

**Bruce Hinds**

**From:** "Bruce Hinds" <brucehinds@earthlink.net>  
**Date:** Saturday, June 2, 2007 11:49 PM  
**To:** "Brewster" <brewster@wavecable.com>  
**Attach:** loelgoose.jpg  
**Subject:** June'07 Seabee Newsletter

## *The Northwest Seabee Club*



Ken Shea of Quincy Ca arrives in his 1966 Siai-Marchetti FN-333 Riviera, mc/n 0110. Built by the Italian company Siai-Marchetti to American Standards, N95DR was one of twenty-two Rivieras built in the 1960's for the U.S. and Canadian market. As of this posting, only two are known to be flying in North America.

Hello Everyone,

We saw this wonderful airplane at Clear Lake in '06. What a magnificent machine. Sadly, you've probably seen the news of the loss of this beautiful aircraft and it's pilot just over a week ago. Ken Shea had sold it and the new owner died in the accident. Here's a link to the story including a picture of the wreckage.... <http://www.nevadaappeal.com/article/20070521/NEWS/105210104>

On a lighter note, there are two more Bees on the market. I just got a message from Clyde Robbins, he's now selling what used to be Henry Ruzakowski's Bee. And, the Simuflight folks just told me they have one that has a Daubenspeck GO-435 conversion that's now for sale.

Fun Stuff.... You know how I've raved about the Clear Lake event, here's a chance to drive your amphib on the streets of California.

The Lakeport Downtown Association holds a "Taste of Lakeport" event August 24. In order to promote the

Seaplane Festival, Damon Trimble would like some planes to come ashore on the 1st Street ramp and park on Main Street during the event. You and your passenger would be comped for the "Taste" and a room will be provided for you. The planes would be secured overnight onshore near City Hall and assistance will be provided to move the planes by hand.

This would help promote the Splash-In and the Seaplane Festival a month later, so it would be a great benefit for us. Might be fun, as well! Let me know, I have a limited number of spots available, first come, first served! Contact Chuck Kimes, 775-781-1434 or [info@clearlakesplashin.com](mailto:info@clearlakesplashin.com)

They do a great job on these events in CA, the recent Lake Tahoe event which came up on real short notice was a real hit. Here are photos from the Mike Brown Splash-In are now available online at the [www.mikebrownsplashin.com](http://www.mikebrownsplashin.com) website, "Event Photos" button on the left side. A direct link is <http://www.mikebrownsplashin.com/photos/2007kimes/index.html>

--

Do any of you have pictures and stories from Sun and Fun for those of us that couldn't attend?

**Maintenance** Seabee Items on ebay [http://motors.search.ebay.com/\\_W0QQsassyZjawany](http://motors.search.ebay.com/_W0QQsassyZjawany)

I have a question for you Super Seabee types. There seems to be some confusion on how the Simuflight Reverse Mechanism works. It was my belief that as you select reverse, as you move the lever aft through Beta you are moving a bypass valve, dumping the oil pressure to the propeller dome. As you continue aft to reverse, the lever is then using the beta ring to push the blades into reverse.

As a safety feature, when you reach a certain RPM in reverse, the oil is no longer bypassed and the prop goes back into forward pitch. I've had this happen as I tried to back out of a rut.( story of my life! )

I was recently told that shouldn't happen and the little spring on the bypass mechanism is all that stands between the prop and it going into reverse. That makes no sense to me.

**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.*

**As you all are aware, we are allowed to do certain work on our aircraft. It's imperative that we know the proper use of our shop tools.**

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

**WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."

**ELECTRIC HAND DRILL:** Normally used for spinning pop rivets in their holes until you die of old age.

**PLIERS:** Used to round off bolt heads.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**WISE-GRIPS:** Also used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for setting various flammable objects in your shop alight. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

**HYDRAULIC FLOOR JACK:** Used for lowering an automobile to the ground after you have installed your new disk brake pads, trapping the jack handle firmly under the bumper.

**EIGHT-FOOT LONG DOUGLAS FIR 2X4:** Used for levering an automobile upward off a hydraulic jack handle.

**PHONE:** Tool for calling your neighbors to see if he has another hydraulic floor jack

**SNAP-ON GASKET SCRAPER:** Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog sh\*\* off your boot.

**E-Z OUT BOLT AND STUD EXTRACTOR:** A tool ten times harder than any known drill bit that snaps off in bolt holes you couldn't use anyway.

**TWO-TON ENGINE HOIST:** A tool for testing the tensile strength on everything you forgot to disconnect.

**CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER:** A large pry-bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

**INSPECTION LIGHT:** The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, it's main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

**PHILLIPS SCREWDRIVER:** Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

**AIR COMPRESSOR:** A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a pneumatic impact wrench that grips rusty bolts last over tightened 58 years ago by someone at ERCO, and neatly rounds off their heads.

**PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50¢ part.

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts not far from the object you are trying to hit.

**CRAFT KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as new seats, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts.

**DAMMIT TOOL:** Any handy tool that you grab and throw across the garage while yelling "DAMMIT" at the top of your lungs. It is also the next tool that you will need.

**EXPLETIVE:** A balm, usually applied verbally in hindsight, which somehow eases those pains and indignities following our every deficiency in foresight.

History I'm always looking for interesting pieces, Know any great seaplane history. And, by the way, what got you interested in flying? **How many of you are you flying to Sun and Fun this year???**

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!**

**GO-435 powered Seabee**



Contact Wayne Parsons at [wpar@hughes.net](mailto:wpar@hughes.net) for details 1



### Recently Henry Ruzakowski's Seabee



RC-3 SEABEE '47 1370TT LYCOMING GO-480 630 HRS SMOH. PROP 540 SMOH. (5 YR INSP AD97-18-02-R1 COMPLETED 6/27/06) STOL conversion w/fences & droop tips. 2 batteries w/series start. extended spray rails, ldg lts, Cleveland brakes, electric hydraulic pump for gear & flaps, shoulder harnesses front seats, ovrhd engine controls, Terra TRT250 Transponder, ?AT3000 Altitude Encoder, Garmin 250XL GPS with Comm, Appollo Iso Amp and Comm. \$110K ?NY (ELM) 607-739-3275 or 570-297-5076.? [clyder@epix.net](mailto:clyder@epix.net) 1

### Airpark Home on Whidbey

Roger Duke that has his Bee for sale below 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> 2

### Hangar Space Available

Small t-Hangar available at Bremerton (PWT) from April 15th thru Nov. 1st. Current Rent \$187.00/mo, any reasonable offer will be considered. Greg Corrado 206-383-7560. [Gcorrado@wavecable.com](mailto:Gcorrado@wavecable.com) 2

### 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**

Needed, [core or crankcase for a G0 435](#). Someone may have one sitting around? I also needed a three blade prop and carb for a G0 480.  
 Contact: Paul Collard [collardp@telus.net](mailto:collardp@telus.net) 250-567-4805 2

#### Daubenspeck Brake Conversion Parts

Way back when, we converted our brakes on N681CB, I made up a half dozen sets and have 3-4 sets left over of the machined parts that go with this conversion. Do anyone know what is the status with the Daubenspeck people? We had the STC come with our Bee, and I have the drawings for same. I would be happy to offer the components/sets I have left over, to anyone wishing to make the conversion. It's not rocket science, but unless you have a machine shop available (which I do), to have them fabricated on a one at a time set basis, it would cost about \$700.00 to make up a single set. Obviously, I've no authority to sell or offer the STC, but I could sell the parts, and send a copy of the STC drawings along as a courtesy.

I'm guessing could make the conversion on your own, with a field approval. I do have a contact with a parts provider, who can supply the ''old'' Cleveland brake components specified on the STC. Contact: Don Anderson [dander77@oh.rr.com](mailto:dander77@oh.rr.com) 2

Seabee Airframe s/n 939. Completely overhauled airframe with new bottom, tail and overhauled landing gear. \$75K Contact Buzz Hale [thunderbee7@hotmail.com](mailto:thunderbee7@hotmail.com) 775-338-3228 2

Cleveland brakes with wheels ... a complete set. Powder coated white and look like new. \$750.00  
 Contact Steve at [stevelantz@aol.com](mailto:stevelantz@aol.com) 775 -720 4157 3

Roger Glazer needs a new or near new Seabee tailwheel. if you have one or know of one, call him at 949 300-2575 or [twinseabee1@aol.com](mailto:twinseabee1@aol.com) 4

Great deals do come along! Pair GO-480 C2D6 flanged shaft engines. 0 time Since 1966 military overhaul & preservation. still full of preservation oil and in military cans. Overhaul documents included. Surplused from USAF in 1974, been in dry storage since. For sale or possible trade.  
 Jon Anderson [Odd@ak.net](mailto:Odd@ak.net)

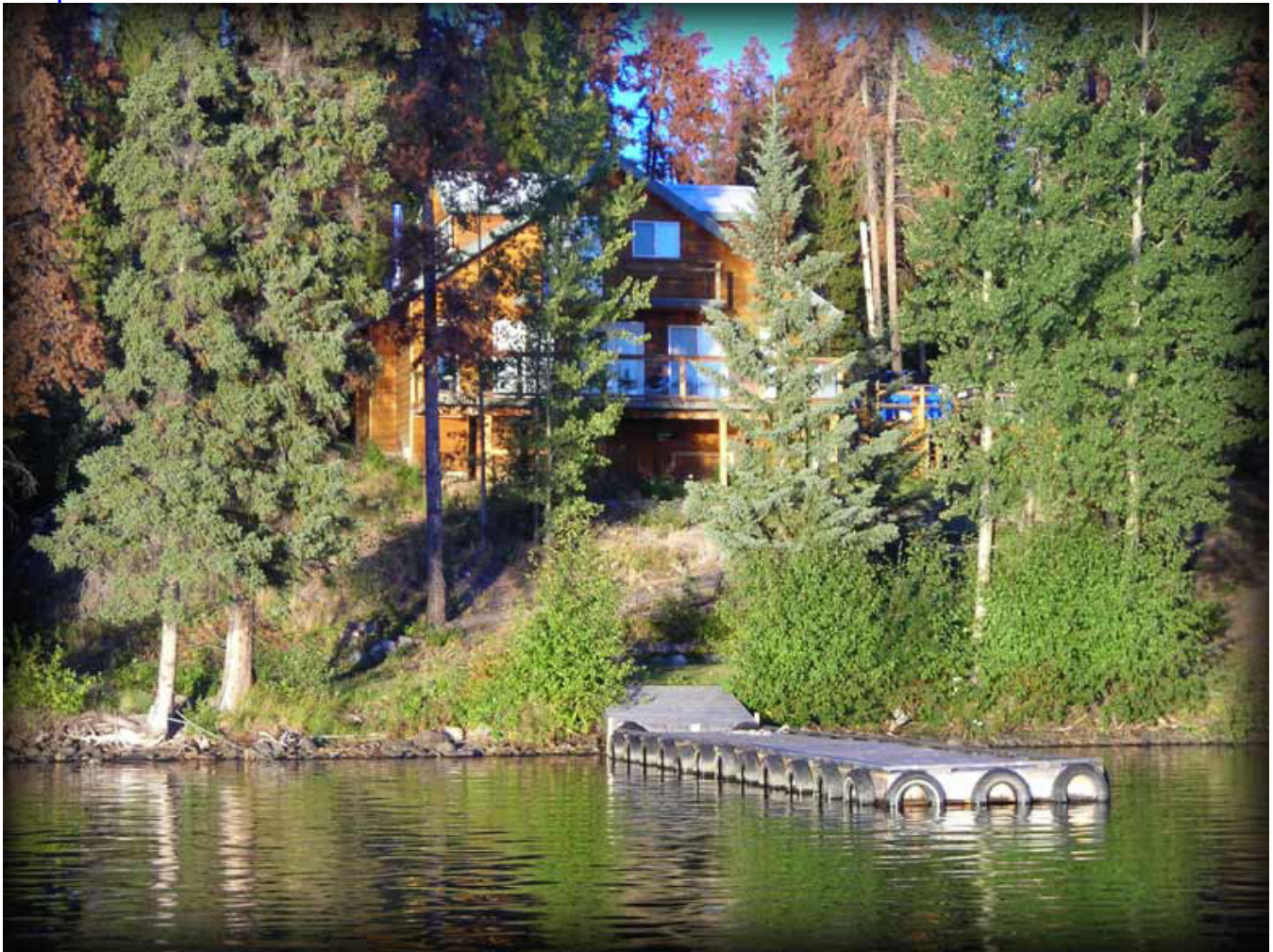
#### **1954 Cessna 180**





<http://home.flash.net/~wsanders/index.html> 950 smoh, new 88" McCauley prop. NOV 05 annual. Same owner and hangar last 20 years. Seen in several books, magazines and cover of Trade-A-Plane. Contact West Sanders [westsanders@sbcglobal.net](mailto:westsanders@sbcglobal.net) or call 817-658-8637 **3**

### Nimpo Lake Home



Jim Shipp writes that they are selling their home on Nimpo Lake, B.C. "This is perfect for a floatplane with a 50 foot dock, and house fully furnished except for wife's dishes and such. Most appliances new or in fine condition.

<http://www.pirate4x4.com/webster/nimpohome.html>

Have \$250K USA, invested and wish to get that back upon sale. When I did not wish to sell, I had many calls and drop in's asking if I would sell."

Contact Jim at [jim4shipp@aol.com](mailto:jim4shipp@aol.com) Last time, let me know if you want to keep it going

**Reduced Price on Super Seabee**



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](mailto:rduke@whidbey.com) last time Roger unless you want me to keep it going.

### **Other Interesting Web Sites**

[www.alaska.faa.gov/flyak/](http://www.alaska.faa.gov/flyak/)

[www.dunk-you.com](http://www.dunk-you.com) emergency egress training.

[www.sfahistory.org](http://www.sfahistory.org) Society for Aviation History

[www.clearlakesplashin.com](http://www.clearlakesplashin.com)

[homepage.mac.com/gottalder/PhotoAlbum28.html](http://homepage.mac.com/gottalder/PhotoAlbum28.html) personal Clearlake photos

[www.dhvied.com/clearlakesplashin](http://www.dhvied.com/clearlakesplashin) personal Clearlake photos

[www.aerocheck.com](http://www.aerocheck.com)

[www.hu-16.com](http://www.hu-16.com)

[www.SeaPlaneOps.com](http://www.SeaPlaneOps.com)

[www.flightcontractservices.com](http://www.flightcontractservices.com)

[www.rcairplane.net](http://www.rcairplane.net) Easy to build Seabee with a 72" wing span, other great models too. Contact Bill Price [bprice@puc.edu](mailto:bprice@puc.edu)

### **Canadian Information**

[www.alaska.faa.gov/flyak/](http://www.alaska.faa.gov/flyak/)

<http://www.bcfloatingplaneassociation.com/>

<http://www.floatplanePilots.com/>

<http://www.floatplaneFlyin.com/index.html>

[www.alertbay.com/eagleair/](http://www.alertbay.com/eagleair/) Looks like a great place to go, let's plan a trip!

[www.canadianseaplane.com/index.htm](http://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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](http://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](mailto: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](http://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  
Northwest Seabee Club  
360-769-2311 home  
360-710-5793 cell