

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Wednesday, November 28, 2007 9:22 AM
To: "Brewster" <brewster@wavecable.com>
Subject: Dec'07 Seabee Newsletter

Northwest Seabee Club



John Greeff's Super Bee

Hello Everyone,

I've been going on about the old Bee Lovers we've known over the years and how nice it is to spend time with them. The sad part of course is when we loose them. Bernie L'Hirondelle wrote me this past week to tell of the loss of his good friend John Greeff. He writes... I'd like to advise you John passed away at home nov 12 after a 6 month battle with cancer...if you'd like more information on john's passing you can reach me at rockytop@telus.net and if you would please maybe post something in your next newsletter advising everyone to what's happened with john....also the Bee will continue to live in a nice hanger in victoria BC and ply the sky's and lakes of BC as john wanted....

John was diagnosed with cancer in May and spent the summer and early fall undergoing some very severe chemo therapy, by the end of October it was obvious that all the treatments had failed and death was inevitable...I took him home on Oct 29 and we had an incredible week, I made him fly me in the 310 around the Yelm area and we went for drives and had the chance to talk at length about our lives and all the neat things we'd done individually as well as together...this is something that has made his passing a little more bearable, not many people have the chance to do that....at the end of about the 9th day he took a turn and went downhill very quickly being pretty much bed ridden and sleeping the majority of the time...on day 14 from the hospital he passed away quietly at 2 in the afternoon...

Thank you Bernie for sharing that with us, our hearts and prayers go out to all that knew him. Please spend time with your older friends and relatives, when they go, so do all their memories.... boy do I miss my dad!

We need your help on two very important issues....

The Bureau of Reclamation issue has caused the WSDOT to drop very helpful information from their website, they write... ***Due the difficulty in obtaining accurate information regarding authorized seaplane landing areas in Washington State, WSDOT has decided to remove the information from our website and refer seaplane pilots to the SPA website/directory. I am deeply concerned about the state's legal exposure if we accidentally provide seaplane pilots inaccurate information that might result in action against the pilot or state. On the other hand, we will continue to publish designated seaplane bases as part of airport directory. I believe seaplane pilots would be better served by contacting the local jurisdiction for the most recent information prior to landing on a body of water in question.***

Why is this happening? If you haven't been following what's been happening with the Bureau of Reclamation I'd suggest you read up on it. Let me know if you can't find anything on this, I can forward as much as you need.... for those of you that are aware that the BoR is trying to close a bunch of water, please read the following and **Please complete the survey if you haven't already done so. It will only take about 3 minutes.**

From SPA ... The Seaplane Pilots Association is working in tandem with AOPA to resolve the issue of seaplane bans from most Bureau of Reclamation (BoR) lakes. We need information from seaplane pilots, beginning with those pilots specifically from Washington. For your reference, here is a preliminary unofficial list of closed Washington State lakes provided by BoR.

Your responses will be anonymous and reported only in the aggregate. Please contact me if you have any questions as to the purpose or use of this information. Thank you for your assistance in supporting SPA's mission and this effort to reopen BoR lakes to seaplanes.

James McManus, Executive Director

Please click on this link to begin the survey: [Start Survey](#)

LAKES LISTED AS "CLOSED TO SEAPLANES" BoR UNOFFICIAL LIST

Clear Lake
Conconully Lake (Upper and Lower)
Lake Roosevelt (Grand Coulee)
Pinto Reservoir
Roza Reservoir
Scootney Reservoir
Spectacle Reservoir
Warden Lake
Winchester Wasteway Reservoir
Oregon
Bully Creek Reservoir
Haystack Reservoir
Hyatt Reservoir
Keene Creek Reservoir
McKay Reservoir
Owyhee Reservoir
Thief Valley Reservoir
Unity Reservoir
Warm Springs Reservoir
Wickiup Reservoir

The other issue of major importance

We need you to... **TELL CUSTOMS: BORDER-CROSSING RULE is UNREALISTIC and, UNWORKABLE** If you haven't already done this, here's your second chance, so please do it soon. They have extended the comment period to Tuesday December 4th.

It started out as a simple, reasonable concept: Give Customs and Border Protection (CBP) advance notice of who will be crossing the border when and in what. But the federal government can often turn simple into impractical and unreasonable. That's why AOPA is asking members to let CBP know that its proposal to require pilots to get flight clearance via the Internet just won't work in the real world of general aviation flying to and from popular landing strips in places like Mexico, Canada and the Caribbean. Time is short. [Your comments](#) are need, now. Read more on [AOPA Online](#).

Corvette Bee

Does anyone know anything about getting an aircraft certified in the "Primary Category?" I looked up the regs and it looks like you can use a non certified engine without an STC and the only restrictions is that you can't fly it for compensation or hire. But that's for aircraft that don't have an airworthiness certificate. If you already have a certificate in the normal category, it then has to have an STC..... so can you give up your normal cert and apply for the Primary?????? The regs do go on about engineering data... blah... blah... blah... I can see how they could make that as bad a doing a new STC. If any of you know anything about this, I'd love to hear from you.

Maintenance & 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.

Mud daubers clogging up the fuel vent lines has produced some interesting solutions, last month we found out about the colorful Thread Protectors, and I just heard from our friend Matt Campbell in Hawaii with two more ideas... Hi Bruce,,,geeze it's good to hear from flying buddies at home...Hope things are well with you...not doing much flying here..."boring" and too darn many ATCs...anyway,,,a comment for the vents,,,,what I do on the lake is use a [compressible ear plug with a string of yarn through the middle](#) of it longways...roll it up and stick it in..cheap too...on the smaller diameter vents, I use [pipe cleaners](#) bent in the shape of a tee....good hearing from you...say hi to the water community for me....2 years to go then I'm home, (where I belong)...Vr Matt

History I'm always looking for interesting pieces, Know any great seaplane history. And, by the way, what got you interested in flying?

I received this from Steve Mestler from the IRSOC, I need to look into this.... If anyone knows this guy call him and let me know what you find out.... Anyway, here's what Steve wrote and the letter he received....

I hope all is well with you and the "West coasters". I got the e-mail listed below from a guy near Washington state and thought you might know what he's talking about. A radial engine on a Seabee? I have never heard of such a thing. Do you remember seeing/hearing about this?

Jim / Steve

I have been a Sea Bee fan for nearly as long as I can remember. My father flew PBY Catalinas and PB4Y-1 Liberators for the Navy during WWII and I came along right after the war and grew up around aviation. My first exposure to the Bee was in the 1955-1956 TV series of Jungle Jim and I have loved them ever since.

The reason that I am writing this is to tell you of a strange Bee that I saw once. For many years, until 1995 I believe, the annual Rotary Club air show at Paine Field near Everett Washington was one of the largest air shows in the US. I would make the drive to Everett every year to spend the day watching the show. It was in the late 1980's or early 90's while at the show that I spotted a Sea Bee in a fenced off area among the general aviation hangars. Because of the fence I could not get closer than about fifty feet from the Bee but I could walk all the way around it. It was not in great shape, but appeared it be under restoration. The strange thing about it was the engine. There was no engine cowling on it and it had a radial engine mounted on what appeared to be a fabricated tripod type engine mount with a three bladed pusher prop on it.

I do not know what make of engine. It appeared to be a seven cylinder engine about 3 1/2 to 4 ft. in diameter. May be a Jacobs or Baby Wasp. I would assume that any cowling that was fabricated would only cover the accessory case and struts as on some of the early flying boats and amphib. resulting in a type of pylon mount arrangement. I have often wondered if the engine change was successful and if it improved the overall performance of the plane. I love radial engines but never expected to see one on a Bee.

I never saw the plane again. Do you or anyone else, on this site, know anything more about this plane.

Q.A., John D. Champion

AW681 Certified Tool Focal

253-887-4032

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!](#)

Can anyone help Harry Copeland? He needs a pitot tube for a twinseabee. He says simuflight has one, but it is \$995.00 and he feels that is pretty heavy for a piece of metal tube. Contact Harry at hhcopel@aol.com 1

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 **1**

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 STO, 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](mailto:lensyix.com)

2

I'm looking for a Seabee owner who would like to trade a complete steerable tail wheel system for the locking version. The steerable I have is in excellent shape. contact Don 360-789-3574 or donman@cco.net **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 Grumman's. If he says it's one of the finest, you can count on it. 3

[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

[Robinson V-8 Seabee Conversion Project...](#)

all mods and AD's have been done to fuselage. Have wide spray rails installed. Engine is mounted. Bottom strakes inverted vee's have been installed from in front of fuselage to step. The conversion was bought from Brian Robinson. All new instrument panel is made. Mounted with new avionics. Garmin 300xL with gps. MX170 C with glide. The engine conversion has a hot water heater and air conditioning package. Has Cleveland brakes installed. New tires. Electrical harness has been fabricated. New lift struts. 2 foot wing extensions. Large droop wing tips. Not completing project due to health and partner passed away. Asking \$75,000. to view some pictures of the project go to:

<http://www.kodakgallery.com/Slideshow.jsp?>

[Uc=b2cgriae.aid6c2i6&Uy=44ox5e&Upost_signin=Slideshow.jsp%3Fmode%3Dfromshare&Ux=0&mode=fromshare&conn_speed=1](http://www.kodakgallery.com/Slideshow.jsp?Uc=b2cgriae.aid6c2i6&Uy=44ox5e&Upost_signin=Slideshow.jsp%3Fmode%3Dfromshare&Ux=0&mode=fromshare&conn_speed=1)

Contact Pamela Healey at pzztoff@sbcglobal.net Last time Pam, let me know if you want it to continue.

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 3

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> 3

The "ZeeBee" is now seriously for sale!



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. *The poor thing actually could use some TLC. Nothing major that I could see from a quick walk around, but there are a few instruments missing, the hatch door looks like it's oversealed and it doesn't fit real well. But it looks clean and straight and it has the IO-540!* N6585K could be a great deal for someone, asking price is \$100K.... 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**

Other Interesting Web Sites

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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