

**Bruce Hinds**

**From:** "Bruce Hinds" <brucehinds@earthlink.net>  
**Date:** Saturday, March 1, 2008 10:49 AM  
**To:** "Brewster" <brewster@wavecable.com>  
**Subject:** Mar'08 Seabee Newsletter

## *Northwest Seabee Club*



Louis Hugdin's "Sea Tub"

Hello Everyone,

February wasn't too bad, we had a few great flying days, I hope you were able to get out too. No, the NW in N11NW doesn't stand for North West. Louis sent me this shot last year, he's based in Chandler, AZ and enjoying the warm weather. We love living here, but warm sounds pretty good about now. I sure have enjoyed the last few days that I've been able to get out and enjoy what's felt like and early spring.

### The Gweduck flies.

Yes the long awaited project has flown these past few weeks. What's a Gweduck? It's a 17 year project to produce a saltwater seaplane. It's about the size of a widgeon but it's all composite and it's been built in Renton, WA. You can watch the video clip on You Tube... <http://www.youtube.com/watch?v=mHc5U7VPnmU> We were on the water in the Bee during one of there water taxi tests and I got a great shot I used for our Banner on the WSPA website [www.wa-spa.org](http://www.wa-spa.org)

### How important are local organizations?

As most of you know I've been pretty involved these past two months with the WASPA, we just had our annual Banquet followed by the Northwest Aviation Trade Show. For the first time in as long as I can remember, SPA didn't have a booth at the show and I think it worked to our advantage! Why do I bring this up? One problem we have is that folks don't realize that WA has their own seaplane pilots association, so I've been harping on why we need our local organization. I write this because I know many of you reading this are from the North East and I recently read about the splash at Speculator, NY being canceled this year. It's not to say that the closing of one splash-in constitutes the need for a local association, but I know you face other issues too, whether it is the Maine Tax, Pennsylvania's closure of their SPB, Ohio's closure of all lakes or the D.C. airspace restrictions. We all have our local issues. New England even has their own football team!

In our case, it looks like we have had some positive effect on the Bureau of Reclamation issue. 17 western states and 300+ bodies of water are under their control. They were trying to close them all. This didn't raise much interest at SPA until our regional organizations started making noise. SPA has taken the lead on this, but Jim McManus admits that the regional organizations are an important part of the network that we need and their field directors can't do it all. Okay, I'll get off my soap box.....

### Seabees.....

I've noticed there are a lot of Bees on the market right now. Anyone looking for a good deal, now would be a good time. I think it's still the most undervalued amphib on the planet. What other seaplane is a tail dragger?

On our recent flight to watch the Gweduck I took along a friend that flies a Murphy Moose that he built and has on Montana floats for the summer. He also enjoys his Moose on wheels during the winter and has a Champ to play with too. What's that, 10 wheels?

Well, as we're trying to get some good camera shots, we're bashing through waves, up and down the ramp and when

done, we returned to his grass strip. As I'm about to leave and we're standing next to the Bee, he says..... "that's a really cool airplane!" I agree.

## Safety

Our Banquet presentation this year was a real eye opener. One of our local pilots shared the story of the loss and recovery of his Helio Courier recently. As with any seaplane, when tragedy strikes, it's going to happen quickly and we need to be prepared. I think flying the Bee, I've been complacent because it's so stable on the water and I live by my landing checklist with its statement of "Where's the Gear." So what could happen?

The presentation really got our attention because what happened to him could happen to anyone. Regardless of whether the engine quits at the worst possible moment, you trip over a swell, land in the water with the wheels down or you hit a log, rock or a reef, when you find yourself in a cabin filling with or already full of water, you have to know how to get out and when you do, all you are going to have with you is what's on your body!

In his case, he was lucky to get out at all. Both doors were jammed and he couldn't kick out the windows, he had to go over the seat and out the back through a baggage door and take his passenger with him. The story is even more spectacular because it was late October in one of our alpine lakes.(read cold) After swimming about 50 yards to shore they had to hike about 10 miles to the nearest road soaking wet as the sun's going down. Fortunately for them, he is one of the healthiest people I know, he's an avid hiker. Even if I did get out of his airplane that day, I don't know that I would have survived the rest of the story.

This was pretty fresh in my mind the following 2 days as I was working the trade show and as I looked forward to my swim on Sunday. Bryan Webster brought his "short course" to the trade show and I signed on for one of the pool sessions for Emergency Egress Training. Bryan's business came about when he found himself having to evacuate a sinking airplane. He now runs Aviation Egress Training Systems in Victoria B.C.. I'm a pretty strong swimmer, a diver and as I mentioned, I'm pretty confident in the old Seabeast. If you've read the accounts of folks that have survived a bee flipping on the water you know that the windshield can come out and you can be faced with a wall of water.

Bryan's trainer is under the best of conditions. 90 degree water and a nice slow roll upside down with plenty of time to take a breath. It was just about all I could do to locate my vest and get out with the breath I had. You must get your vest and get the door unlatched before you unbuckle, or you're not getting out. It takes forethought and practice or a whole lot of luck. Prior to the pool, we were required to first listen to his presentation where he covered these procedures and discussed the equipment and different situations.

Bryan can bring his training to you for a short course if you have enough in a group to make it worth his while, or you can enjoy the weekend in Victoria and go through the real course. If anyone's interested, I'd be in favor of going to BC sometime with a group. Let me know if you're interested, but regardless, visit his website at [www.dunkyou.com](http://www.dunkyou.com).

Oh, one last thought on this subject is your cell phone that won't work after it's been in the water and you won't have the one you left in the plane. After this learning experience, I'm going to get the inflatable survival vest and one of the things I'm going to put in it is an old cell phone. Yes, an old phone. I think we all have one of them lying around and yes they are not hooked up since we got our new phone, but they still work for dialing 911. So I'm going to charge it up, put it in a waterproof bag and put it in the vest. I know I won't put my regular phone in a bag before I go. How can I? I use it in flight.

**Maintenance** 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.**

**Sealant**..... I need a tip here. I got a note from someone that has a slight leak in a seam. He's looking for a product that he can put in the hull that will migrate to that leak(it's in a low spot) and seal it. Perhaps something that's heavier than water where he can put the stuff in and add water so the water could force it into the gap and then gel to seal it? Has anyone ever heard of something like this?

**Rudder Lock**.....In January's letter I showed you my new rudder lock and mentioned it could be probably be made out of PVC pipe. Well, I've tried sectioning a few pieces and it doesn't seem to work very well. The cross section of the wardrobe bar is an ideal "U" shape.

**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!**

Rock Kyle writes that he has a tailwheel fork for sale, but he sent this picture of a spindle.



He writes..."The number on the casting is: 17F42040 -1 145T(cast in place) #1543(felt pen) There are some marks around the holes in the ears. The fork may have been used." The original part numbers for the Fork is 1141 and the Spindle is 1122. If you need a spindle or possibly a fork contact Rocky Kyle at [kyle.ab@verizon.net](mailto:kyle.ab@verizon.net) I'll try to get a verification on this. <sup>1</sup>

Our friend from Alabama needs some Seabee Prop parts... If anyone can help him out, here's his info.... I'm looking for C-3 clamps w/ser# greater than D5293 or complete hub or complete prop for Franklin Seabee HC-12X20-3 propeller. Contact Bill Shaver [wshaver@aol.com](mailto:wshaver@aol.com) or 256-881-6193 <sup>1</sup>

Tod Dickey writes.... I still have a Hartzell reversing 3 blade prop originally designed for the Seabee with a Continental GTSIO-520. It is 0 time and would come with the reversing valve. It's a model HC-H3YN-3LFX/FLC9587C-2X. Any serious offer considered. Contact Tod at [toddickey@aol.com](mailto:toddickey@aol.com) <sup>1</sup>

### 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](http://www.barnstormers.com/ad_detail.php?ID=171092) Contact Sam [czechride@canby.com](mailto:czechride@canby.com) - located Wilsonville, OR phone: 503 678-5114 1

### The "ZeeBee" is now seriously for sale! NEW PRICE



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. It looks clean and straight and it has the IO-540! N6585K could be a great deal for someone, asking prices is \$95K..... 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. 1

### 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](mailto:Gcorrado@wavecable.com) 2

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



Info on the card says: 1947 Republic RC-3 Seabee (the obvious-Roger) \$30,000 or best offer 707-944-2503 2

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](mailto:Sutterak1@aol.com) 2

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 [hcopel@aol.com](mailto:hcopel@aol.com) Last time Harry, let me know if you want to keep it going.



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](mailto: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 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. **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](mailto: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](mailto: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>

### 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](http://web.mac.com/chankwitz/Hankwitz_Films/Movie.html) if you'd like to contact him, he can be reached at [chankwitz@mac.com](mailto:chankwitz@mac.com)

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

<http://shaunlunt.typepad.com/shootings/>

[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/gotta1der/PhotoAlbum28.html](http://homepage.mac.com/gotta1der/PhotoAlbum28.html) personal Clearlake photos

[www.dhviad.com/clearlakesplashin](http://www.dhviad.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.bcfloatplaneassociation.com/>

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

<http://www.floatplaneifyin.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 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 [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" [brummrchikaren@aol.com](mailto:brummrchikaren@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](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