

Bruce Hinds

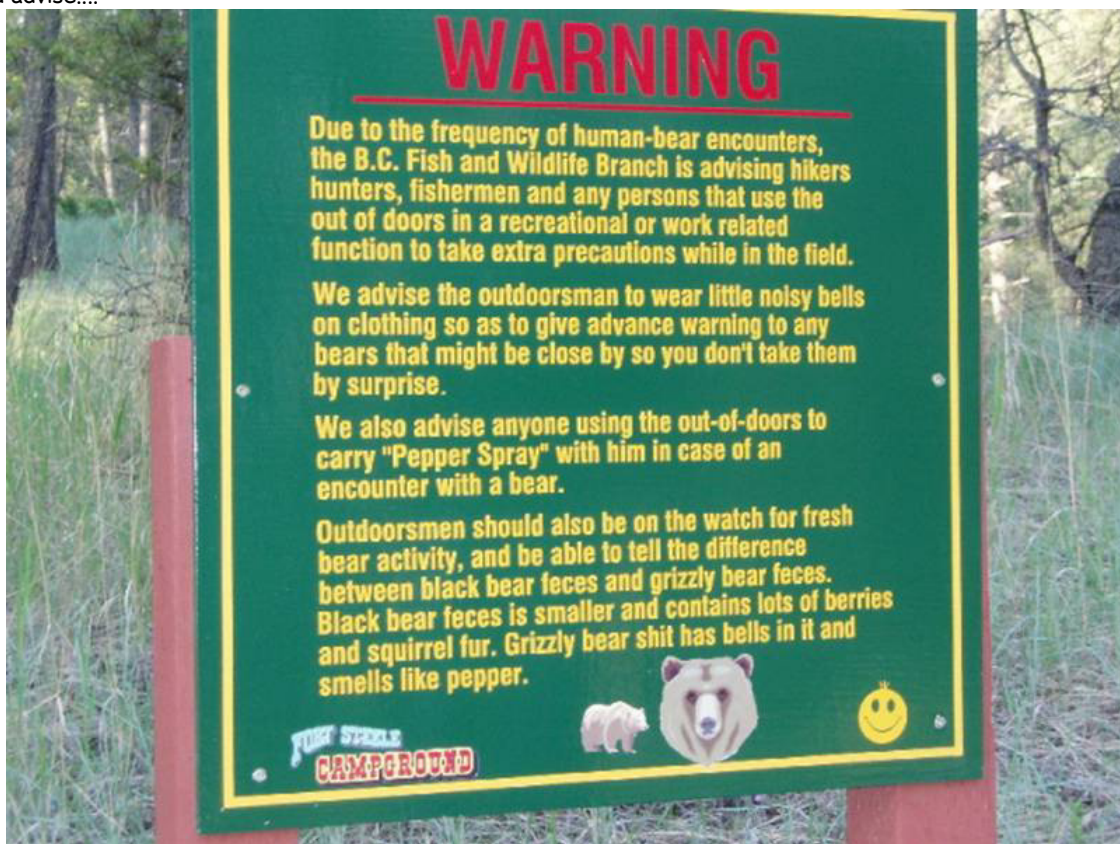
From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Saturday, August 2, 2008 1:43 PM
To: "Brewster" <brewster@wavecable.com>
Attach: loelgoose.jpg
Subject: Aug'08 Seabee Newsletter

August 2008

Seabee Club Newsletter

Hello Everyone,

I've sent stuff before concerning bears, if you're going out in the wilderness, be careful. Please read the following sign for some good advise....



Ya gotta love the Canadians, what a great sign.

Speaking of being careful:

Number One, we've lost a lot of pilots recently and a lot of seaplanes in the past month. I seems like there have been a record number of accidents including seaplanes. Most recently here in WA we lost one of our WSPA members and his son. The lake wasn't small and we may never know what happened, there's not much left. We do know that several attempts were made to take off before they finally lifted off only to crash into the trees.

Number Two, the Customs and Border Patrol is watching our borders very closely. We heard from a fellow that was flying close to the border before returning home to the Seattle metro area and was met by a host of agencies. I followed up and spoke with Ron Kissinger who is the supervisor for CBP air and marine operations. He suggested that you call and notify them of your intentions if you are going to be doing water work near the border. Low flying aircraft such as seaplanes will pop up on the radar and get their attention. I think that is something we'd just as soon not do (get their attention that is) if we can help it. The national headquarters CBP Air and Marine OPS can be reached at 800 553-9072 or 951-656-8053, when they answer let them know what area you will be operating in. They also request your help should you see any suspicious activity, they'd like to hear from you.

History The following letter is from Herman Kurth. He shares some of his knowledge and memories of the Seabee. Thanks Herman! If any of you know of the disposition of 6314K and any thing about his leading edge, I'd love to get some more

information on the shape and or a template. The only other Bee I've ever heard of doing 120 mph (in level flight) was Ben Runyan's airplane and I understand he had VG's attached somewhere on the fuselage. I'd like to get information on that also if any of you have it to share. I know there is a lot of turbulence around the cabin and smoothing that out could make a difference. I've even thought about mounting wheel pants to the wing struts so when the gear comes up it's enclosed! Sometimes I wish it was experimental so I do crazy stuff like that. Anyway, let me have your feed back and here's Herman's letter.

Bruce,

As you probably know. Back in the fifty's & sixties there was a huge flock of Seabees at Kenmore. I heard about a couple of Seabees that would cruise an honest 115 mph at normal power settings. I asked Bob Monroe and he told me about one he had flown several times. It had a recessed gas cap Bob told me that by eliminating the burble that the gas cap caused in front of the prop, 5 mph could be gained. He also told me that the wing leading edge had a slightly different angle of penetration. I can go on and on about hanger flying with Bob, Bill Fisk & Walt Winsman.

I built up 6314K using parts from several Seabees. The engine pistons & rods were all matched and did not vary in weight. I believe I used a tenth of a gram tolerance etc.

I had Pacific Propeller go the extra mile on the metal prop. The engine would idle smoothly at 250 rpm which really surprised me. I always smoothed the props leading edge with a smooth metal rod after water takeoffs.

The hull was an early serial number and was a little lighter than the later ones. I removed the lead in the bow. I used the heaviest 55 Oldsmobile car battery I could find to compensate for the bow weights.

I made a template that conformed to the contour of the wing of Seabee that Bob told me about. Then I made a cam from a piece of one inch plywood. This cam barely fit inside of the leading edge of the wing. By turning a long rod I could expand this cam at any point inside the leading edge. Carl Andrew and I spent a lot of time getting the leading edge to conform to the template I had made. Carl would expand the cam & I would tap with a hammer. I liked the Cessna seats that several Seabees had. On many occasions I had used the fold down seats for sleeping, so I had Carl re upholster the original seats. He did a great job and they came out lighter than the original ones.

I almost made the mistake of putting in overhead engine controls. My arm gets tired on a long approach.

On rainy days Seabees are notorious for having the windshield fog up. I almost bought the farm on a couple of occasions because I took off with out any rags to wipe the windshield and had to rip off the small wing window and fly with its limited field of view. Jim Hayton was with me on a flight from Situk lake to Yakutat. There was a 200ft ceiling and I flew half the flight peering out this small window opening.

The main reason I stopped flying Seabees was that several Seabees had the prop fly off. One prop flew off at Kenmore on takeoff. They towed the Bee back to Kenmore and replaced the tail boom. Another one happened north of Campbell River B.C. and the Bee crashed into some trees with no survivors.

When the jack plate failed after I had cleared customs at Bellingham and flown to Seattle. I had no more faith in the Franklin engine. I think the jack plate arm broke while I was flying and the counter balance kept pressure on the arm until I shut the engine off. When the pressure was off. The arm fell and caused one blade to flutter. The engine shook so bad I could not taxi.

The main reason I am still alive is that I have had a huge amount of luck and I always stay way under the recommended gross for the aircraft I am flying. If I do get close to the gross, I make sure the weather is in my favor and I have plenty of room to maneuver.

Sincerely Herman Kurth

Brain Teaser Hmmmmm....

My name is Ernie Hansen. I'm a member of WASPA living on the Olympic Peninsula. I fly an Amphib. Beaver and hope you can help me with a question. I have asked the FAA, but must have asked the wrong individual as I can't get a clear answer. I know you fly an Amphib and probably addressed this years ago.

My questions:

1-How do you log your flight time?

2-In both categories, SES & SEL?

3-Do you try to separate which part of your flight was primarily land or sea? (this is tough as I take off from water, then land on airport and sometimes repeat several times in the same trip); do you log time in a separate category?, etc.

Note: When I flew straight floats in Alaska, it was the interpretation of the FAA that seaplane time could also be logged as retract time because of the water rudder (even though the consequences of having them in the wrong position is not as severe). I guess it is the discipline that mattered. Also could log tail wheel time for most seaplanes as most (the 182 conversions being an exception) were tail draggers on wheels.

Safety I've been posting all the TFR information I get through my weather service for the pilots in our area. The fire TFR's have been popping up constantly during our summer season and I've suggested we stay clear not only to protect your ticket, but it could cost you your life as well. Our Bee friend Steve Lantz is fighting fires this summer(no,not in his Bee silly) and lends his perspective from the working pilot's side of the smoke.

Glad you passed this info on. As you know I am flying Air Attack this year and you can only guess how busy we are. I have got to tell you I have seen some incredibly stupid pilots violating our TFRs. In CA and NV most fire TFRs have a top of 10,000 feet but not always. I have seen people in GA aircraft chasing air tankers into the fire for photos.

There could be severe consequences for your certificate for violating these airspace, especially if an Air Attack aircraft needs to deviate for you. With thousands of square miles of CA and NV under TFR at this time we should all take a long look at the TFR charts before we fly. I realize that the way TFRs are described makes it very difficult to delineate the boundaries and just because you are flight following VFR does not keep you clear of TFRs in fact it is a common misconception that flight following will keep you out of a TFR. I always ask center to keep me out of active TFRs but it is not their responsibility so don't count on it...

Here are the basics of a fire TFR. Remember these altitudes are all AGL. The copters are 500 ft and below, The light bombers are 1000 and below and the heavies are 1500 and below and the controlling forces could be anywhere above these guys all the way to the top of the TFR. These are all initial altitudes until the drop procedure is initiated. All I can say is if you see smoke, stay away.

Just a heads up. There are a great number of fires in the Mendocino complex which covers Clear Lake. Some of these fires will be burning at the time of the fly in. Check with AOPA or the agency you use for flight planning before you go. I have found that my Garmin 496 has been accurate on all of the fire TFRs. Hope I can be at Clear Lake with you.

Steve Lantz

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!

1946 RC-3 Lycoming Superbee. Airframe TT 1984.2 SMOH 234.8. GO 480 New 3 Blade Reversing prop, All up Grades, Overhead Controls, New Glass, IFR.GPS and More.....



ASKING 100,000 Contact BOB @ 360-304-7621 or ESLNM33@AOL.COM 1

David Reeve says, "I use the attached bottle to carry spare 5606 hydraulic fluid in my Seabee.



It works great as it is both of sufficient quantity and easy to maneuver/fill both the hydraulic pump reservoir and the brake master cylinders. It is chemical proof, so the fluid does not harm it. It is also spillproof. I had to buy a minimum order of 12, but only needed 2, so I am offering the bottles at \$4.50/each plus postage (don't know how much, but they don't weight hardly anything). This was my cost.Consolidated Plastics 16oz. flip-top measuring bottle (#41695LZ), approx 8"x2.5" Contact David at dcribr@earthlink.net 2

FOR SALE



1947 SEABEE, RC3 SN395, TTAF 1463, Franklin B9F, TT 629, 12 STOH, Reversing 3 blade Prop, TT Prop 197, 12 SPOH, Bendix/King KX 125 Nav/Com, Cleveland Brakes, New Engine Control Cables 2004, Fuel Cell replaced 1996, Artex ELT, Wing Extensions, Large Spray Rails, Never operated in Salt Water. Location Muskoka, Ontario, CYQA. Asking \$55,000, Contact: Lorne McLean 905-989-2798, 416-434-0091 cell, or lornemclean@rogers.com 2

Super Seabee \$99,000 wow!



Sn 78(1946), Simuflight STC'd 295 Horsepower Lyc GO-480- G1B6 serial # L-1133-35 mfg 1964, overhauled Nov 1983, Total time since overhaul 85 hours. Hartzell 3 blade reversing Propeller Total time since New 55 hours. Total time on airframe since new 2040 hours.

Extended Wing Tips, Large Spray Rails, Jasco Alternator 12Volt 50 Amp, Whelen Strobe System, Transponder- Garmin GTX 327 with encoder King KX125 Nav/Com, FlightCom 403 MC 4 place intercom, Cleveland Brakes Garmin 295 GPS New Interior (seat covers, side panels (photo forthcoming, please email), headliner & seatbelts), All new windows (with vents) New Paint (needs minor touch up), All Ads complied with, New Keel 2007, New Battery 2007, Complete 337s, STCs and Log books. Plane is in excellent condition, with tens of thousands of dollars put into upgrades NOTE: Seabee is located in Daytona, Florida area. Contact Lou Fitzpatrick Loufitz@aol.com 610-647-3255 2

Super Seabee for sale in northern IL. He wants to sell it quickly and lowered the price to \$100,000. N3263G has 2100 TTAF with a Lycoming 480; 330 SMOH, new 3-blade prop, STOL wing extensions w/ drooped tips, 3 bilge pumps, electric hydraulic gear and flaps. More info at www.MotorcyclePilot.com/Seabee You can reach Ken at (847) 724-0000 or KenK@mc.net 1
The Ultimate SUV.... would that be a USUV?



Lena Harned's 1961 UH34D Sikorsky Helicopter is for sale www.dscal.com/UH34/UH34.htm \$199K for the chopper and all the spare parts. Call Lena at 530-695-3030. **3**

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 Stehekin 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 **4**

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 Last time Mike, you were going to send me some pictures, what's up?

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**

"ZeeBee" Estate Sale! NEW PRICE



The aircraft is located in Sequim, WA and the owner had flown it to BC each summer. It looks clean and straight and it has the IO-540! N6585K could be a great deal for someone, asking prices is \$95K(make a reasonable offer!)..... 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. **3**

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

4

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

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 3

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. 2

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 3

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 4

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

[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, 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> or

<http://www.rbogash.com/B314.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/gottalder/PhotoAlbum28.html 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" 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 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!" 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.

Bee Sea n'ya,
Bruce Hinds, President

Washington Seaplane Pilots Association
Seabee Club Newsletter
360-769-2311 home
360-710-5793 cell