

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Thursday, January 31, 2008 6:27 PM
To: "Brewster" <brewster@wavecable.com>
Attach: loelgoose.jpg; loelgoose.jpg
Subject: Feb'08 Seabee Newsletter

Northwest Seabee Club



Okay, so it's not a Seabee... but you have to admit, it's a beautiful shot of the New Goose at sunrise in the Bahamas!

Hello Everyone,

Man is it wet out there, we haven't been flying much at all, mostly just catching up after being gone for so long. Consequently, I don't have anything for the Maintenance, Safety our History stuff, so if you have something you'd like to share I'm always looking for interesting stuff.

Well okay, so picture up there is not a Bee, but the goose is what got my seaplane juices flowing about 45 years ago. It was in the Carribean too. We had been on a vacation in St. Croix and as we stood on the pool deck of our downtown hotel in Christenstead and a goose flew over, circled the harbor and landed straight toward the ramp just below where we were standing. They only came off the step maybe 100 yards from the ramp, just enough room to run the gear down before powering up the ramp. I was 14.

Well there's lots more to that story, but I made mention recently about the old goose going back into production which hasn't really been any kind of a secret, but I got a call from Warren Ludlam of Antilles Seaplanes. Here is what he has to say....

Antilles Seaplanes is set to launch new production of the Super Goose in a few weeks and has begun accepting Purchase Orders and deposits to hold slots in the production schedule. The aircraft has been updated to current day aviation standards with turboprop engines, retractable wing floats, state-of-the-art avionics, interior environmental systems, and a variety of other technological improvements over the original Goose.

You may also want to take a look at the following video clip that might be of interest. Be sure to maximize/open up the screen. This turboprop Super Goose, owned by friends of our company, is what we are starting to manufacture and sell worldwide.

http://www.youtube.com/watch?v=8201RZH_e60

The aircraft is available with new Pratt & Whitney Canada PT6A turboprop engines that produce a cruise speed of over 200 knots; carries people, fuel and cargo in excess of 5,400 pounds; and has a range of six hours plus IFR reserves (approximately 1,200 nautical miles). I invite you to visit our Web site for more detailed information on the airplane's specifications: www.antillesseaplanes.com.

Equipped with our standard package, the turboprop model is priced at USD \$2.84million (price subject to change). The Antilles Goose is the only commercially viable, large multi-engine true amphibious airplane in its class produced new anywhere in the world today.

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Gibsonville, North Carolina 27249 USA
www.antillesseaplanes.com
wludlam@antillesseaplanes.com
 Cell #: 336.253.3994

Okay, that was cool, I've got Janie writing a check. But, back to Seabees, have you spun your bee? It's an airplane certified back when that was part of what was required, so you should be able to spin it. Right? I'm not sure I want to, with the Lycoming the CG is in the aft section of the box, I've stalled it many times and it seems fine. So, when I came across this video of the spin test with an aft CG, I had to watch. I think this was done for one of the tests required for the Lycoming conversion.

<http://www.youtube.com/watch?v=8-T0zuV3pgQ>

You Tube is great, I did a search for Republic Seabee and found 12 more videos... just something to burn some time on these nasty winter days.... A search for seaplane reveled many, but there were two I found of particular interest, the Seadart and Seamaster.... enjoy.

While you have that going, here's some more interesting stuff from Idaho, seaplanes for sale and the senery too and you'll see why we are so drawn to Priest Lake in the summers. www.flymls.com/index.html

Alright, so you've had enough computer and just want to cuddle up with a good book, I got this from one of the group....

I'm attaching a link to a book a friend of mine recently wrote. Mike is a retired Alaska Trooper and has a seaplane training operation on Hayden Lake, by Coeur d'Alene. I have read mine twice already and this is a must read for all seaplane pilots. Thanks, Dave http://www.adventurousbooks.com/photo_player_flash.html

Well, before I get to all the boreing stuff that will just piss you off and I may loose you, make sure you check out the Classifieds, especially if you have an ad running. Some are going to expire, let me know if you want to keep them going or want to make a change.

Legislative Issues

We are still fighting the Bureau of Reclamation even though they've said they will reconsider and even possibly open up area once closed with areas approved for operations. It remains to be seen. This past week I heard back from the State Fish and Wild Live office, that's one of their Managing Partners. They said they had bad news. They were going ahead and aligning with the BoRs recomendation of closure to seaplanes of Billy Clapp Lake, Potholes Reservoir and Spectacle Lake. I can't see any reason for their decisions and the only explanation they offered was they didn't want to go against the BoR. We talked for an hour after that and I feel like I was talking a wall. She did say however that she would forward my comments on to her director.

Have any of you been to these lakes? Potholes has intreagued me, with the sand dunes and shallow water on the NW side.... it looks like it would be nice clear and warm water. Been there?

On a wider scope, the final ruling has come down on the Missouri Breaks... that's not real good either. The initial comment is from Aron Faegre... Below are our initial reviews of the BLM's final ruling on the river that has just come out. For recreational uses we had asked to be treated the same as boats. They denied this. For interstate commerce and travel we had asked for continuous use. They have ok'd emergency and safety uses, but not commented on our specific suggestion of including "precautionary" landings (which was a safety related request put in per Dave Wiley's thoughts of the importance of avoiding getting to the point of an emergency). We will be following up with more once we know what the next steps are for review and/or appeal.

This part is an explanation that comes from Jay McCaulley...

Greetings All,

I have only done a cursory review of the document, however I came away encouraged that they may have faltered in their review of our position. In general they seem to have glossed over many of our comments and didn't really answer many of the others. They seem to rely almost exclusively on the "primitive" component of the management area, over and over again, as the answer (really a non-answer) to specific and sometimes technical questions.... almost to the point of "bait and switch." Needless to say they did not reply to many of the points we mention in our submission. I agree with Aron in that they went along with us about emergency landings. I believe we can build on that in regard to precautionary landings as well.

The issue that jumped off the page for me is that they drew a distinction between motorized boats and seaplanes, as we know seaplanes are boats when they are on the water. I don't think they have any authority to make this distinction because it is the definition in federal law and Coast Guard rules. When you read their justifications for allowing boats (limited only seasonally), I think we fall well into that category and they can not exclude us. Anyone want to get a ticket for landing in season and calling yourself a boat? I didn't see any comments about consultation with the Coast Guard.

I believe they are just plain wrong in their interpretation of states rights as it pertains to water use in Montana, and no impact on

such as a result of the Act.

They admit they have no documented use by seaplanes.

They admit noise may not be significant.

They refer to "the safety range" of most seaplanes.

They don't say what that is, any study of such and I suspect they do not have any data to support their position.

They say now that they consulted the FAA on December 5, 2006, obviously a bit after the fact. They probably have the right to say better late than never (the courts give agencies quite a bit of leeway in this regard). However, we want to get the particulars in regard to that consultation, who, what, where, why.... I think this is ripe for appeal. More soon, Jay

Okay everyone, I need some help here, send me some stuff I can use for my Maintenance, Safety and History Sections... by the way, what got you interested in flying?

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!

Floatplane 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 1

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



Info on the card says: 1947 Republic RC-3 Seabee (the obvious-Roger) \$30,000 or best offer 707-944-2503 1

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 1

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 3

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 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 cowl.

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. **Loel, let me know if you want to keep this going.**

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 Roger, let me know if you want to keep these going

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>

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. **Last time Kurt, call me.**

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.floatplane-flyin.com/index.html>

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

www.canadianseaplane.com/index.htm

Seabee Products And Information

Don Kyte has published another batch of his books. This one is a much improved version with more stories. He writes.... "At long last my new book about my flying in Alaska is printed and ready to be mailed out. It contains most of the material from the 42 page booklet titled: *"Flightseeing S.E. Alaska's Glaciers and Whales"* (now out of print) plus much much more. This one took a year to do and is 168 pages long including 16 pages of color pictures and a lot of other stories not in the small booklet. This one is titled: *Southeast Alaska Flightseeing Via Seabee*" The price is \$14.95 plus \$2.05 for postage. Send me a check or money order for \$17.00 and your signed copy will be sent to you ASAP. For any books going to Europe, the postage is \$5.00. Please send your checks or money orders to: Don Kyte 257 Ostego Dr. Ft. Myers, FL 33931. I think you will agree this book is worth the wait. I enjoyed writing it and re-living those happy years... I think you will too. Very best regards, Don"

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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