

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Monday, October 31, 2005 7:28 PM
To: "Brewster" <brewster@wavecable.com>
Subject: Nov.'05 Seabee Newsletter

The Northwest Seabee Club



Hello Everyone,

Yes, it's hunting season out there... so Bee careful. Don't piss off your neighbor. See what can happen in the News section below.

The Grounded Hogs Dinner is the annual banquet for the WSPA and the winter opportunity to reunite with friends old and new. That weekend is the time of year that pilots come from far and wide for the Northwest Aviation Trade Conference. So mark your calendar, it is Friday Feb 24, 2006. This year they are breaking some tradition and moving it to Salty's at Alki Point. It's the only event that the dress code is hard sole shoes and long pants, the rest of the events of course are shorts and boat shoes. If you gave up hard soled shoes with a job, I can understand, that's okay too.

This year the feature speaker will be Mr. David Johnston author of "The Knights of Avalon." This will be a fascinating presentation about the flying boats and pilots that flew from southern California to Catalina. As usual we'll have door prizes and other speakers to bring you up to date on what's happening. We are hoping to hear from Mr. Michael Volk, President of our national organization and Mr. John Sibold from the Washington Department of Transportation who has been hard at work this year to develop a website devoted to a seaplane base directory. Their whole website is pretty awesome..

www.wsdot.wa.gov/aviation/

The Renton Oktoberfest Splash-In/Land-In/Drive-In/Polka-In at the Renton Seaplane Dock was a success with a great surprise. Besides the Polka Music & Good German Food was a public appearance of the Gweduc. The fellows at Ellison Fluid

Systems from the south end of the field chose that day to do the float test of their new design. The aircraft is all composite and probably the first amphib to be designed specifically for saltwater. The project has been in development for the past 14 years and should fly next spring. You can visit their website at www.gweduc.com for the complete story.



The Clear Lake Splash In was a gas... Anyone interested in making the trip south next year? Make reservations soon, the hotels book up early. We met lots of neat people and the seaplanes were fantastic. The event is unique in that it gets the whole town involved for the weekend. I'd like to develop the same kind of thing up here, but where?? Visit the following websites and keep in mind that they have a football field with a ramp for parking the planes and docks at the hotel for straight floats. The field has a parking area where the town's people can park so they can wander among the aircraft and the 4H club sets up a concession to sell hot dogs, hamburgers and drinks, all weekend! They also produce a large barbecue dinner for our group on that Saturday evening for a very reasonable price. There are also classrooms right at the site that are available for guest speakers. The town is packed for the entire weekend. Seattle is too big for such an event, but it would be a great event at some other town in the state.

My question to you is... Where can we do the same thing in our state? If anyone knows of a great spot with a willing community, I'd like to pursue an annual event in Washington. Look at these websites and let me have your ideas....

<http://www.dhvied.com/clearlakesplashin/>

<http://homepage.mac.com/gotta1der/PhotoAlbum28.html>

www.clearlakesplashin.com

<http://norcalaahs.org/index.html>

The scuttle at Clear Lake was that the DO-24 would show up, unfortunately that didn't happen, but here's some information on their tour if you'd like to see it. The owner Mr. Donier, is the great grandson of the original designer. They've added a retractable landing gear, glass cockpit and of course the turbine engines.

The remarkable flying boat was recently honored at Oshkosh with the Lindy Award after a \$6 million restoration. It will be in Nevada this month. Visit the website, www.DO-24.com,

Maintenance & Safety

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

need some stuff here....

News

An Anacortes man was charged Wednesday with murder in the Saturday shooting of an Orcas Island man who owned property adjacent to his on Campbell Lake. Marvin Ballsmider, a 62-year-old retired grocery worker, faces a first-degree murder charge in the death of his neighbor William Munich, 63. If convicted, he could face as much as 26 years in prison. He remained in jail today in lieu of \$1 million bail.

Ballsmider and Munich owned adjoining lakefront property on Campbell Lake Road near the intersection of Highway 20. Neighbors said Ballsmider lived there, caring for his elderly mother, and on most days Munich flew his seaplane to the lake and tied onto a hanger he built there. Ballsmider and Munich were involved in a property dispute, deputies said. Authorities did not reveal the nature of the dispute or whether they think it was the motive for the shooting.

Munich called 911 around 6 p.m. Saturday telling dispatchers that his neighbor had shot at him, according to an affidavit filed in Skagit County Superior Court by sheriff's Detective Ken Tiscornia. During the next 16 minutes, Munich called 911 twice more on his cell phone. In the second call, Munich told dispatchers Ballsmider had fired a dozen shots at him in the airplane hanger, and his neighbor, armed with a gun, was chasing him down the highway, according to the affidavit. In his third call, Munich told dispatchers he was on foot and that Ballsmider was driving a green car. Deputies reviewing the 911

tape said that in the final call they heard a gunshot, then Munich's voice saying he had been shot, and then another gunshot.

Investigators later learned that Munich was shot at least three times and may have been lying face down alongside Highway 20 when he was shot in the head, according to the affidavit. Deputies determined his cell phone was damaged from gunfire. Motorists driving on the highway called 911 about the same time Munich made his final calls. One witness told deputies that a man with a shotgun pointed it at him and threatened him, telling him to put his phone away.

When deputies arrived, one pursued a green Ford Escort back to Ballsmider's home, according to court documents. The driver, later identified as Ballsmider, stopped the car and put his hands out of the window.

According to the affidavit, Ballsmider exited the car and told deputies: "I shot the (expletive) dead. Take me to jail. I'm going away for a long time."

Results of a blood-alcohol test conducted by deputies at the scene indicate that Ballsmider may have been intoxicated, the affidavit states. Deputies found a shotgun in the Escort and spent shell casings that are consistent with the buckshot removed from Munich's body, according to the affidavit.

Neighbors and Ballsmider's former employer said he retired a few months ago to care for his elderly mother. She had been hospitalized for the past few weeks and died Sunday. Neighbors said Ballsmider had told them it was important for him that his mother be able to live in her home for as long as possible. Ballsmider told at least two neighbors that he had hired a lawyer to handle a dispute over an easement on one of their properties. Ballsmider has no felony convictions in Washington, according to the state records.

Munich, the owner of a well drilling operation based on Orcas, purchased the 2 1/4 acres adjacent to Ballsmider's property in February 2004. Neighbors said Munich flew his seaplane into Lake Campbell most days and flew out in the evenings. Friends of his family describe Munich as a hard-working man who invented various gadgets, including equipment for boats, in his spare time.

Since Munich purchased the parcel, he added a small hanger and had applied for permits to build a log home, according to county assessor office records.

History

Planes and Parts (new listings) Normally... New listings will only be new for 2 months, then I'll run them in "old listings" for another 4 months unless I hear from you. After that, they will be gone...renew as long as you like! See other Bees and parts for sale on the IRSOC's website, here's the link <http://www.republicseabee.com/Buyseabee.html>

Marr Mullen has a Shoreline seaplane lift for sale. It was completely rebuilt 2 years ago. It is on Lake Washington. A steal @ \$2500 (they are over \$6000 new).Call him @ 206-232-5143.1

1975 Cessna 180J Skywagon (Pictures didn't come through, but it has nice Burgundy paint and centerstack!) 5500 TT, 860 SFRM (O-470 S2), 280 SNEW McCauley 3-Blade. Best Equipped 180 In The Country. Recent Paint and Interior. Always Hangared. Factory Float Kit 'B', Factory Zinc Chromate, Large Fin, Kenmore 3190 G/W, Windshield Brace, Long Range Fuel, Cleveland Brakes, SS Brake Rotors, Right Stowable Pedals, Tailcone Lift Handles, 3rd & 4th Jump Seats, 5th & 6th Bench, BAS Shoulder Harness, Wingtip Strokes, Large Oil Cooler, Ground Service Plug, Flap Gap Seals, K&N Air Filter, P-Ponk Gear, Abrasion Boots, Extended Baggage, New Scott 10" Tailwheel, 800 X 6 Tires, Snider Speed Kit, Refueling Steps, Electric Engine Heater, VG STOL Kit, Peterson Auto Gas STC. Avionics - Totally New Panel. KMA 340 Audio Panel, MX 20 MFD - Chartview, Dual GNS 430's, GTX 330 XPNDR, JPI RPM, JPI Manifold, JPI Fuel Flow, BF Goodrich WX-500, WSI AV200 Satellite Weather, STEC 20 w/ GPSS & Altitude Hold, KCS 55 HSI, GI 106A CDI, Allen Electric Attitude, Sigma Back-up Vacuum Attitude and DG, Mitchell Engine Cluster, PS Engineering PCD7100 CD Player, Ring and Post Lighting, New CB's. \$ 176,000. (512) 743-7737.

1

Tom Donnally has two great little solar pak kits for sale. We picked up one for our Priest Lake trip. No 110 all week, but we kept our phones and computer charged all week. he still have two of them and will be putting them on Ebay if he cannot find a pilot who wants them. \$160.00 Contact Tom Donnelly tdonnelly@mindspring.com 206-784-6563 2

This one is actually a real estate ad, which I don't normally do, however, David L. Webster is the executor of his father's estate so I offered to help out. His dad lived on Mercer Island and kept a C-180 on a lift on his dock. They're selling the property has a Seaplane lift and 3 deep water moorage slips along with a wide dock once used for a helicopter pad. It's 92 ft of waterfront. \$2,199,000. View online at www.johnlscott.com/85064, or call Kerry Sussex 206-898-2166 or Bonnie Sanborn 206-919-3501 for showing or more information. Or, you can contact David, 425-313-3664 or davidcarol@comcast.net.1

Jim Shipp has sold his C-185 and will be moving on to a trawler lifestyle... He writes...If anyone is looking for a very nice home on Nimpo Lake, B.C. I might think of selling mine. (Nimpo is where the B.C. Floatplane fly in is always held and is called the floatplane capital. I bought the house especially for my floatplane and have a 50 foot dock there. e-mail for anyone interested is jim4shipp@aol.com 2

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George Wray is looking for some Landing Gear struts. If you know of any for sale, contact him at gawray@mac.com 2

I think this has been on the market for a while, But now it's in Bremerton. I haven't seen it, but I'm told it has all the good mods....



N87553 Serial # 114 TTAF: 1984 Lycoming GO480G2D6, 275 HP 65.8 SMOH Hartzell constant speed, 3 blade prop w/reverse. 100 Lbs. increased gross weight, new electrical wiring and system, instrument panel, instruments, avionics, windows, 180' door swing, wing and flap extension, droop wing tips, corrosion proofing though out, improved spray rails, Cleveland brakes, locking tail wheel, Control wheel with removable co-pilot side, custom tail wheel tow bar, and a New annual with sale. Contact: Pat Heseltine avianinc@oz.net Phone: 360 674 2244 2

Planes and Parts (old listings)

GO 480 and Prop

If the prop is serviceable and it probably is, at \$1500, it is a bargain. No logs, and the engine probably needs a complete rebuild, but who knows. I just have to clean house a bit and it has to go. I still am running my Franklin and I am completely satisfied. In the Midwest, there are no big rocks to climb over.

Grant Leonard IDREV88@aol.com Phone: 952-447-3625 Mobile: 952-210-2096 2

Byron Miller is looking for a pilot side door. miller.bj@verizon.net Phone: shop 503-873-1113 home 503-873-2857 last

Ed Porter from Santa Cruz needs help and writes...

I have been grounded by that pesky Airworthiness directive on the propeller. The blades are good but one clamp has a bit of corrosion and I need

at least a new clamp if not a replacement propeller. I know many operating Seabees have had engine conversions to newer Lycoming and other engines. I'm looking for those propellers and clamps that were taken out of service when those new engines were installed.

I have a Franklin 215-B9F (215 HP) engine (standard stock engine) in good running condition. The Seabee and engine are completely operational. The prop blades are good as well. However, the required AD procedure on the prop reveals a very minor amount of corrosion on one of the propeller CLAMPS. If I could get a single clamp, that would be perfect. However, I haven't found any source for those clamps. Hartzell wants a staggering sum to produce an entire propeller assembly and they seem to have no interest in selling me a single clamp. It appears it would be a custom made propeller at this point and I simply can't afford it.

I'm open to a used propeller or even a set of clamps that could be used with my propeller blades. I know there are many of the original props that were removed as part of engine upgrades and they must be out there somewhere, hopefully persevered. The Hartzell 2 blade prop parts I need is a C3-1L clamp.

Hartzell says they may have D-6831-1AL and D-6831-1CL clamps and don't recognize my C3-1L part number. That's probably because its so old and they re-numbered more than once. But, that's not a certainty either. My clamps and prop blades are off in a prop shop so I can't go and get all their numbers.

I'm also considering having a clamp made from scratch. I did that with my valve guides and, while I understand that a propeller clamp is much more complex and subject to tremendous stresses, it still might be a possibility. Maybe I can find someone who has done this "owner manufactured part" process.....

I'd certainly appreciate any leads or suggestions you might have or, if you have a serviceable prop clamp that fits my prop, or, if you can locate one, we definitely can do business! Thanks for anything you can do! Ed Porter (831) 427-0836 3

I acquired a lot of Seabee stuff from a friend, John Joyce who demolished his Seabee in 1986. He did have both engines from a Royal Gull, and after his accident, he sold me the wreckage and all the Seabee parts that he had. Also the GO480, along with the 3 blade prop. I believe it is a D, and it is missing the starter or Generator. He claims it was pickled with oil after the gear down landing, and I am not sure of its condition. It has no logs. Any reasonable offer will get it. Call me for more info if you like. My # 952 447 3625 and my cell# 952 210 2096. I am trying to make room for a lot of stuff that I have in my Minneapolis building that I recently sold. Grant Leonard 3

Seabee Products

Don Kyte has published another batch of his books. This one is a much improved versions 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"

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@bellsouth.net I have them both, they're a great reference!

The Experts

Simuflight's coming Back Joe McHugh's family has joined forces with Ken Thompson of Kenair in northern California to recreate Simuflight. The long term goal for Simuflight is to be a complete resource for Seabee's regardless of what conversions or kits you want or already have on a Seabee. They are also interested in Seabee parts that may still be out there that don't have a home. They will be setting up shop in Fallon, NV and are accepting work as of October, 2004. All inquiries should be forwarded to the following contact information. Scott Henderson, McHugh Aviation Inc., dba Simuflight, 3763 Image Drive, Anchorage, Alaska 99504 Phone: 907.337.2860, Fax: 907.333.4482 scott@finite-tech.com

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 Northport, 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: 631-757-2216 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.

Other Interesting Web Sites

www.hu-16.com
www.aerocheck.com
www.SeaPlaneOps.com
www.flightcontractservices.com
www.norcalaahs.org/ interesting pictures
www.rcairplane.net Easy to build Seabee with a 72" wing span, other great models too. Contact Bill Price bprice@puc.edu

Canadian Information

<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

I hope you've enjoyed this. Feel free to pass it along to anyone who may be interested. Please call if you get to the Seattle Area, or want to go out and play!

Bee Sea n'ya,

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