

**Bruce Hinds**

---

**From:** "Bruce Hinds" <brucehinds@earthlink.net>  
**Date:** Thursday, September 29, 2005 2:03 PM  
**To:** "Brewster" <brewster@wavecable.com>  
**Subject:** Oct.'05 Seabee Newsletter

## *The Northwest Seabee Club*



Clear Lake Splash-In 2005

Hello Everyone,

Last month I asked you to please make a note to change my email address in our computers, I had planned to get rid of EarthLink, but the new address, [brewster@wavecable.com](mailto:brewster@wavecable.com) doesn't allow me to send large volumes of mail for the newsletter???? So, I've retained the Earthlink address, it may have a junk mail filter on it at times, you'll have to fill out a one time short message that allows you in, or just use the wave cable account, I'll get mail at both. I'll be sending the newsletters via Earthlink though.

Lake Cushman was a success in spite of the weather. We left TIW just before 10 Saturday morning. TIW was calling it 1200 scattered and 2500 broken. As we crossed the Key Peninsula it came down to about 1000 broken, but opened up again over the Hood Canal which allowed us some good clearance over the dam. The weather looked so poor that morning we didn't expect too many to arrive. In fact our dear fiend Walt Windus who always makes it from southern California on straight floats left about a half hour

before we got there, but as it turned out we had a good crowd and it turned into a lovely day. As we discussed the weather reports among our selves, it seems we all got differing forecasts from the briefer. ????

Will we see you this Saturday October 1st, Noon about noon??? It's the Renton Oktoberfest Splash-In/Land-In/Drive-In/Polka-In. Polka Music & Good German Food, Ja! At the Renton Seaplane Dock.

[www.ClearLakeSplashIn.com](http://www.ClearLakeSplashIn.com) Anyone interested in making the trip south with us next year? I made the request this year, even though no one responded, we went anyway. We didn't fly though, I regret that in a way, only because it's too much driving. We will be there next year and we will fly, assuming we still have the Bee. It would be fun to have a few airplanes going together. It was incredible. The community really opens it's doors to us and rolls out the welcome mat. We had water bombing and landing competitions, great food hosted by the local 4H club and the ramp and parking area is made available by the local high school.

The event has been going on for the past 30 years or more and it was hosted by Norcal Aviation. I don't have a tally on the number of people there, but there were about 30 seaplanes. My pictures don't do justice to the event, but you can click on <http://www.dhviad.com/clearlakesplashin/> for some great photos. He is continually updating the site, currently he has 5 pages of pictures and will be adding more in the short future.

If you are going north any time soon be careful if you plan on doing anything in the Fraser River... See the important new article in the safety section! Here's one thing worth going north for.... Aviation Egress Systems will be offering a one day Egress Training Program In Vancouver at the Simon Fraser University Pool, Friday afternoon October 14, 2005, Saturday October 15, 2005 (also maybe available based on student registration)

This is a one day Pilot/passenger Egress Training Program Cost \$ 250.00 plus GST per student. Ground school, Life vest & raft training, Various Egress Simulators, Food and Beverages included, Certificates on completion of training. Please contact: 1-877-GO DITCH (toll free), Bryan (Bry The Dunker Guy) Webster, A.E.Systems Ltd., 250-704-6401, <http://www.dunk-you.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.

this is a piece that came thru from Google alerts....

Logs and other debris could once again be roaring down the Fraser River, threatening public safety and triggering big cleanup costs, because of a shortage of money.

The Fraser River Debris Trap between Agassiz and Hope screens out enough floating trees and driftwood each year to fill 13 football fields to a depth of 10 feet. But some agencies have stopped chipping in toward the more than \$540,000 a year operating costs and it will be forced to close next year without a fresh cash infusion in the next few months, according to Fraser Basin Council

officials.

Coastal loggers have been unable to contribute as they had in the past, and the Fraser River Port Authority has halted its \$25,000 a year contribution unless there's a long-term financing agreement. "We felt it was time to bring a lightning rod to this, get some focus on it and maybe get it fixed once and for all," said port authority president Allen Domaas. The debris trap needs another \$205,000 to continue operating next year, Fraser Basin Council regional manager Bob Purdy told Greater Vancouver Regional District (GVRD) directors Friday.

Floating logs and driftwood has caused floatplane and boating accidents over the years, damaged docks and other infrastructure and hampered search and rescue efforts. "This is a matter of life and death," Purdy said. "People can lose their lives if this facility has to shut down."

Some GVRD directors want the board to make a contribution. "I think the region needs to be a partner," said White Rock mayor Judy Forster. "It's a safety issue. We all have a vested interest in this." But others say the regional government should first go after the provincial and federal governments to step up â€” contributions that they have pared down over the years. "I think the feds are waiting for us to blink," said Pitt Meadows mayor Don MacLean. "And if we do they'll gladly let us be a funding partner." He and several other directors said there would be no shortage of money from Ottawa for the debris trap if it protected the St. Lawrence Seaway. So far the only community kicking in cash directly is the City of West Vancouver. Its GVRD director, councillor Victor Durman, says the debris trap saves money because West Vancouver would otherwise spend much more cleaning up logs and debris from its beaches. "We view this as an upstream cleaning process that saves us money," he said. Closing down the debris trap would also trigger â€” decommissioning costs â€” estimated at \$100,000. **By Jeff Nagel Black Press Sep 27 2005**

## News

If all goes as planned, Antilles Seaplanes LLC will soon begin building planes that haven't been manufactured since the end of World War II. Partners Tim Henderson and V.L. Manuel say they plan to start producing about one plane a month next spring, and will employ about 50 people initially....

Antilles Seaplanes is launching a sales effort and doing the final engineering work to reinvent the Grumman G-21 Goose, an amphibious plane first built in the 1930s. About 15 of the original Gooses are still in use, some commercially. Henderson, the president of Aero Accessories Inc., and Manuel, a CPA, have spent millions of dollars to get this far. "We're comfortable enough now that we're going to go out and get deposits (from customers)," Manuel said.

The planes will cost \$1.3 million to \$2.2 million each, depending on a customer's engine choice, and Antilles Seaplanes will also make and sell the parts for the aircraft. To date, Manuel said, 19 people have said they'd be interested in buying the plane, which appeals to everyone from rich hobbyists, such as singer Jimmy Buffet who visited the company a couple of years ago, to small airline owners and charter services.

Workers at Antilles will update the classic aircraft, giving it modern electronics and modern engines. The company plans to initially produce one plane a month, but expand to two or three planes per month a couple years down the road, Manuel said.

Henderson estimates that over several years, the company might find a market for as many as 250 airplanes. "The world is crying out for an honest to goodness seaplane, not an adaptation of a seaplane," Henderson said. Manuel and Henderson have hired Dave Hamrick, a pilot and pilot instructor who worked at US Airways for 24 years before retiring, to join Antilles Seaplanes as director of flight training. He's developed a training program to that will enable pilots to become qualified to fly the plane and therefore qualify for lower insurance rates. *Good luck guys!*

## History here's some interesting local color!

### [Citizens remember PBY, WWII on Whidbey](#)

**By Eileen Brown Sep 21 2005**

They were there ...

Take an ordinary snow globe and shake it up. Do this repeatedly for five years. I use this to

illustrate how a community in flux must have felt from 1941 to 1945. Oak Harbor, a quiet little town of mostly family farms, had been shaken awake when Pearl Harbor was attacked and the Navy announced it would become a seaplane training facility for men who would fly the PBY Catalina to the Aleutians. Farmers turned over their property for the war effort and construction couldn't keep up with the numbers of sailors arriving daily.

I have been privileged to interview many of those who were here when the Navy came to town. Although some have gone, their words remain as permanent testimony.

Aviation Metalsmith Third Class MILTON SCHULLE arrived from Sand Point in Seattle in March 1942. He saw a sign at the edge of town that read "Population 379."

RUSSELL JACOBSON recalled, "You could only drive with your parking lights on at night until you got well past Deception Pass."

JIM CHESNUTT came from Texas to learn to work on planes and later survived a plane crash in Alaska. It was June 1942. "We went end over end in the water," he said. The entire bow of the plane was torn off.

BOB WALKER's job was to sit in the PBY-5A aircraft's "tower," the heart of the plane. "That's where the engines were started and things like the fuel system, wingtip floats and slats were monitored. The PBY took off at 75, climbed at 75 and flew at 75. It was low and slow."

LLOYD McDONOUGH came from the carrier U.S.S. Wasp which had been lost in the South Pacific. He needed extra clothes when he arrived in the middle of the coldest winter in 90 years. "On Ault Field, which we called Clover Valley, there was lots of sticky mud, but it was some of the richest wheatland they ever had," he said.

HOWARD BASCH was a torpedoman in 1944 aboard a Torpedo Bomber Squadron 55 TBM-3C. Fate kept him back at the hangar when, "During a low-altitude dummy torpedo run, the pilot got vertigo and instead of pulling back, he pushed forward and went into the water," he said. The crew was never found. Then he recalled another accident involving his aircraft. "As we were landing, our turret gunner was yelling that another one of our planes overhead was about to land on top of it," he said excitedly. "The pilot put on the brakes and the plane ended up on its nose, as did the second plane."

JOHN ALLGIRE supervised the mess in building 13. "We fed 1,500 men daily on the Seaplane Base and 3,600 at the Ault Field Mess, where Personnel Support Detachment is today," he noted. Allgire also remembered the three-legged dog that could beat bomb trucks going 10 miles an hour on what is now called Torpedo Road. Because torpedoes were difficult to load onto PBYs in the water, crews would hitch up several four-wheel trailers to haul inert ordnance to Ault Field. Seaplanes would then fly from Crescent Harbor, land at Ault Field wheels down, be loaded with torpedoes, fly back over Crescent Harbor to line up their targets, drop them and boat crews would retrieve them to repeat the cycle.

PEARL SEIGER, a clerk recording grades at the base gunnery school in 1944, remembered how a little train pulled targets along a track at Rocky Point at what is now Gallery Golf Course.

GEORGE MORRIS also arrived in 1944 as a GS-2 inventory clerk. "We took the first NAS Supply inventory, counting aviation parts, office supplies, and kegs and kegs of bolts, nuts and screws," he said.

FRANK JONGSMA remembered when many supplies, including ammunition, were loaded and unloaded from barges or railcars at Whitmarsh or Anacortes. In 1947, Jongsma greased as many as 23 vehicles a day, from cars to trucks and busses, and operated the wash rack.

Seiger said it best. "No one appreciated their country more than the American people. We were one people, one government, one Navy -- all working for the same cause."

If the country needed you in 1943, it needs you even more today. At 63, Naval Air Station Whidbey Island is respected for its geographically unique location and diverse training capabilities. Preparing men and machines to join the fleet is a big job, but so is looking after their loved ones. Families played second-fiddle in World War II. Today they stay abreast of news through their chain of command and their needs are taken care of to the fullest extent possible. This means a lot to the deployed sailor and can affect his decision to re-enlist.

So celebrate, folks. And I'll be back on Sept. 28. Call me at (360) 675-6611 or email me at [lifeonwhidbey@yahoo.com](mailto:lifeonwhidbey@yahoo.com).



**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>

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](mailto:tdonnelly@mindspring.com) 206-784-6563 **1**

George Wray is looking for some Landing Gear struts. If you know of any for sale, contact him at [gawray@mac.com](mailto: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](mailto: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](mailto:IDREV88@aol.com) Phone: 952-447-3625 Mobile: 952-210-2096 1

Tod asked to renew this... I can't believe someone hasn't scarfed this project up. It seems like a lot of stuff 4the\$.



The Seabee project for sale was started by Don Wallace at WE Aerotech and intended to be a new (totally reconditioned) airframe to be fitted with a 375 HP Continental GTSIO-520M engine and a new 93" Hartzell 3 bladed reversing prop. Many of the structural parts are new since Don had an agreement for the PMA rights. The fuselage and tail surfaces were disassembled stripped and inspected before repriming and reassembly. The wings disassembled inspected and primed but not reassembled. The project appealed to me because I could not see putting a new, higher horsepower engine on a 60 year old airframe without totally going through it first. The project was halted when WE Aerotech went bankrupt in 2001. I retained the prop and custom engine mounts so that they could be used in the same application if anyone was interested. Don Wallace is still around and has done some engineering work on the project with the FAA. I have about \$60,000 into the project and will sell it for \$25,000.

For more information contact [TodDickey@aol.com](mailto:TodDickey@aol.com) 3

Byron Miller is looking for a pilot side door. [miller.bj@verizon.net](mailto:miller.bj@verizon.net) Phone: shop 503-873-1113 home 503-873-2857 3

### 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 it's 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 2

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 2

Tom Danaher has a Franklin Bee and needs a oil control valve for the prop.. Can anyone help out??? Contact "West Sanders" <[westsanders@sbcglobal.net](mailto:westsanders@sbcglobal.net)> Subject: Re: 'Bee Prop Last time boys, let me know I'll keep it going....

1972 Twin Seabee N123BR

**Attention Float Pilots.... how about strapping a Porta-Boat to your float struts? It folds to just 4 inches flat !**







Carry it under your arm like a surf board and you can attach it to the struts, almost no drag. See their website <http://porta-bote.com/> This is the two seat model, it's actually 9'3". It only fits in our Seabee because we've removed the bulkhead, but even then we have to take out all but the pilot seat. Janie wasn't too keen on the idea of making her sit on the cooler, even though her seat belt was tied to the floor. This boat is NEW, never in the water. It's a \$1200 value, How about \$950?? It's never been in the water!! Call Bruce 360-710-5793 or [brucehinds@earthlink.net](mailto:brucehinds@earthlink.net) Northern Pilot had a write up in their June/July 2002 Seaplane Special issue.

I've only unfolded it twice. The second time I put the seats and transom in it only took me 4 minutes to have it ready for the water. And it weighs less than an inflatable canoe. **please, make it my last!**

## 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](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@bellsouth.net](mailto: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](mailto:scott@finite-tech.com)

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 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](mailto: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](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.

### Other Interesting Web Sites

[www.hu-16.com](http://www.hu-16.com)

[www.aerocheck.com](http://www.aerocheck.com)

[www.americanwarbirds.com](http://www.americanwarbirds.com)

[www.flightcontractservices.com](http://www.flightcontractservices.com)

[www.norcalaahs.org/](http://www.norcalaahs.org/) interesting pictures

[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

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

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

<http://www.floatplaneflyin.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)

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,

Bruce and Janie Hinds  
360-769-2311 home  
360-710-5793 cell