ago. They've invited us to join them again next year. It's a great spot, they do a great job of hosting a wonderful time, and if your aircraft is on wheels, they have a short sand strip too.

In all we had 3 Beavers, 2 Bees, 2 Cessna 180's the 172 and several folks even drove. It turned out to be a beautiful day with a little early fall weather. Hope to see you at Renton October 2nd!



If you want a personal invitation to Clear Lake, this came in over the Yahoo discussion group...

Hey SeaBee owners!

We are having another fly-in at Clear Lake California September 24-

26, 2004. Last year over 200 people attended and now is the time to book rooms in Lakeport. Be part of the 25th Anniversary fun!

A few years back we had the most Seabees ever gathered in one place. (If I remember correctly it was about 12). Come on, fire up the 'ol Bee and get it to the Western Seaplane Pilots Association spectacular flying event. Look it up on our website [www.westernseaplanepilots.com](http://www.westernseaplanepilots.com)

Bee owners from other states like Washington, Arizona, Utah, Alaska, Florida, and New York...lets see who can get the trophy for the farthest distance traveled!

George Papich  
N6325K

Has any one tried **different size main tires**? I know one guy who is going to use the 800x8 flight specials, but he's not flying yet. They may be good for the beach, has anyone tried these.

In the safety section this month, I've got some good reading regarding **fall flying conditions** and also see below for a **price break** on Don Kytes book! Enjoy...

## News

**U.S. Customs clarifies Port Access Policy...** Responding to a request for clarification by the Seaplane Pilots Association, U S Customs and Border Protection (CBP) has confirmed that seaplanes are permitted to clear Customs at any seaport served by CPB, provided that services are coordinated in advance and seaplane operations are permitted by the Coast Guard or other applicable authority at the seaport of interest. Previously, CBP published a list of designated clearing points for aircraft, including a few seaports, but did not provide guidance on whether seaplanes could also clear Customs at conventional marine ports of entry. CBP requests that pilots of amphibious aircraft clear Customs at conventional airports of entry when possible.

**Easton State Airport Web Camera Now Online.** WSDOT Aviation is now broadcasting images from Easton State Airport on its web site. This new camera joins five other Washington State airport web cameras providing pilots with a real-time look at weather conditions. More airport cameras are coming soon. The next airports scheduled to receive web cameras include:

Jefferson County International Airport

Stehekin State Airport

Methow Valley State Airport

Columbia Gorge Regional Airport

WSDOT Aviation reminds pilots that while airport web cameras provide convenient and updated views of airport conditions, they do not replace a complete weather briefing. Pilots should always obtain a full, pre-flight weather briefing from their local Flight Service Station. To view the webcams, go

to [www.wsdot.wa.gov/aviation/webcam/default.htm](http://www.wsdot.wa.gov/aviation/webcam/default.htm)

**Mike Vivion wrote into the Spa Forum...**

Got a note today from Debbie Alke, Director of Montana Aeronautics, to the effect that the Bureau of Reclamation has concluded that seaplane operations may continue for recreational purposes on Canyon Ferry Reservoir, near Helena.

This has been a long contested issue, and both Debbie and Mike Volk have been active participants in trying to convince the Bureau to keep the reservoir open.

Congratulations to all involved in this one. We all need a win now and then.

**Safety** Here are two similar stories that became available about the same time. The first I've reprinted for you. It came across the Yahoo discussion group. The second, I've only provided a link to the SPA website. It's a very interesting read. And, it includes several responses to how could this happen.

**"my airplane crash"**

As you heard, I did in fact crash my Searey amphib in Lake Louisville on July 17th. My plane was destroyed and I nearly was too. Fortunately, it was a weekend and a lot of boats were there. It was close to shore as I was making a water landing. What happened was my passenger (A non pilot) & I flew up to Cedar Mills to get a burger. The winds were 15 to 20 mph & the temp. was 100 degrees that day. Cedar Mills. On my take off the hot air boiling over the trees hit me pretty hard.//////Note.....that makes for very unstable air. The wind was out of the north so I had a pretty good crosswind and that should have told me something but NO.....I failed to pick up on that clue. We flew back to Lake Lewisville & should have landed at my airport but didn't.

I found some fairly smooth water that was sheltered by some trees that was east & west. I proceeded to set up for a landing in the water. I went through my check list....gear up...2 notches of flaps ...etc. & started down to land. Everything looked good until I got down to treetop level...."Then all Hell broke loose".....The hot winds rolling over the tree tops immediately flipped my plane over inverted.....I instructed my passenger to brace himself. I did a snap roll to bring the aircraft right side again. There was no way I was gonna land up side down as that would have killed us both I'm sure. Somehow I managed to do that ok.

I guess we were too low because all I remember was that we slammed down HARD onto the water with the left wing slightly low. We were close to shore & a lot of boats appeared. The Coast Guard Aux. & the Little Elm Fire Dept. rescued us. We both had major spinal damage. I never lost consciousness & had little pain.....I guess I was in shock. We were careflighted to Baylor Hosp, via two choppers.

The FAA came & checked the airplane and my papers & log book. It must have been a formality because he did not seem too interested in all this. I still have to meet with NTSB.....so he can tell me it was pilot error I'm thinking.

And now that I am thinking about that....maybe it was pilot error after all. The 1st mistake that I made was not picking up on the clue about unstable air.....Don't do that!

The 2nd mistake was not insisting that both my passenger & my stupid self wear the SOS inflatable life collars. I won't ever make that error again. The plane sank up to the wings. The wings floated long enough for us to be assisted out of the plane. Neither one of us would have been able to swim had we needed to.

This was an expensive lesson that I learned. I only had liability on the plane & my passenger (another stupid mistake). I have many lessons to learn as we all do...You guys always be cautious about flying in a unstable air mass.....it can kill you. If you think any of this info might help someone please free to pass this on.

Sincerely, **Pete Salas Searey N27VS**

You may be able to look at that story and see the potential of a problem ahead. It's one thing to be careful in a known situation where a problem could present itself. However, this next story should really get your attention. Two experienced pilots were really taken by surprise. And, while this looks like a freak thing, the responses to this thread were a real eye opener too. Check this out ... <http://www.seaplanes.org/cgi-bin/forum/displaymsg.cgi?thread=2431%26ts=1>

**Planes and Parts (new listings)** *New listings will only be new for 2 months, then I'll run them in "old listings" (now listed after new products) for another 4 months unless I hear from you. After that, they will be gone...renew as long as you like!* See other Bees for sale on the IRSOC's website, here's the link <http://www.republicseabee.com/Buyseabee.html>

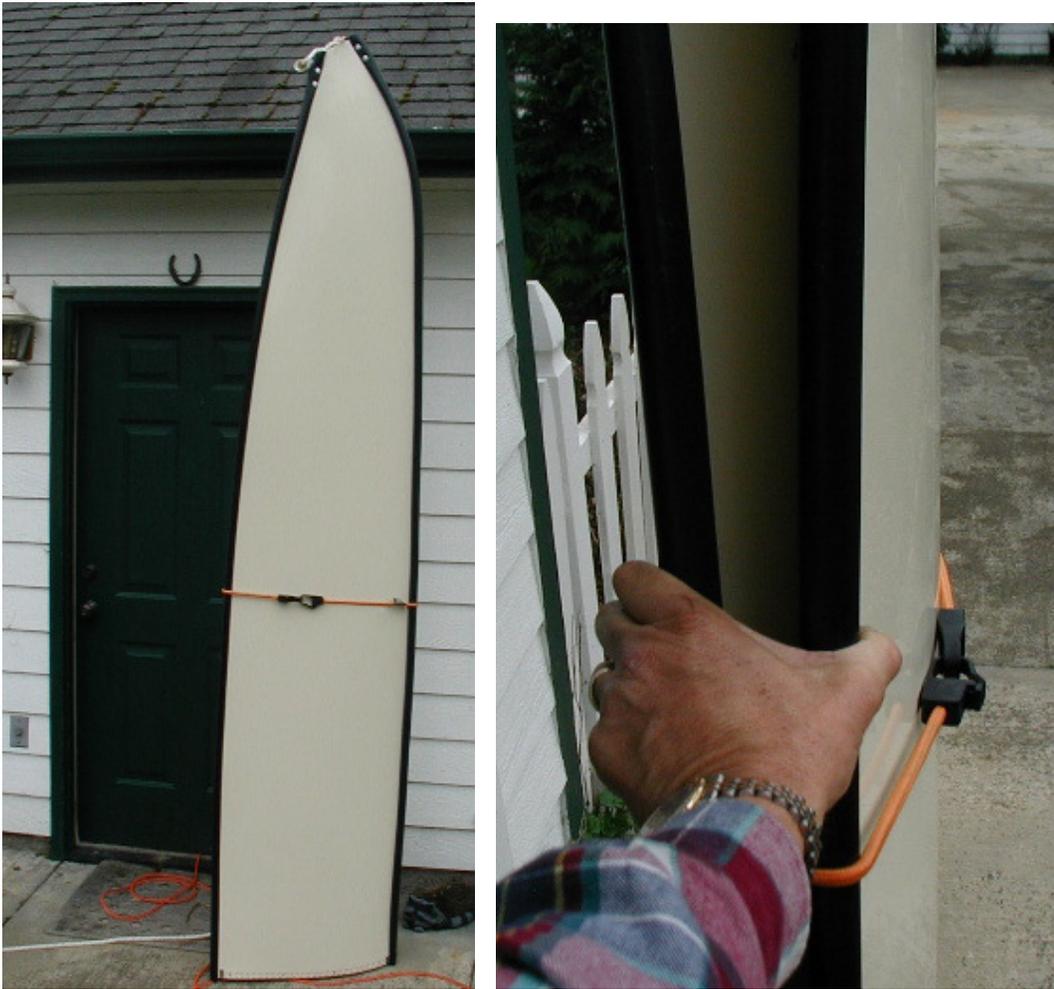
**IO-360-C1E6**, 0 SMOH, 3178 Total, Cerminil Cylinders, Injection system and mags. This engine was rebuilt for an RV project but was never installed. \$18,500. Located in Woodenville Wa. Contact: Scott Henderson Phone: 907.337.2860 e-mail: [scott@finite-tech.com](mailto:scott@finite-tech.com)

Attention Float Pilots.... how about strapping a Porta-Boat to your float struts? It folds to



just 4 inches flat !

Carry it under your arm like a surf board and you can attach it to the struts, almost no drag. See their website <http://porta-bote.com/> they even have a picture of a Helio on floats with one tied on! This is the small one, they call it an 8' model, but it's actually 9'3". It only fits in our Seabee because we've removed the bulkhead, but even then we have to take the seats out. Janie wasn't too keen of the idea of making her sit on the cooler, even though her seat belt was tied to the floor. This boat is NEW, never in the water. It's a \$1200 value, How about \$950 ?? Call Bruce 360-710-5793 or [brucehinds@earthlink.net](mailto:brucehinds@earthlink.net) Northern Pilot had a write up in their June/July 2002 Seaplane Special issue. I've only unfolded it twice. The second time I put the seats and transom in it only took me 4 minutes!



## Planes and Parts (old listings)

New Seabee owners just wrote.... We have just purchased a Super Seabee and would like to become involved in some of the activities. We are also trying to find a pair of rudder pedals with the toe brakes. Any leads would be greatly appreciated.

Ben and Gail Brower 1325 U P Trail Ln, Camano Island, WA 98282 360-387-1448 [gbear@whidbey.net](mailto:gbear@whidbey.net) 1



**Tod writes...** The Seabee project for sale was started by Don Wallace at WE Aerotech and intended to be a new (totally reconditioned) airframe to be fitted with a 375 HP Continental GTS1O-520M engine and a new 93" Hartzell 3 bladed reversing prop. Many of the structural parts are new since Don had an agreement for the PMA rights. The fuselage and tail surfaces were disassembled stripped and inspected before repriming and reassembly. The wings disassembled inspected and primed but not reassembled. The project appealed to me because I could not see putting a new, higher horsepower engine on a 60 year old airframe without totally going through it first. The project was halted when WE Aerotech went bankrupt in 2001. I recently sold the engine because it was going on 5 yrs without having been run. I retained the prop and custom engine mounts so that they could be used in the same application if anyone was interested. Don Wallace is still around and has done some engineering work on the project with the FAA. I have about \$60,000 into the project and will sell it for \$25,000. **For more information**

**contact** [TodDickey@aol.com](mailto:TodDickey@aol.com) 2



Tim MacEwan has a Sea Bee Project for sale. Ser.# 612. It's been in a heated shop since 1969. he has a brand new Lycoming G0-480 G2D6 and New Hartzel prop. (Not Rebuilds-Brand New in the crates). Everything is complete, a pristine project, he reports that only needs final assembly. (250)991-6429 Canada. \$75,000.00 Canadian Contact Tim at [tmacewan@telus.net](mailto:tmacewan@telus.net) Last

Hartzell Prop: Model HC 12X20-3, Serial 5114, Blade design L8427, Blade #s55011/205 and 66092/205. Complete with reverse valve and ring. \$6500 Franklin B9F, Mark 15, serial 23580, Complete \$2000 RC-3 Seabee, Complete, disassembled, Serial #172, Hull sealed and painted inside, All exterior paint removed. No engine. Good panel. \$21000.00 Molded fiberglass headliner panels for RC-3 Seabee. \$500 Contact Steve Lantz, Carson City NV (775) 720-4157 Last

## Seabee Products

FLIGHTSEEING S.E.ALASKA'S GLACIERS AND WHALES. sub titled: A CLOSE UP VIEW OF S.E.ALASKA'S SPLENDOR WITH ONE MAN'S VINTAGE AIRCRAFT. by Don Kyte It is about 50 pages plus some pictures. It is soft cover and more booklet than book. It is about the 10 years he flew his Seabee in his one man, one airplane company, Glacier View Airways. He is selling it **now for** \$9.95/per booklet plus a more reasonable shipping and mailing fee of \$1.50. Send checks to: Seabee Publishing, 257 Ostego Dr., Ft. Myers Beach, FL 33931

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 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 easier to handle. I have two one for each side. He also puts felt on the bottom edges so they don't scratch the wing and carpet on top. Contact Jim [jdickson@intd.com](mailto:jdickson@intd.com) 360-701-1119 or 253 851-6315.

<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 a least 15 useable gallons per side. They are made of carbon fiber and kevelar and will gravity feed to the main tank with the operation of one lever. They will be done on a field approval, so you'll have to take your airplane to him in Florida. **So, let's plan a trip to Sun and Fun!!!** Call or email Henry for more information. 561-436-0821 [amphibs1@aol.com](mailto:amphibs1@aol.com)

The Seabee CD and the new Newsletter CD! The Seabee CD contains all the Bulletins, Flight Manual, Parts Manuals, etc.. He states ..."Everyone I have sold this CD to has found it most useful. I have re-typed all of the Service Bulletins and reformatted the parts manuals for easier reading. The **Newsletter** CD contains most of the old Seabee news letters by George Mojonner, and Richard Sanders. No special software is required. All files are in Adobe Acrobat format and I include a reader with the CD. Once the Acrobat Reader is installed, just put the CD in the computer and it starts automatically! Contact Steve at [smestler@bellsouth.net](mailto:smestler@bellsouth.net) **I have them both, they're a great reference!**

## The Experts

Simuflight's 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](mailto:scott@finite-tech.com)

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

Jim Poel's database and clearing house for all Seabee 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 Northport, 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](mailto:brummricken@aol.com) Phone: 631-757-2216 Office: 516-885-5879

<http://groups.yahoo.com/group/Seabee> This is a great Discussion group that gets lots of activity. If you post a question, you'll be sure to get a response with good experience behind it. 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. The author has also done a great job on a **new web site**, check out <http://www.seabee.info/seabee.htm>

## Interesting Web Sites

<http://www.hu-16.com>

<http://www.aerocheck.com>

<http://www.americanwarbirds.com>

<http://www.flightcontractservices.com>

<http://www.norcalaahs.org/> interesting pictures

[www.rcairplane.net](http://www.rcairplane.net) The flying Seabee model! This is cool! Easy to build with a 72" wing span, check it out!! Contact Bill Price [bprice@puc.edu](mailto:bprice@puc.edu)

<http://www.bcfloatplane.com/> Interesting pending legislation in BC similar to our own **Lake**

Isabel issue!

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

<http://www.canadianseaplane.com/index.htm>

I hope you've enjoyed this. Feel free to pass it along to anyone who may be interested. Please call if you get to the Seattle Area, or want to go out and play!

Bee Sea n'ya,

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