

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Tuesday, September 4, 2007 2:03 PM
To: "Brewster" <brewster@wavecable.com>
Attach: loelgoose.jpg; Bull-a-ton1.doc
Subject: Sept'07 Seabee Newsletter

The Northwest Seabee Club



WSPA annual gathering at Mason Lake last year....There really was a Seabee there last year! That and a few other aircraft were parked around the point!

Hello Everyone,

I don't know what happened to summer.... it went by in a flash, I think it happened while I was waiting for it to warm up! Our annual event at the WSPA happens this coming weekend at Mason Lake. Come out and enjoy the food and the company of the 99s who will be joining us for our Mason Lake Splash-In. See the details on our website www.wa-spa.org

With all that's gone on too, we missed our annual trek to Priest Lake..... maybe next week? Anyone want to go? Actually the extended forecast looks great for northern Idaho 78-81 degrees and sunny. We've basically got everything ready to go, we were going to leave this past week and I had pulled my back out, but I'm on the mend and this looks like the last chance we'll have before fall.....

How about Clear Lake???? We ran into Chuck Kimes at Dave Wiley's memorial service, which was very well attended, but before I get to Clear Lake, let me just mention that we need to cherish our friendships with some these icons of our passion that we still have left. I noticed at the memorial that Dave's spirit will live on in all that knew him, he was a remarkable family man as well as he was a pilot. It's often said that when people like this are gone, they will be taking their stories with them.... that can be the case unless we reach out now and take the time to enjoy what they are so willing to share. There are many postings by those that knew Dave at his website, visit www.wileyseaplanes.com

Okay, so the question was, are you going to meet us at the Clear Lake Splash-in this year? Or better yet, fly down in a gaggle with us. I'd posted in the last newsletter the schedule of events and some of the changes they've made from last year. If you have any questions you can contact me or go directly to their website at www.clearlakesplashin.com it should be a great weekend.

The Columbia Seaplane Pilots Association or the Oregon seaplane pilots have gone electronic with their first Bull-A-Ton newsletter via email. Bill Wainright put it together and they are working on a website too. I've attached a copy of their newsletter for you. Enjoy, and if you can still get out for the last few events of the season, we hope to meet up with you.

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.

On the discussion group there had been some talk about stall speeds and the extended wings... Bob Gould writes from Hawaii about some of his own testing.....

I went up today and did some slow flight to check the airspeed indicator accuracy at low speeds. We only had a few knots of wind, and I did an upwind and a downwind run with the flaps down, and just an upwind run with the flaps up. The gear was up on both runs. I was able to maintain level flight with the flaps down indicating 40kt (46mph). The GPS said I was doing 47kt upwind and 52kt downwind, so that means that the TAS was about 49.5 kt when indicating 40. That's 57mph, or about 9mph lower than book stall speed, but I was about 5 kt above stall, so stall speed is about 45kt. Remember I was maintaining level flight, and with the flaps down my airplane stalls at 35kt indicated. That seems to indicate that the stall speed is actually about 53mph instead of 58mph book. The gear was up in all the tests, so it didn't quite correlate with book in that respect.

With the flaps and gear up I could maintain 50kt upwind, while the GPS indicated I was also doing 50, so the airspeed indicator is much more accurate at that angle of attack. I did not do a downwind run in that configuration, but the other test indicates that my TAS was probably 52 or 53kt (61mph), or about 5mph lower than book. 50kts was right on the edge of stall; in fact it stalled once at that speed (the wing fell).

All of the tests were at almost exactly 3250# gross weight. We had two of us 245# guys in the front seat and 60 gallons of fuel. The airplane empty is just over 2400#, plus there is a bit of miscellaneous junk on the floor. You know how that is.

So flaps down stall speed is about 45kts TAS and flaps up stall speed is about 52ktsTAS in my airplane at gross weight. It seems that the droop tips do help some.

Bob

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

This was an interesting letter I received via the email system as a cc: For those of you that have longed to fly under a bridge, take your seaplane. This seems to confirm that seaplanes are boats while on the water, or possibly too if intended to be on the water??

... I talked with FAA spokesperson Elizabeth Cory this morning about her irresponsible statements concerning air operations under the Mackinac Bridge. Ms Cory stated that she is NOT a seaplane or helicopter pilot and that she could not remember making reference to any safety documentation when she made her statement about the dangerous nature of flying under bridges. She directed me to the Flight Standards District Office of the FAA in Grand Rapids. I called the above office this morning and spoke to inspector Tom Kozura. He told me that he was not aware of ANY safety issues relating to flying aircraft under bridges. Further he confirmed that Ms Cory's proscription against helicopters was "in error" and would be retracted. He then said that part 91 has a proscription against aircraft operating within 500 of a man-made structure without the intention of takeoff or landing that was the basis for any enforcement action for flying under the bridge. I pointed out that this proscription was only relevant to aircraft "not in the process of takeoff or landing". When I pointed out that a SEAPLANE MAY be landing as part of flying under the bridge, he agreed. We then agreed that no enforcement action would be taken against ANY seaplane flying under the bridge unless a complainant could PROVE the aircraft was not doing so for the purpose of takeoff or landing. From this it is clear that, as long as amphibians fly under the bridge with their wheels up they may do so without breaking the law if, at any time, they have the INTENTION of landing. To process a violation, the FAA will demand proof from a complainant that a SEAPLANE landing was not the intent of the under-bridge flight.

The inspector also told me that the complaints were coming from motorists traversing the bridge. These complaints can be avoided by merely posting road signs on the approaches to both sides of the bridge alerting motorists of possible under bridge flights. SPA should take immediate steps to request these signs be place by the appropriate highway department.

SPA should publish an immediate retraction of the proscription of seaplanes flying under the Mackinac Bridge and/or characterizing them as "stunts". SPA may quote my email.

Sincerely yours,

Stephen Albers
ATP ASMEL&S

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!

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?>

[Uc=b2cgriae.aid6c2i6&Uy=44ox5e&Upost_signin=Slideshow.jsp%3Fmode%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

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 1

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> 1

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, and the rotating beacon is hanging off. 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. 2

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 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

This is no Bee, but what a cool airplane!



MURPHY MOOSE M14P • MAKE OFFER • 2006 Murphy Moose w/ M14P 360HP. Like New. Ready for floats. 55 hours TTAF&E. STOL cuffs, VG's, Seaplane doors. Too many upgrades to list here. Aircraft currently located at Salt Lake City, UT. 100's of pictures here - • [VISIT MY WEBSITE](#) • Contact [Scott Aldrich](#) - [S & L AIR LLC](#) located Anchorage, AK USA • Telephone: 435-649-5791 <http://www.barnstormers.com/listing.php?id=178796> 3

GO-435 powered Seabee



Contact Wayne Parsons at wpar@hughes.net for details 3

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. Loel, want me to keep this going?

Daubenspeck Brake Conversion Parts

Way back when, we converted our brakes on N681CB, I made up a half dozen sets and have 3-4 sets left over of the machined parts that go with this conversion. Do anyone know what is the status with the Daubenspeck people? We had the STC come with our Bee, and I have the drawings for same. I would be happy to offer the components/sets I have left over, to anyone wishing to make the conversion. It's not rocket science, but unless you have a machine shop available (which I do), to have them fabricated on a one at a time set basis, it would cost about \$700.00 to make up a single set.

Obviously, I've no authority to sell or offer the STC, but I could sell the parts, and send a copy of the STC drawings along as a courtesy.

I'm guessing could make the conversion on your own, with a field approval. I do have a contact with a parts provider, who can supply the 'old' Cleveland brake components specified on the STC. Contact: Don Anderson dander77@oh.rr.com 3

Seabee Airframe s/n 939. Completely overhauled airframe with new bottom, tail and overhauled landing gear. \$75K Contact Buzz Hale thunderbee7@hotmail.com 775-338-3228 **Buzz, let me know to keep this going.**

Other Interesting Web Sites

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/gottalder/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!" brummricken@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
Northwest Seabee Club
360-769-2311 home
360-710-5793 cell