

**Bruce Hinds**

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**From:** "Bruce Hinds" <brucehinds@earthlink.net>  
**Date:** Friday, November 2, 2007 10:49 AM  
**To:** "Brewster" <brewster@wavecable.com>  
**Subject:** Nov'07 Seabee Newsletter

*The Northwest Seabee Club*

That's our John Hooper at 93! "Look'n good Hoop"

Hello all of you Bee-Rasslers,

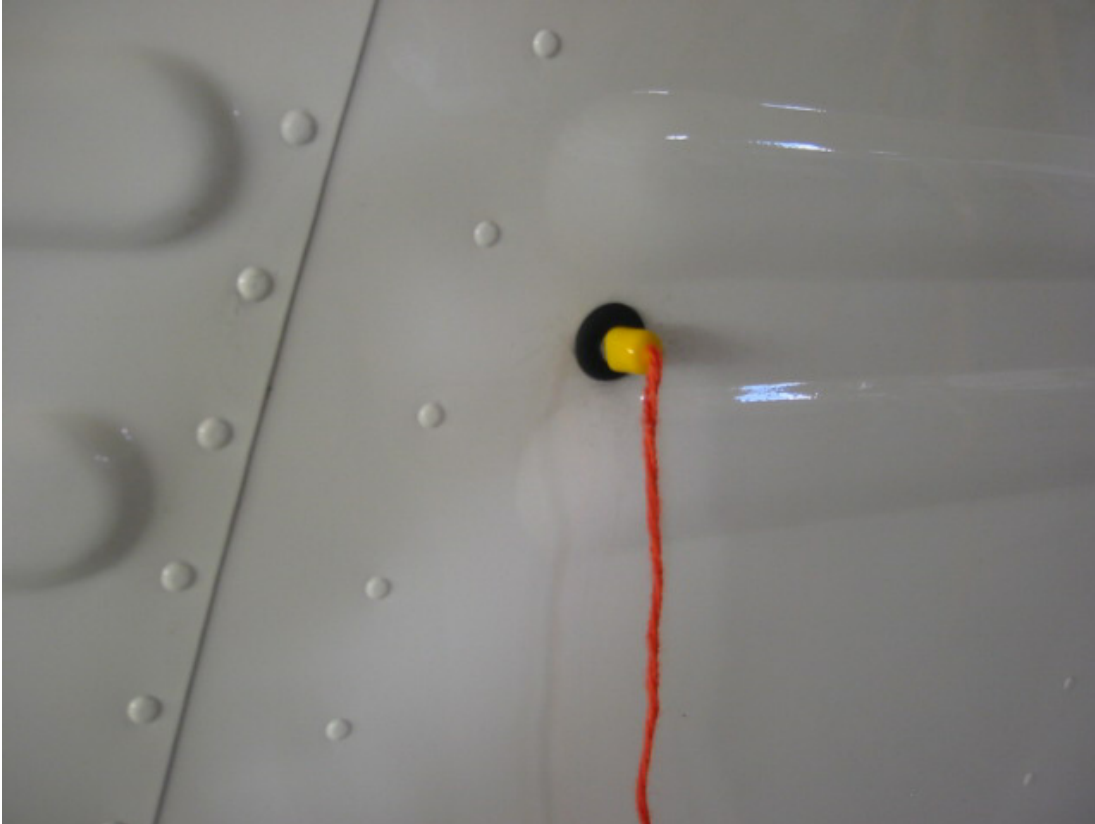
I do love the old beast. Part of the fun is finding out about it's history and meeting some of the fun folks that know so much about our waterborne windwaggon like those I met at Clear Lake. Speaking of some of those old timers, I received the above picture of John Hooper, looks like he's doing just fine. For those of you that don't know him, he's the founder of The International Republic Seabee Owner's Club and got that wonderful website going.

We haven't flown much recently, but we did some road trips with the grandkids. Ya know those portable DVD players are great. That little diversion gave me some time to delve into the Newsletter CD available from the IRSOC website. I've found some fun stuff, I'll be able to share with you over the next few issues. I did find the CD a little frustrating, because I wanted to search the Adobe .pdf files for our serial # 264. It didn't work, because I think the CD may have been just photo copies of the original documents. But that's the good part, it forced me to read them. What a wealth of information. The newsletters are available on the website and while on line, the "find" window will allow you to search through the documents.

Gail and Ben Brower have asked about putting brakes on the right side. Has anyone done that? My feeling is that it would be too much of a problem getting in and out of the hatch unless you went with some other kind of peddles and would open another bag of worms. If anyone's done this, send them a note at [gbear@whidbey.net](mailto:gbear@whidbey.net) and CC me if you would too at [brewster@wavecable.com](mailto:brewster@wavecable.com) I like to know.

Last month I wrote about the mud daubers clogging up the fuel vent lines a story related to me by John Field who I ran into at Clear Lake... David Reeve wrote back with his solution.... "Here is my solution for mud daubers and other insects infiltrating the fuel tank vents: Go to ACE or TRUE VALUE Hardware and purchase "thread protectors" to fit the size of pipe from their hardware selection. Drill a hole in the end and thread a long piece of

brightly colored yarn through it, tying a big knot to hold it in place.



Thanks David that looks like a perfect solution.

Those covers come in different sizes. In fact, the small white ones they had at our store work well on the toggle switches. It makes them easy to grasp and your fingers won't slip off. One of my pet peeves has always been the fool in front of me on the ground with his strobe lights on. It's been hard to find the right switch as I exit the runway.... not wanting to be one of those fools. I have the little white covers on several of the switches, but the big yellow cover will slide over the white one... now it's easy to see and easy to feel.

#### Some interesting Stuff from the old Newsletters

Serial # 949 at one time had been converted to a Turbo Prop. I don't think its the one in BC that has the PT-6, it was in Montreal and they used the Turbomeca Astazou. Does anyone know what happened to that airplane? It sounded like the ideal set-up. 352 lbs/ 523 SHP/120MPH @13.2 GPH. Too bad that power plant is such a bad engine. How about the little Allison? I spoke with the folks at Soloy and got a good look at their Rolls Royce installation in a C-206. No, we're not talking about a P-51 engine here, it's the little turbine found in the Hughes 500 or the Bell Jet Ranger. I wonder how many orders we'd have to get for them to do an STC for us. The gearbox they use is designed to push or pull and the little turbine has a 3500 hour TBO. Makes you wonder about all that wonderful maintenance you'd miss out on. Well yeah, it's going to be a lot of money, and we probably won't fly our big buzzers all that long, but wouldn't it be great.

Another interesting aircraft was #674/N6429K. While it's neat to see some of the Bees painted in Military Colors, only one was actually a war bird. 674 was used by the Army in evaluation tests and designated as a YOA-15. As near as I can tell it's owned by Tim Mau and I think he's in Florida. Anybody know him? Did the Army have and special paint or markings? Better yet, any pictures? Being an old Army pilot, I'd love to find some more information on this.

## Maintenance & 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.

Mirrors, most of us have them. Why? We can look out and see the wheels. If one side is up or down so is the other, they are connected together. Well yeah, you can confirm the light, big deal. I hadn't given it much thought and just figured it was a good back up for the light not working. Not quite!

The system is wired in series. If the tail wheel remains up and the mains go down and lock, you still get a green. There were a few other scenarios in the old newsletters that got my attention too. I believe it was Dick Sanders that elaborated on the subject explaining about the servos, leaks and switches. Interesting system. So, how do you see the tail wheel in those little mirrors? Look "down" while turning base or final. The aircraft will silhouette against the sky regardless of sky condition and it will be easy to see. Night is a different story!

Another good use of the mirror is to check the that the prop is clear. I've found at fly-ins the Bee is a magnet and draws a real crowd. A lot of those folks are not flyers and come to look at interesting airplanes, they may not know what "Clear" means. "Clear Prop" has even gotten some interesting looks....

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

Here are some famous people that owned Seabees.... Arthur Godfrey #80, Errol Flynn #323, Richard Bach #719, and Roscoe Turner/ Frank Tallman's # 291 is currently being restored by Bill Moore in Deer Park, WA. There was recently a video clip of Arthur Godfrey flying the Constellation circulation around the net and at the end he mentions his own airplanes, a Navion and a DC-3. He didn't mention the Bee. He must not have owned it at that time. And the famous pilot Tex Rankin #279, who by the way died in his. Just for the it can't happen to me file... Tex had to be one of the all time great aviators right? Well he had four people and full fuel and he attempted to take off from a strip who's elevation was 4700'. I don't recall what the DA was.

Oh, speaking of history, I'd mentioned the old newsletters and how much I'd enjoyed them. Part of the reason is how well they were written. Dick Sanders had a way with words. They couldn't make Clear Lake one year so he wrote.... "Peggy and I had to miss the convivial California congregation of comrades-in-arms at Clear Lake, and it's copious capacity for clamorous cacophony with our cohesive caucus of the Seabee Club clan and it's commensurate camaraderie." Wow

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!](#)

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)

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I'm looking for a Seabee owner who would like to trade a complete steerable tail wheel system for the locking version. The steerable I have is in excellent shape. contact Don 360-789-3574 or [donman@cco.net](mailto:donman@cco.net) 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 Grumman's. If he says it's one of the finest, you can count on it. 2**

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) 2

### Robinson V-8 Seabee Conversion Project...

all mods and AD's have been done to fuselage. Have wide spray rails installed. Engine is mounted. Bottom strakes inverted vee's have been installed from in front of fuselage to step. The conversion was bought from Brian Robinson. All new instrument panel is made. Mounted with new avionics. Garmin 300xL with gps. MX170 C with glide. The engine conversion has a hot water heater and air conditioning package. Has Cleveland brakes installed. New tires. Electrical harness has been fabricated. New lift struts. 2 foot wing extensions. Large droop wing tips. Not completing project due to health and partner passed away. Asking \$75,000. to view some pictures of the project go to:

[http://www.kodakgallery.com/Slideshow.jsp?](http://www.kodakgallery.com/Slideshow.jsp?Uc=b2cgriae.aid6c2i6&Uy=44ox5e&Upost_signin=Slideshow.jsp%3Fmode%3Dfromshare&Ux=0&mode=fromshare&conn_speed=1)

[Uc=b2cgriae.aid6c2i6&Uy=44ox5e&Upost\\_signin=Slideshow.jsp%3Fmode%](http://www.kodakgallery.com/Slideshow.jsp?Uc=b2cgriae.aid6c2i6&Uy=44ox5e&Upost_signin=Slideshow.jsp%3Fmode%3Dfromshare&Ux=0&mode=fromshare&conn_speed=1)

[3Dfromshare&Ux=0&mode=fromshare&conn\\_speed=1](http://www.kodakgallery.com/Slideshow.jsp?Uc=b2cgriae.aid6c2i6&Uy=44ox5e&Upost_signin=Slideshow.jsp%3Fmode%3Dfromshare&Ux=0&mode=fromshare&conn_speed=1)

Contact Pamela Healey at [pzztoff@sbcglobal.net](mailto:pzztoff@sbcglobal.net) 3

**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) 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> 2

The "ZeeBee" is now seriously for sale!



The aircraft is located in Sequim, WA and the owner has flown it to BC each summer and lives out of

state during the winter months. The poor thing actually could use some TLC. Nothing major that I could see from a quick walk around, but there are a few instruments missing, the hatch door looks like it's oversealed and it doesn't fit real well. But it looks clean and straight and it has the IO-540! N6585K could be a great deal for someone, asking price is \$100K.... Contact Kurt at 360-457-3651 or 360-461-4481, he's not the owner, but has all the information and can put you in touch. 3

If you are interested in John Greeff's Super Bee...



N6267Q is at Western Airpark in Yelm, WA. I'm still awaiting more information. Contact him at [JGr3418598@aol.com](mailto:JGr3418598@aol.com) Last time... let me know if you want to keep it going....

### 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 **What's up Sam... want to keep it going?**

### Other Interesting Web Sites

[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.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.bcfloatplaneassociation.com/>

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

<http://www.floatplane-flyin.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!" [brummricken@aol.com](mailto:brummricken@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,  
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360-769-2311 home  
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