

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Sunday, March 30, 2008 10:51 PM
To: "Brewster" <brewster@wavecable.com>
Attach: BoR Rule Revision Press Release 3-26-08.doc
Subject: Apr'08 Seabee Newsletter

Northwest Seabee Club



I get this stuff and unless I make myself notes, I can't remember where it came from.
 From the archives.... who are these guys?

Hello Everyone,

Spring has sprung and I really want to..... I'm ready to get out and enjoy the weather. If you've been watching our weather out here, you must be saying "what, in the snow?" The weather has been strange, but that's spring. We were sitting in sunshine across the water from Seattle and they were getting dumped upon on the other side. Others had thunder and snow! Regardless of where you are, you are probably anxious to get out. Please be careful, your aircraft may have been sitting for a while, give it a good pre-flight, birds are nesting, lube dries out and.... "didn't I have a deferred to do list around here somewhere?" If you've ever seen my hangar you'll know where the around here somewhere statement came from. Probably the only thing moving faster than you trying to get out and enjoy these early days of spring when you get a beautiful day is the weather. It moves fast this time of year, so take a moment and check the weather, and notams too while you're at it. They may have lightened the consequences of busting a TFR, but it's still something you don't need to answer to.

One thing that is becoming an issue on inland and coastal waters are the invasive species. Yes, coastal waters too! As seaplane pilots traveling from lake to lake, we are at risk just as the boaters. We may not be in the water as long as a boat, we certainly don't let growth adhere, but it doesn't take much. I'd like you to look at the following website.

www.protectyourwaters.net/prevention/user_seaplane.php

By practicing good stewardship and following these simple guidelines, not only can we help protect our waters, but we can set the example for others, and when the agencies start to require documentation, we can show them that we've participated in the program. See the link for becoming a Partner.

For those of you that subscribe to AOPA's email updates you've probably seen the announcement of the BoR opening up their lakes. SPA has made a formal announcement too. I can see some differences in the two. I've attached the SPA's for you to review and here is a link to AOPA.... <http://www.aopa.org/advocacy/articles/2008/080327seaplane.html> No doubt, if this does go well for us, it's because so many of you have piped up and gotten the ball rolling. Thank you for your efforts.

I'm still skeptical, we'll see how it all works out. I'll pass anything on to you that I may receive. In the mean time, in Washington the National Park service has a new proposal affecting Ross Lake National Recreation Area. National Parks is also directly under the Department of Interior like the BoR. In fact, 43 CFR is Department of Interior. You can see my skepticism, they want to restrict seaplanes on Ross where motorboats are allowed. I think when the DoI rewrites the regs for BoR they should include National Parks, BLM and the US Fish and Wildlife Service too. If you are a letter writer, I think now is the time to write to Secretary Kempthorne at the DoI.

Dave Wiley said it best years ago in an interview concerning the Corps of Engineers... "Years ago when the Seaplane Pilots

Association first started, Dave Quam went to the Army Engineers, and he got seaplane access rules established from the top down. Prior to this each of the Army Engineer local bases were deciding whether or not they wanted seaplanes on their property. So the way it was done was that seaplanes were ruled off of the Army Engineers waters unless they specifically were allowed. Dave got it turned around. He did it right at the top, at the Army Engineers in Washington, DC. All the Corps' waters were open unless specifically closed, it was as simple as that. But it couldn't be done any other way. We can't deal with the federal agencies from the bottom up. We need to come from the top down. For the moment we're having some success getting recognized on the state level. We're trying to get a seaplane to be viewed as just another boat that's on the water, and to be legal wherever powerboats are allowed. That's how the Coast Guard rules have always been. We just need other federal agencies to recognize this. Now what we've got to do is get that recognized so that somebody can't discriminate, can't say you can have powerboats but you can't have seaplanes. And we need that at every state level, as we now have in Oregon and Texas. And then we need to go to Washington DC, and that's why we need a national organization, to come from the top down. In the federal bureaucracy, the right hand does not talk to the left. We need the FAA, the Army Engineers, FERC, and the BLM to recognize the basic nature of seaplanes, that they aren't more dangerous than other powerboats. There is a fear of seaplanes that just isn't borne out in the accident statistics." **Or any other stats.!**

How to get this done has always been the problem. Interestingly enough, a big part of the problem, as I see it, is that the FAA doesn't define takeoff or landing in the FARs(CFRs). The FAA and CG say that when a seaplane is on the water it's a vessel, so when is the transition? Try to explain that to park ranger or county sheriff. Oregon established definitions with their Marine Board and had them written into their state laws only after a seaplane hit a canoe and the state was about to ban seaplanes. The seaplaners negotiated with the state marine board to put seaplanes in the state boating regs. Their only compromise was to agree to abide by some general safety guidelines and they provided the state with definitions of takeoff and landing to make it clear to everyone. I don't have it in front of me, but it is something like... a seaplane is a boat until the power is applied with the intention of flight, and a seaplane becomes a boat at the end of it's landing sequence, or transitions from a planning to a displacement mode.

If we are going to work this from the top down, we need it in the regs. I'm currently trying to find a listening ear at the FAA, but it's like talking to a wall. I think if we can get that written it will make dealing with all these other agencies much easier. We may even be able to skip the FAA for now. Seaplane's a vessel right? According to 14 CFR(FAA) it is and it is with the CG. But under Title 36-Parks, Forests, and Public Property, Vessels are everything except seaplanes. As you can see there is not much consistency in the CFRs. So, our problem right now is at the DoI level. While they are rewriting the regs, let's get them to do it right. Write it right! Right?

Sorry there's not much Seabee news to report, I've been kind of wrapped around the axle on these issues. I feel they really need some attention. If you can help, make some calls or write some letters. Or, just send me some Bee news to share with everyone so I can get off my soap box.

History

From the following website, [http://www.tanignak.com/More Amphibian Adventures.htm](http://www.tanignak.com/More%20Amphibian%20Adventures.htm) which has some wonderful Widgeon, Goose and other amphib stories, is this story of **"The Republic SeaBee with Memories from Bob Hall"** It's a fantastic website with lots of pictures of Flying Boats in Alaska and how popular they were around Kodiak Island.



Bob Hall in a new SeaBee in Seattle, preparing to head to Kodiak in 1947.

The SeaBee was a unique amphibian, designed to be popular with the private pilot market. It had only one engine, a "pusher" with the prop facing the tail. It looked a little bit like a small PB-Y, especially toward the tail section (see photos later in this article). Bob Hall, founder of Kodiak

Airways, headed north to Kodiak in 1947 in a brand new Republic SeaBee to work ferrying cannery workers from town out to the worksites. He returned to Seattle that winter, but after a couple of shaky seasons, he persuaded pilots such as Gil Jarvella to join with him and soon after, Kodiak Airways was born.



A group of village kids play in the prop wash of a SeaBee as it leaves the beach in Ouzinkie, in this summer photo from the late 1940s. If you look closely, the photo even shows the exhaust smoke. (From Miss Rold's scrapbook, Baker Cottage Baptist Mission, Ouzinkie).

Kodiak Airways bought some used SeaBees and put them into regular service in the early 1950s, and as Bob Hall says, "we flew their wings off!" They used SeaBees in their commercial operation until they sold the last one in 1959 (they got their first Grumman Widgeon in 1950 and their first Goose in 1956). I saw only a few when I was a kid, and never got to fly in one. But in the postwar 1940s, many were used in Alaska. The Grumman amphibians proved to be better suited to the Alaskan bush, especially where heavy loads, speed or marginal weather conditions were concerned, but the SeaBee holds an important place in Kodiak's aviation history as the first planes used commercially around the islands by Bob Hall and Kodiak Airways.



A SeaBee prepares to land in the Kodiak channel in this rare photo from the 1940s.

With seven outlying villages and twenty-one operating canneries around the Kodiak Islands, Bob had his work cut out for him. He saw a need and filled it, and in so doing, inaugurated the first year-round flights to the outlying areas. Bob Hall and his crew were flying SeaBees when he persuaded the canneries in the outlying areas to let him handle their mail and packages for \$25 a trip. Then he persuaded the post office to pay him twenty-five cents a pound for the service. In this way, he pioneered regular winter flights around Kodiak. "Another challenge," Bob writes, "was flying around Kodiak Island in the winter. No heat in the plane and with the large windows, each time I taxied in the water, everything would fog over. It was necessary to leave the door open until ready for takeoff!"

Safety

In Canada, controllers currently use the phraseology **"TAXI TO POSITION"** or **"TAXI TO POSITION AND WAIT"** when instructing an aircraft to enter the departure runway. As part of the continuing effort by NAV CANADA to conform with international best practices, procedures will be implemented in the near future to adopt the ICAO-recommended phraseology **"LINE UP"** or **"LINE UP AND WAIT"** when controllers instruct an aircraft to enter the runway intended for take off.

This change will take place in April, 2008 with advanced notice published as *Aeronautical Information Circular 9/08*. This circular is currently available on the NAV CANADA website and may be accessed via the link... [Aeronautical](#)

Information Circular 9/08

Maintenance This section has been fun these past few months with the discussion of the Mud daubers clogging up the fuel vent lines. We've seen some interesting solutions. Thread protectors, compressible ear plugs and pipe cleaners. **Please feel free to offer any tips or experiences that you feel could help others. I'll keep all confidential if you like.**

Sealant..... I only got one tip on my question (and a couple of comments). I think most who read it were thinking of trying to seal it while it's in the water. His bee is in a hangar high and dry. The slow leak is in a keel seam. I got a note from someone that has a slight leak in a seam. He's looking for a product that he can put in the hull that will migrate into that leak and gel to seal it. Has anyone ever heard of something like this? I was thinking of something like LPS-3, it's thin and flow easily, but when exposed, it gels like a wax.

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! Cleaning out your hanger, sell it here! Need some parts, let us know!**

CHELAN AIRWAYS requires an experienced floatplane pilot for the 2008 tourism season (June - October)
Chelan Airways provides transportation for tourists and local residents in North Central Washington from our city of Chelan Base. Our flights offer on demand air service on Lake Chelan between the city of Chelan and points uplake such as Stejhekin and Domke Lake. Preference given to floatplane pilots with mountain flying, amphibious and DHC-2 experience.
Minimum Qualifications: Commercial SES, 1500 TT, 500 SES. Email or Fax only - No phone calls Contact: Director of Operations
info@chelanairways.com Fax 509-682-5065 1

Mike Carey's Republic Sea Bee (restoration project)

Here is an unusual opportunity to have a most unusual SeaBee. This project is in pieces and almost complete but some parts are missing. (Sponsons and sponson struts). At this time, I have not done an inventory but am planning on doing that next month. After that, I will work on the price. What makes it unusual is the power plant. It is a low time (2 hrs since major overhaul) IO470P rated at 250 hp. This engine was installed in this airplane and it comes with a 337. The airplane has been painted and has new glass and fuel bladder. There is a lot of work here and I am too long in the tooth to do it but this will make a wonderful Bee.

Contact: Michael Carey mmcarey3@cs.com 313-510-2222 1 **Mike, you were going to send me some pictures!**

Rock Kyle writes that he has a tailwheel fork for sale, but he sent this picture of a spindle.



He writes..."The number on the casting is: 17F42040 -1 145T(cast in place) #1543(felt pen) There are some marks around the holes in the ears. The fork may have been used." The original part numbers for the Fork is 1141 and the Spindle is 1122. If you need a spindle or possibly a fork contact Rocky Kyle at kyle.ab@verizon.net I'll try to get a verification on this. 2

Our friend from Alabama needs some Seabee Prop parts... If anyone can help him out, here's his info.... I'm looking for C-3 clamps w/ser# greater than D5293 or complete hub or complete prop for Franklin Seabee HC-12X20-3 propeller. Contact Bill Shaver wshaver@aol.com or 256-881-6193 2

Tod Dickey writes.... I still have a Hartzell reversing 3 blade prop originally designed for the Seabee with a Continental GTSIO-520. It is 0 time and would come with the reversing valve. It's a model HC-H3YN-3LFX/FLC9587C-2X. Any serious offer considered. Contact Tod at toddickey@aol.com 2

SEABEE Ground-Up Restoration



\$79,000 • **AVAILABLE FOR SALE** • 1947 Republic Seabee N6755K, S/N 1043, , T.T. 650, Engine & Prop 17 SMOH, Spare A/W B9F, Alternator, Airwolf oil Filter, new glass paint and interior 07, wide spray rails, wing ext's., overhead quadrant, Cleveland brakes., new fuel cell, inboard

strakes, steerable T/W all logs • for two other photos, visit Barnstormers website http://www.barnstormers.com/ad_detail.php?ID=171092 Contact Sam czechride@canby.com - located Wilsonville, OR phone: 503 678-5114 2

The "ZeeBee" is now seriously for sale! NEW PRICE



The aircraft is located in Sequim, WA and the owner has flown it to BC each summer and lives out of state during the winter months. It looks clean and straight and it has the IO-540! N6585K could be a great deal for someone, asking prices is \$95K..... Contact Kurt at 360-457-3651 or 360-461-4481, he's not the owner, but has all the information and can put you in touch. 2

Seaplane Pilots Dream



Shilling Lake is located 35NM SE of Nimpo Lake at 2300' in beautiful British Columbia. This is the only parcel of land available on the Lake. It is a 6.7 Acre parcel and currently has 5 completed structures that can accommodate 15-20 people. It is accessible only by air or foot however there currently is no trail to the Lake. We have had all manor of floatplanes from J-3's to Twin Otters visit and there is also a helipad on site. Many aircraft have visited landing on the ice in winter on both Wheels and Ski's. Please visit our website: <http://landquest.com/detailmain.asp?prop=07382&curpage=1&search=newlist> . Or contact Gcorrado@wavecable.com 3

Seabee for sale at Schellville/Sonoma Valley Airport 0Q3 in Calif. It's been for sale for a while now.



Info on the card says: 1947 Republic RC-3 Seabee (the obvious-Roger) \$30,000 or best offer 707-944-2503 3

I am looking for an original trim tab crank handle. Here is a picture.



Call Tim (907) 223-4230 or contact him at Sutterak1@aol.com 3

Lena's Bee



A regular at this Splash-In event, N6375K is a 1947 Republic RC-3 Seabee mc/n 604, owned by Gene Harned of Live Oaks California. Not really visible in this picture is a moon-lit mural on the side of this plane.

1454 TT, 110 SMOH, 108 STOH, Prop 30, Extended Wing, Droop Tips, Extended Spray Rails, New Interior, Bendix KY96A and KT 76A encoder, PS Engineering Intercom, Insight graphic engine monitor GEM-602 and the landing and taxi lights are built into the wing. She also has a Sikorsky H-34 for sale she was going to send me information on... Call Lena 530-695-3030 or lena@syix.com Last

G 21A Grumman Goose



Serial Number B 32 is one of the best fresh-water Gooses in existence. It is a straight, corrosion free, always-hangared and well maintained aircraft perfect for long-range exploration. It has only 4,000 hours since it was rebuilt in 1982 for the late Bob Richardson of Seattle.

Total airframe time: 8,638 hours.

Clean, smooth-running P&W R985s with 890 hours and good compression.

Heavy Hartzell props and Twin Beech cowls.

Retractable water rudder and McKinnon retractable floats

Electric up and crank down landing gear.

Mallard Goodyear wheels and brakes (Great!)

Electric fuel pump and long-range fuel tanks

Bubble windows in cockpit, picture windows in cabin.

One-piece front bow hatch.

Full King IFR package including HSI, RMI, and Radio Altimeter

New interior with six quick-release original Goose seats on tracks.

Original paint since 1982 rebuild. Still has good gloss.

Complete logs, beginning with original 1943 delivery logs.

For more details and pictures, please see <http://www.tanglefoot.org/gooseforsale.html>

Price: \$650,000 with new annual.

Editor's note: This owner KNOWS Grummans. If he says it's one of the finest, you can count on it. **1**

Seabee Airframe s/n 939. Completely overhauled airframe with new bottom, tail and overhauled landing gear. \$75K

Contact Buzz Hale 775-338-3228 thunderbee7@hotmail.com Buzzard, call me!

Roger Duke's Super Seabee and Home.....



Serial #56, Simuflight GO480-B1A6, 270 HP, logs since new in 9/16/46. Hangared, TTAF 2188, Engine only 600 since overhaul. Reversible Prop 322 since overhaul, 5 yr. AD last year (same as overhaul), Landing light each wing tip. Overhead engine controls, Large spray rails, 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 1

Airpark Home on Whidbey

Roger is also selling his home. If the following link doesn't work, go to Windermere's website and type in the following MLS # 27025608. WOW <http://www.windermere.com/index.cfm?fuseaction=Listing.ListingDetail&ListingID=17411843>

Other Interesting Web Sites

More history from our friend Andy Shane if you are interested in the Pan Am flying boats. Check out....

<http://www.flyingclippers.com/main.html>

Carl Hankwitz has republished the 1949/1950 movie featuring his family's Seabee. You can view it online at

http://web.mac.com/chankwitz/Hankwitz_Films/Movie.html if you'd like to contact him, he can be reached at chankwitz@mac.com

www.alaska.faa.gov/flyak/

<http://shaunlunt.typepad.com/shootings/>

www.dunk-you.com emergency egress training.

www.sfahistory.org Society for Aviation History

www.clearlakesplashin.com

homepage.mac.com/gotta1der/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.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"

you can email Don at dvkyte@comcast.net if you have any questions

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

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

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

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

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

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

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

Speaking of engines.... Randy Komko is putting together a new website... Check it out for current pricing on Lycoming

engines..Props..parts..ect
he'll be updating it with 2007 prices soon.. <http://www.seabee-transition.com/>

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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