

January 2009

Northwest Seabee Club



Tom Hillier's fabulous Super Seabee, once owned by Jim Sorenson is now flying again! You can see it at the Hillier Air Museum in Modesto (if Tom or his son David is not out flying it!)

Happy New Year Everyone,

I'm looking forward this year to doing some of the things I haven't gotten to do before. We've kind of expanded on our philosophy of not figuring the operating cost of the Bee. Since we purchased it, I've refused to figure in the actual cost of operation. If I had, it would have scared us away for sure and we never would have bought it. I'm really glad we decided to "bite the bullet" so to speak, it's been a wonderful last 8 years (this spring). So, looking forward to '08, we'll look again at making the cross country trek to Sun and Fun and not let the cost of the trip scare us away. With friends and relatives all across the country and no real time constraints to hold us back you'd think this could be done.

Planning in retirement seems to be more difficult than ever. ??? Well, we'll see. Even if we don't make the big trip there will be lots to keep us busy. Is that where Busy Bees came from? We want to get back up to BC, it's been a few years for us and we missed out last year on our annual trip to Priest Lake. Even numbered years are when they have the gathering at Lower Stillwater Lake in MT, given by Bill and Connie Montgomery. We were there in '06, so we look forward to going again this year which should be special, their big music event is scheduled to be the same weekend. This should be fun!

American Lake is going through a major refurbishment, the ramp is completed and they will be doing more as time goes on to include a new dedicated Seaplane Dock. WSPA will be planning a "Season Opener" there this spring. We would also like to have a combined event with the OR Seaplane Pilots prior to the WSPA's annual Mason Lake event that is in September. And speaking of September, we've wanted to do the Reno Air Races. The plan had been fly down and spend the week before Clear Lake visiting in Nevada and Northern California. I hope that materializes too. We'll probably be broke by then, but if you feel like forming a gaggle on any of these adventures, we'd love to have some other aircraft accompany us along the way.

This past year, we lost some of our dear friends, in the Spencer Aircar and the Riveria accidents. Our hearts and prayers go out to all the family and friends of those lost in the tragic accidents. I think in both cases, those aircraft were being flown by pilots that had little experience in type. There are currently 18 Seabees on the market listed on the IRSOC website. I plead with you. If you know someone selling or buying a Bee, please make sure the pilots picking up the aircraft have some experience in type. As many of you know it's not a hard airplane to fly, but it is different than most anything else. If you know someone that needs a ferry pilot, we can put the word out and get it done for you. Let's keep our friends alive first and save a Seabee in the process.

The big news from Simuflight this past year is that they have gotten an STC for their Electric Trim System. The big deal about this is it's Elevator and Ruder Trim. If you've done any long

distance flying, especially at altitude, you know how tired that leg can get. See www.simuflight.net for a list of their STCs and other field approval modifications.

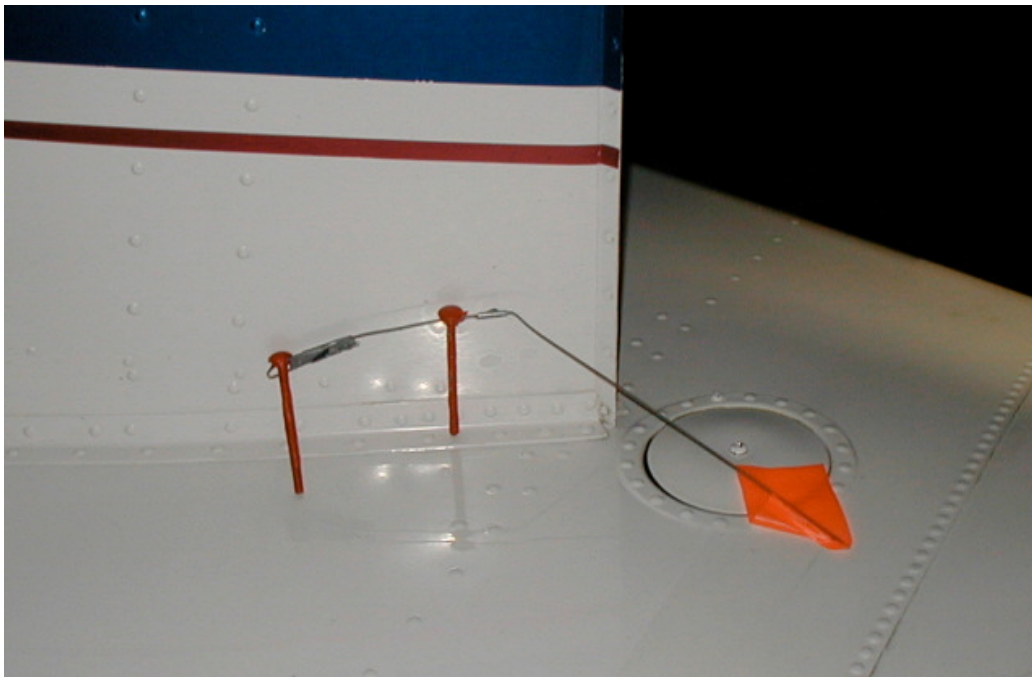
In other Seabee News, our good friend Tamara McKinney (widow of Bob McKinney, former Seabee owner and President of our WSPA) has just soloed this past month. Tamara has always wanted to get her license and after Bob passed away she'd mentioned she'd never even flown in a Bee. So we made sure we got her out. That's when she'd expressed the desire to learn to fly... she's now getting it done. That a way to go Tamara!

Legislative Issues that require your help!

This year the WSPA, the SPA, Columbia Seaplane pilots, Montana Pilots and others are hard at work trying to keep the Bureau of Reclamation from "locking us out." This my friends is probably the biggest threat to our use of public land(water) that has ever occurred. PLEASE write letters or visit your elected officials regarding this issue. It effects 17 states west of the Mississippi and about 180 bodies of water! Interestingly enough, in some states where seaplanes haven't been allowed like Colorado, if we can get this situation fixed, it could just open up some water in those states. This is a classic case of "if there is a yard full of horse shit, there must be a pony somewhere!" WE NEED EVERYONE on board! If you don't know what's going on, please look it up and find out, if you can't find it or the list of lakes and the officials to contact, let me know. Just click here BruceH@wa-spa.org and write me a note. That's going to be the big push this year. This is a surprise.... the FAA Wants Help Eliminating Useless Rules [Comment due before January 14th.](#)

Have you come across something that's arcane, or just plain useless in your travels through the regs? (are they kidding?) Well, the FAA says it wants to know about it. The agency has issued a [Review of Existing Regulations](#) that invites anyone with a beef about how the law of the air is now set to drop them a line. "Getting public comments is a necessary element of our effort to make our regulations more effective and less burdensome," the agency claims in the document. It's asking that you list the top three aggravations in descending order for it to consider. The FAA has to do this under [Executive Order 12866](#) and provides a long list of efforts toward that end. "Our goal is to identify regulations that impose undue regulatory burden; are no longer necessary; or overlap, duplicate, or conflict with other Federal regulations," the document says. Sure.

Maintenance & Safety Section 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.** My aircraft at one time had the rudder stops broken out because the airplane was parked in a strong tail wind. The mechanics had cut a hole into the rudder skin to do the repair and the finish has never been the same. Another bee this past year on our field was in the shop for an extensive repair for the same thing, except it was the former and plate on the vertical stabilizer the hinge mounts to that was damaged. That was a very costly repair. Locking tail wheel airplanes don't have anything resisting rudder movement like the springs on the steerable tailwheels. Perhaps you remember my rudder lock. It's been a few years, but I used someone else's idea of putting two "pins" on a wire and flag so they go in the middle rudder hinge. I coated the carriage bolts in a rubber stuff made for tool handles and drilled the carriage bolts for a sprinkler marking wire. It's worked great all these years. But.....



When I showed this to everyone, I received a story about how a problem that could arise should you forget to remove it! "Not a problem" you say? Well on land you can't taxi without noticing it, that's correct. But as the story goes, and I can see this happening, when parked on a beach, 9 times out of



10, especially on soft beaches you get the airplane in position to go down hill when you park it. So you forget, and power up straight into the water! Try to get that sucker out now! How are your sailing skills without a rudder?

I've been looking for alternatives because even as well as this has worked, how do you get it in and out at a dock? And another flaw with my arrangement is when the wind is blowing from behind and the airplane is parked. you can get still get some rudder banging unless you have someone hold the pedals while you pull the pins.... Yes it's not perfect and the other situations haven't been much of a problem, but my mind has been looking for a solution. Recently in reading the old newsletters I noticed a "U" shaped bracket they mounted to the battery box with a piece on each end that would attach to small bolts threaded into the inboard ends of the rudder pedals on the copilot's side. Great idea, but I didn't want to put the bracket under my carpet job and I didn't want to pull the pedals out to drill and tap in the bolts. Can't we make this easier? Yes!

In it's former life this rudder lock was a wardrobe box hanger bar(PVC would work too). Now shortened and painted bright orange with web straps that wrap around the back of the pedals, pop riveted on the ends and snaps in the middle. Can't miss it! Even if you do, you can pop the snaps and you're home free. The only drawback on this is there will be just a little rudder movement, but it can't move much! I've got a bunch of these things, they're cheap and easy to do, I don't know if they'd even be worth the shipping, but if you can't make one, I can probably send you one.



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

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

Another interesting email came from a fellow that helped me get this whole newsletter thing going several years ago. Bill Williams had a data base of Seabee owners. We knew squat about the Bee and were looking to meet other owners, Bill shared his database with me and I started making calls.... it's interesting how we all came upon the Seabee, here Bill shared his story with me.

"I don't know if you remember me or not, but back in approximately the year 2000 or so I gave you all of the data I had collected on all of the Republic Seabees in U.S. and Canada (and elsewhere in the world). In 1997 I was planning the retirement of a fellow "U.S. Navy Seabee" veteran, and while surfing the web looking for the "service buddies" of my friend (for the retirement party) I discovered the International Republic Seabee website on the internet and fell head over heels in love with that aircraft! So much so, that I decided to get my pilot's license (at the age of 45) and immediately began taking lessons. I also spent many, many, many hours researching the Republic Seabee (which is how I got all the data I gave you) and I eventually (in May of 1999) got my pilot's license. I also corresponded extensively with John Hooper and exchanged information with him via email. Then I discovered I have a macular degeneration problem with my eyes (so It's probably not a good idea for me to be flying) and so my dream of owning a Republic Seabee..... was pretty much over.

My wife and I are planning a vacation to visit her sister in Port Angeles next August (2008). I had forgotten where you were in Washington, and today I discovered/rediscovered that you are close to Port Angeles, WA. If all goes well, and we make it to Port Angeles next August..... I would SO LIKE to just

see a Republic Seabee up close and personal (all I've ever seen are pictures on the internet)! As August grows closer, I'll attempt to keep you posted on our planned trip.....in hopes of getting see a Republic Seabee, for real.

This should be fun, I hope I do get a chance to meet Bill and his wife. If any of you are passing through Ravenna, NE this year give him a call, I'm sure he'd love to see your Bee. His #s are 308-452-3450 at home or 308-440-9290 cell.

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>

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 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 - [http://www.barnstormers.com/contact_seller.php?to=50500&id=171092&title=Republic RC-3 Seabee&return=%2Fad_manager%2Fmy_ads.php](http://www.barnstormers.com/contact_seller.php?to=50500&id=171092&title=Republic+RC-3+Seabee&return=%2Fad_manager%2Fmy_ads.php) located Wilsonville, OR phone: 503 678-5114 2



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.

Lena's Bee

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
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 4

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 Grummans. 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 prices 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

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 Mojonnier, 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 simestler@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!" brummricks@comcast.net 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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