

The Northwest
Seabee
Club

Home of the "old water-borne wind-wagons"
(as coined by West Sanders)

Wow, what a summer!

I hope you enjoyed it as much as we did. If you have any pictures our experiences you'd like to share, I'd be happy to try to include them in a newsletter. If you can't email them, I'd be happy to return any photos you can send.

Lake Cushman fly-in was the weekend of Sept 14/15.



They had already started letting some water out of the lake so it was down just a little. Don Schwabel, his family and several others had been there for a few days and made great preparations for a wonderful time. The food was awesome and the weather was spectacular on Saturday. Unfortunately, Sunday's weather wasn't forecast to be very promising, so those of us that flew in, flew out Saturday evening. As you can see we didn't have any fun...



Some of the WA Seaplane pilots were going to Skamania Island on Sept 8th. What a great spot on the Columbia river across from Multnomah Falls, just upstream from Washougal. Getting there we didn't have the greatest weather, but it was beautiful once we were there. This shot was taken about 5pm after everyone had left and it clouded over. What a great spot for a splash in.



The Oregon group was very friendly, hospitable and they jumped right



in to help when I took "You can park on a sandy beach" literally. Of course I tried to drive the Beast out of the water. There were cubs and cessnas on wheels that had landed on the beach! The problem was that there were some pretty soft spots between the hard pack of the beach where they landed, and where the water was. The folks were very freindly and they didn't make me feel bad for my bonehead maneuver. We had more help that there were places to push on the airplane.

The food was great too! What a set up. Some of the members had shown up the night before and used their chain saw to cut some of the drift wood into chairs and tables. It was lots of fun. That's Ron Lyall in the picture, his Bee is for sale, but actually, he'd prefer a partner. See the details below...

Local Issues

WA-SPA The new website is coming together. I'm not sure if the old address will remain in effect. www.wa-spa.org still works. When you get there just click on the page and it takes you to <http://seaplanes.home.att.net> Check it out occasionally, they are continually updating it.

Lake Isabel is still an issue. But, "as a result of the efforts of John Sessions, and all who lobbied Congress, the Lake Isabel legislation has resulted favorably to us in the House. Now, the focus has to shift to the Senate, so keep phoning, writing, and emailing Patty Murray and Maria Cantwell, and get those log book entries, showing landings, to John Sessions. They are a very important part of his presentation and he needs all he can get. Thanks! (Signed: Don Schwabel - President)" John's mailing address is: 411 University Street Suite 1200, Seattle, Washington 98101

If you haven't been to the SPA's web site yet, all the Isabel stuff and is there so you can print it and at least read it when you have a ~~movement~~ moment. For those of you who feel compelled to write a letter, the addresses are on the web site, but you won't find the email addresses ... so here you go:

dunnwa08@mail.house.gov, Jennifer Dunn

Rick.Larsen@mail.house.gov, Rick Larsen

senator_murray@murray.senate.gov, Patty Murray (there's an underscore between senator_murray)

Found Help! (thanks)

Tom Hoag finally found a good Frankenstien Crankshaft. Rich Brumm is rebuilding his engine, so hopefully he'll be back in the air soon.

Speaking of in the air soon. Ben Blackett is now about ready to fly N6295K. He finally found his special propeller. (Not the one that came off!) He installed the Hartsell prop with SAE - 20 splines (no more bolted flange for him!), and the fuselage was repaired by Don Wallace over at Soloy. It looks great and is about ready to go.

Need Help (Please)

Roger York up in B.C. just got his bee flying again after a few years in the shop, he is..."Seeking out commentary on down-turned spray rails for the Bee. I'm wondering how much reduced water take-off-run is enabled with rails that point downward? Currently, mine are in the horizontal position." Any one wishing to respond contact him at roger@rogerthepilot.com

Greg is restoring a bee and needs to ask, where he can get a replacement elevator torque tube, his has a coiled steel wire on one end which is bent and rusted, or does anyone know if there is an STC for the elevator system.? He's also searching for a left front window seal. Contact Greg at paulajk5@aol.com

The IRSOC is still the best source of information and experts on the old beast that you will find. If you haven't checked out the International Republic Seabee Owners Club and Joined? Go ahead, it's free! They have free classifieds for members

www.mindspring.com/~jhooper3 . Jim Poel's database and clearing house for all Seabee 337 forms and field approvals is also a free service to 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.

History Blurb this is a reprint from the Yahoo seabee group for those of you who have wondered if the beast ever did military duty...

Your question about the YOA-15-RE is most interesting. I believe I have some information on the YOA-15 somewhere in my files, but tonight it is like finding the 'needle in the haystack'. I do, however, find that the single YOA-15 demonstrated was Seabee s/n 674, N6429K. It is still on US Register, owned by Herman J. Mau Jr., Moravia, NY. From my memory I believe the Seabee was one of the competitors for new USAF / US Army liaison aircraft in the early 1950ies, competitions that left the L-20 (DHC-2) Beaver as a winner. However, Bill L's interesting information suggest that there must have been earlier attempts to sell Seabees to the military - which the designation YOA-15 suggest. Can any of you, Seabee gang, help us with more information on the YOA-15 Seabee (N6429K)?

. If the information in Andrade's book is correct and there were 12 cancelled then the serial numbers were 46-507 to 46-519. I have a copy of the official serial number allocations and there are only two cancelled blocks in 1946 and the other is a total of two aircraft.

This is what is in "U. S. Military Aircraft Designations and Serials Since 1909" by John Andrade, Midland Counties Publications 1979:

"OA-15 Republic Seabee. Following the evaluations of the prototype RC.3 Seabee, NX87451, twelve machines were ordered as YOA-15-RE, with a 215 hp O-425-5 pusher engine. The contract was eventually cancelled". I have no idea what the source of his information is. Perhaps Steinar has some files on the prototype that mention this. It is unusual to order 12 planes without first ordering one to test.

Hi All, I've been lurking here for sometime enjoying all the traffic. I may 'Bee' able to add something to this thread. Here goes (please feel free to correct spelling or add anything else you know.)

May 1947 saw the birth of 29K. It was delivered new by Republic's pilots and demonstrated by Republic's pilots for a total of 2 (two) days to the USAAF. The Republic pilots then flew it back to the factory where it was used by the factory as a demonstrator on the east coast the rest of that year and the next. It was never assigned a mil number or painted any other color than a standard

seabee. Republic sold it to a John Philbrook, who used it in his air charter business, Aroostick Airways (sp?) in ? Maine. John had a second seabee in the business and was killed in that one. Mr. Mau bought it from the estate. It is now in FL at his home, land locked (for a few years now)

because the water level in the lake it is on is too low to fly it out !!

PS I have had many enjoyable hours flying as pilot and passenger in 29K and look forward to doing it again. Hope this helps. Good Fortune Donn, N6397K

Planes and Parts (new listings)

Ron Lyall's Super Seabee has been for sale in OR. He actually would rather find a partner. It's a simuflight conversion with the 340HP supercharged Lycoming. \$115,000 or be his partner...



Contact Ron, rlseabee@internetcds.com 360-604-9549

I have a really nice Beech swapover yoke with the Ram's horn wheel for sale. It has a Davtron electronic clock in the middle, a mike button, map light and of course the Aileron Trim. This is a bolt in set up! It has been modified to connect right up. You will only have to drill a slightly larger hole in the instrument panel. \$1800 or best offer. Call me at 360-769-2311 or 360-710-5793



Bob Synoground has a Generator for the GO-480. Only \$100! 360-253-6253

Larry Kruejack had 5 GO-480 Cylinders. 503-838-6465

Would a turboprop be cool? I've run into Randy Komko a few times since Arlington. For those of you who don't recognise the name. He has had the STC for the IO-540 since 1986, both normally aspirated and a turbo charged version. Oh did I say turboprop? Well, he has a line on the little Allison 250SHP turboprops. He's started working on the drawings and is looking for his first project. (Sam) He said this will fit in the original cowl and should drop the empty weight by about 300 lbs, and the fuel flow should be about the same!! Call Randy at 360-458-7715 or 253-229-7219

Planes and Parts (old listing)

Tamara McKenney is selling their Bee. N6590K is Sn 863. 1330TT, it's only been 25 hours since the engine was rebuilt to a B9F at W.E.Aerotech, and the prop has had the AD's complied with. Bob had replaced the fuel cell, the hydraulics have been reworked, it has the extended tips, wide spray rails and the Cleveland Wheels and Brakes. Other than a KX-170A and the encoding altimeter the panel is as it came from the factory. Asking price is \$43,000 and there has been some interest, so if you know anyone interested they should call her soon at 253-630-0100 home or 253-549-6515 Cell.

S/N 779, N11NW was spotted on the ramp in Phoenix. TT 700, 200 SMOH and 200 SPOH. Extended wings, and wide spray rail. Annualized Feb of this year. Asking \$60K. Contact Louis Hudgin at 480 988-1382 or 602 509 3751.

"Frankenstein" parts ... Rich Brumm in Northport, N.Y. is one of the experts. If you ever heard of a problem the Franklin's have, he has the fix for it! richkarenbrumm@prodigy.net Phone: 631-757-2216 Office: 516-885-5879

Tom Bennedict in Vancouver, WA. has some Seabee stuff ... 360-896-6494 ... 2 engine cowls with baffles, nose bowl, cabin windows, 3 tail wheels, tail shock strut rubbers, 3 starter and generator fan sets, 3 engine blocks, 18 cylinders, 2 carbs, 1 heat box for carb, 4 starters 2 generators, All items for assembly as push rods & Housing tubes, rocker arms, valve covers, Seals, 4 motor mounts, Valves and springs, 2 fuel pumps, 3 oil pumps, 4 oil coolers(1 small, 3 large), 3 oil pans, 8 pistons, 4 magnetos, 100 new sparkplugs, 2 intake manifolds, 2 lower cooling shrouds, 1 set engine baffles, 2 set battery ignition, 3 relining seat brackets. He also has a bunch of Cessna and Piper stuff ...

The Seabee CD ... Steve Mestler, N9042N (The Marty B) has produced a CD with all the Seabee Service 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. 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! The charge is \$25 which includes shipping. " Contact Steve at smestler@bellsouth.net **I have it and I love it, it's a great reference!** It now comes with a Seabee Hat for \$50.

Kathy Anderson from XP Mods. writes ..."We've had a Sea Bee here for a long time and the owner wants us to find the remaining part, used. It's a **reversing control block with spool**, for a Hartzel reversing (3-bladed) propeller. The part number of the part I need is A4117.

Waaaaay too expensive to buy new. Can you help??" xpmod@tgi.net
I am looking for bow door, rudder, complete landing gear front and rear, or a gear set I could borrow so I could duplicate it, Complete control column, yokes, etc. My address is 365 Monitor rd. Silverton, Or. 97381. Where I own a steel fabrication shop . Byron Miller 503-873-2857 shop 503-873-1113 house email majajudi@teleport.com

Seabee RC-3 N6019K and all parts and equipment \$60K. Annual -01-01-01, 1135.6 hrs TT , 347.6 SMOH, Prop 37.8 hrs (9-15-99 OH), No salt ever, overhead throttle quadrant, 20" wing extensions, KX 170 B comm, TX(non mode C), nav and strobe lites, Nice Bee Call me if interested. 361-547-6692. Out of town until 12-26-01. Thanks for the interest.
A.K. Young, Margaretvictor@cs.com

FOR SALE, Seabee suffered Off Airport Ldg. due to ignition failure., S/N 1035, TT 590, B9F eng. with 9 hr. smoh, prop 20 hrs smoh, mod. hull damage, wings , struts, floats/struts, tail feathers all OK. New or OH instruments, new Valcom and KT-76 Tx, support equipt., work stands etc., plus extra complete B9F engine and parts. \$14,500. Sam @ Ph (503) 678-5114 or E-Mail czechride@juno.com/

Needed Seabee fuselage, preferably with little or no corrosion to complete project aircraft. Gordon @ Ph(503) 694-5316.

We have a completely stripped B9 Engine with most parts in good condition ...digital pictures available on request ...There are both Fed-Ex and DHL offices in Cape Town for easy shipment to the US and SAA fly direct to Fort Lauderdale and Atlanta twice weekly. Mark Becker email: markb@za.ibm.com IBM House, V&A Waterfront, PortsWood Square, PortsWood Road, CAPE TOWN, 8000 Tele.

+27(0)21-402-5900 Fax. +27(0)21-402-5515 Mobile. +27(0)82-448-2779

I am in need of a wing float strut. Lower priority needs include a lift strut and RH lift strut fuselage fitting. If any one can help him, it's Tom Kennedy, 50881 O'Byrne Rd, Sardis, B.C. Canada V4Z 1B6.
thos2kennedy@yahoo.com 604 824 9090

There's also this Super Bee for sale over on lake Chelan, Michael Stevens seabee pilot@aol.com 509 682-3531 home, 206-658-0333 work.

Interesting Web Sites

<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. These are mostly B.C. stuff, but I'm already dreaming of next summer ... if they're listed in blue, you may be able to just click on them to launch your browser ...*

<http://tappix.com/506824>

<http://www.members.home.net/makins40/>

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

<http://www.alertbay.com/eagleair/> *Looks like a great place to go, **let's plan a trip!***

<http://www.canadianseaplane.com/index.htm>

*The flying Seabee model! This is cool! Easy to build with a 72" wing span, check out www.rcairplane.net **Has anyone built this? I'd love to find out more about it.***

Work like you don't need the money.

Love like you've never been hurt.

And dance like no one is watching.

Bee Sea n'ya,

Bruce

360-769-2311 home 360-710-5793 Cell