

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Wednesday, April 30, 2008 11:01 PM
To: "Brewster" <brewster@wavecable.com>
Attach: Hartzell Prop Owner.docx; Summary of Compliance.docx
Subject: Fw: Apr'08 Seabee Newsletter

Seabee Club Newsletter

May 2008



I've had this picture for a long time and you have to be curious as to what was being said when this picture was shot.
 Any ideas for a great caption?

Hello Everyone,

I've had some thoughts lately regarding my "Northwest Seabee Club" newsletter. You may have noticed the title has changed this month. 8 years ago when we purchased the Bee we knew next to nothing about the old waterborne wind wagons or flying them in this wonderful part of the country. A dear pen pal whom I hope to meet one day (Bill Williams) provided me with a list of owners so that I was able to contact Bee Keepers and I targeted those in this area. That small network and his list has blossomed to include Bee lovers all over the world. In addition, The International Republic Owners Club and Steinar's website and discussion group provide us with such a comprehensive list of information.

While the social nature that I'd sought for a local club of busy Bees buzzing all over the northwest together didn't materialize, we've found a network of a few regular seaplaners in our local WSPA. This newsletter has the potential to help so many of us in maintaining and enjoying our unique craft, so, in honor of all of you that have contributed, participated and befriended me, I've taken Northwest out of the title. This newsletter is for all of you.

What I would like to do is to try to recreate that "family feeling" that I felt while reading some of the old Dick Sanders newsletters. It was nice to hear him speak of the what others were doing with their treasured aircraft. I'd like to hear from all of you. Let me know about what's going on in your relationship with your "Old Beast." Careful, we're just talking airplanes here. Let's make this newsletter about how we keep them running, how we love to fly them, what they will do(or won't do) and what they do for us. We may not be flying them all over the country to meet up with friends near and far like they did in the past, that would be fun, but with the cost of fuel and as busy as everyone seems to be in this day and age, I just don't see it happening like it used to. What we do have now though is the ability to share our experiences with one another through this electronic network....

Sun and Fun

No, we didn't get to fly to Sun and Fun this year.... I know I said we were going regardless of the cost... I guess I hadn't added it up when I made that statement. Well, it would be great to hear from those of you that did make it. Please send me your stories and photos so we can enjoy what you've done. Who was there this year?

The year we did go(not in the Bee), I remember being at Lake Easy when we had 4 Bees fly over in formation. That was fantastic. The hospitality of the seaplane group there is wonderful and it was great to meet Seabee Folks I had only read about or been in touch with via email. So, please let me hear from you.

When you read stories like this next one, it makes one wonder why we didn't just do it. Live is short!

California News

Many of you have been to Clear Lake California and are well familiar with Terry Campbell's Nor Cal Aviation. Terry sold the business last year to a young man named Ned Snyder. Tragically, Ned and a student were killed last month. Ned's widow writes.... "The outpouring of love for the man and support for his family from people from all walks of life was

remarkable. Would any of us, in the fullness of life, touch so many and experience as much happiness as he did in his too-short life. You can learn more about Ned at www.nedsnyderlives.blogspot.com " It's a wonderful website about a young man in the prime of his life, following his dream and the way he touched all those around him. Ned, we'll hold your family and friends in our prayers.

2nd Annual Mike Brown Seaplane Splash-In

California Chris-Craft, the Lake Tahoe West Shore Association, the Truckee Tahoe EAA Chapter 1073, Tahoe Truckee Airport District, and Obexer's Boat Company are inviting the public and seaplanes of all types to join them for the Memorial Day Season Opening Ceremonies in Homewood, CA. This will be the Second Annual Mike Brown Seaplane Splash-In, honoring Mike Brown's decades of operations in and contributions to seaplane flying on Lake Tahoe (he used to operate a Bee). His wife Lois plans to attend the EAA Pancake Breakfast and Splash-In.

Schedule of Events:

8am – 10am: Pancake Breakfast at EAA Chapter 1073, Truckee Tahoe Airport
 10am: Beach Opens at Obexer's for Seaplanes
 10am – 1pm: Beach BBQ for Seaplane pilots and crews by California Chris-Craft
 1pm – 1:30pm: Mike Brown Memorial Parade of the Seaplanes, Homewood, CA
www.mikebrownsplashin.com

History repeat story just incase you missed it.

From the following website, [http://www.tanignak.com/More Amphibian Adventures.htm](http://www.tanignak.com/More%20Amphibian%20Adventures.htm) which has some wonderful Widgeon, Goose and other amphib stories, is this story of **"The Republic SeaBee with Memories from Bob Hall"** It's a fantastic website with lots of pictures of Flying Boats in Alaska and how popular they were around Kodiak Island.



Bob Hall in a new SeaBee in Seattle, preparing to head to Kodiak in 1947.

The SeaBee was a unique amphibian, designed to be popular with the private pilot market. It had only one engine, a "pusher" with the prop facing the tail. It looked a little bit like a small PB-Y, especially toward the tail section (see photos later in this article). Bob Hall, founder of Kodiak Airways, headed north to Kodiak in 1947 in a brand new Republic SeaBee to work ferrying cannery workers from town out to the worksites. He returned to Seattle that winter, but after a couple of shaky seasons, he persuaded pilots such as Gil Jarvella to join with him and soon after, Kodiak Airways was born.



A group of village kids play in the prop wash of a SeaBee as it leaves the beach in Ouzinkie, in this summer photo from the late 1940s. If you look closely, the photo even shows the exhaust smoke. (From Miss Rold's scrapbook, Baker Cottage Baptist Mission, Ouzinkie).

Kodiak Airways bought some used SeaBees and put them into regular service in the early 1950s, and as Bob Hall says, "we flew their wings off!" They used SeaBees in their commercial operation until they sold the last one in 1959 (they got their first Grumman Widgeon in 1950 and their first Goose in 1956). I saw only a few when I was a kid, and never got to fly in one. But in the postwar 1940s, many were used in Alaska. The Grumman amphibians proved to be better suited to the Alaskan bush, especially where heavy loads, speed or marginal weather conditions were concerned, but the SeaBee holds an important place in Kodiak's aviation history as the first planes used commercially around the islands by Bob Hall and Kodiak Airways.



A SeaBee prepares to land in the Kodiak channel in this rare photo from the 1940s.

With seven outlying villages and twenty-one operating canneries around the Kodiak Islands, Bob had his work cut out for him. He saw a need and filled it, and in so doing, inaugurated the first year-round flights to the outlying areas. Bob Hall and his crew were flying SeaBees when he persuaded the canneries in the outlying areas to let him handle their mail and packages for \$25 a trip. Then he persuaded the post office to pay him twenty-five cents a pound for the service. In this way, he pioneered regular winter flights around Kodiak. "Another challenge," Bob writes, "was flying around Kodiak Island in the winter. No heat in the plane and with the large windows, each time I taxied in the water, everything would fog over. It was necessary to leave the door open until ready for takeoff!"

Safety repeat item

In Canada, controllers currently use the phraseology "TAXI TO POSITION" or "TAXI TO POSITION AND WAIT" when instructing an aircraft to enter the departure runway. As part of the continuing effort by NAV CANADA to conform with international best practices, procedures will be implemented in the near future to adopt the ICAO-recommended phraseology "LINE UP" or "LINE UP AND WAIT" when controllers instruct an aircraft to enter the runway intended for take off.

This change will take place in April, 2008 with advanced notice published as *Aeronautical Information Circular 9/08*. This circular is currently available on the NAV CANADA website and may be accessed via the link... [Aeronautical Information Circular 9/08](#)

Maintenance Please feel free to offer any tips or experiences that you feel could help others. I'll keep all confidential if you like.

Henry Ruzakowski writes... "I am working with Brian VanWagnen on the Hartzell Prop AD. He has petitioned the FAA to take a look at the repetitive AD for the Hartzell Props. He thinks that we can get an extension from the 60 months and 500 hour inspections, but we need some documentation. Attached are a cover letter and a form that was approved by the FAA for information requested. We are trying for an alternate means of compliance. So what we need are documents for at least 2 repetitive inspections along with log entries and return to service tags from the prop shop. The guy that originally wrote the AD is the guy who is going to get this data. The Summary page will explain what you need to fill out, if we can overload them with data that these props are NOT falling out of the sky we think we have a great chance to get it rescinded or at least extend the inspection times. Take an hour out of your day this weekend, pull out your logs and make some copies, wouldn't you like to save \$2000 - 3000 every 5 years for an AD that is BS? I have four customers props in the shop right now getting the compliance, it would be great to extend that to 10 or even 15 years. Download it now and get moving, any questions you can email Brain (email on Cover Letter) or myself at n2345@mac.com"

If you can't open the attached files, .docx are a new form of MS Word and you may need a conversion file for older copies of MS Word. It's a free download from Microsoft. You can learn all about it at <http://office.microsoft.com/en-us/word/HA100444731033.aspx>

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!

The Ultimate SUV.... would that be a USUV?



Lena Harned's 1961 UH34D Sikorsky Helicopter is for sale www.dscal.com/UH34/UH34.htm \$199K for the chopper and all the spare parts. Call Lena at 530-695-3030.1

CHELAN AIRWAYS requires an experienced floatplane pilot for the 2008 tourism season (June - October)
Chelan Airways provides transportation for tourists and local residents in North Central Washington from our city of Chelan Base. Our flights

offer on demand air service on Lake Chelan between the city of Chelan and points uplake such as Stejhekin and Domke Lake. Preference given to floatplane pilots with mountain flying, amphibious and DHC-2 experience.

Minimum Qualifications: Commercial SES, 1500 TT, 500 SES. Email or Fax only - No phone calls Contact: Director of Operations

info@chelanairways.com Fax 509-682-5065 2

Mike Carey's Republic Sea Bee (restoration project)

Here is an unusual opportunity to have a most unusual SeaBee. This project is in pieces and almost complete but some parts are missing. (Sponsons and sponson struts). At this time, I have not done an inventory but am planning on doing that next month. After that, I will work on the price. What makes it unusual is the power plant. It is a low time (2 hrs since major overhaul) IO470P rated at 250 hp. This engine was installed in this airplane and it comes with a 337. The airplane has been painted and has new glass and fuel bladder. There is a lot of work here and I am too long in the tooth to do it but this will make a wonderful Bee.

Contact: Michael Carey mmcarey3@cs.com 313-510-2222 2 Mike, you were going to send me some pictures!

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 14ST(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 I'll try to get a verification on this. 3

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 or 256-881-6193 3

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 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

"ZeeBee" Estate Sale! NEW PRICE



The aircraft is located in Sequim, WA and the owner had flown it to BC each summer. 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. 2

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 3

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 3

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 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 lana@syix.com 1

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. **1**

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 **1**

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 2

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

[http://www.tanignak.com/More Amphibian Adventures.htm](http://www.tanignak.com/More%20Amphibian%20Adventures.htm) which has some wonderful Widgeon, Goose and other amphib stories,

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> or

<http://www.rbogash.com/B314.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.floatplaneifyin.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"** 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 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
Seabee Club Newsletter
360-769-2311 home
360-710-5793 cell