

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Thursday, September 4, 2008 8:44 AM
To: "Brewster" <brewster@wavecable.com>
Attach: loelgoose.jpg; loelgoose.jpg
Subject: Sept'08 Seabee Newsletter

Seabee Club Newsletter

September 2008



Caption reads, "The tide ran out before I pushed off, so I jacked up the CB and put the wheels down."
 I hate it when that happens!

Hello Everyone,

The title "Nothing By Chance" one of Richard Bach's early books, was the theme last week when I spent some time with Alan Watson. For those of you that don't know him, he is one of the senior members of our Seabee community. Last year we met at Clear Lake when we were invited to dine with him, Don Kyte, Jim Sorenson and Tom Hillier. Tom had purchased Jim's super Seabee project and was just about to finish it, hopefully he'll bring it to Clear Lake this year. You all know of Don Kyte, and Jim has some really interesting history too. Last year he'd just completed a double knee replacement and at 92 is still going strong. I want to grow up to be just like these guys.

Anyway, I get a call a couple of weeks ago from Alan and he wants to know all about our area. He's considering a lakefront home for a seaplane since he has family in Seattle and he'll be coming up for a visit soon. After a wonderfully long phone call he agrees to call when he comes up. Sure I hear this all the time, but he does. As it turned out he'd just had breakfast at TIW's restaurant and I was on my way out the door to fly the Bee over to Bremerton for the Blackberry Festival. In fact, when his call came in I was on the line with a couple that were telling me they couldn't go with us. I was just about to hang up when Alan's call came in and I saw the caller ID. When I'd mentioned this to Alan, his response was, "Nothing By Chance."

Among the many real estate and local flying questions, he was curious about the radial engine Murphy Moose, and amphib floats for an LSA. As it turned out, we weren't on the ground at PWT 5 minutes when two of my good friends showed up to say hi. Kirk built his Radial engine Moose, and Joel built his Kit Fox for use on amphibious floats! Alan's only response to the coincidence was, "See, Nothing By Chance." I can't tell you how many times I heard him say that. He's a fascinating man with a long Seabee history that truly believes that everything happens for a reason. He personally knew Spence and even flew him in his Aircar when Spence could no longer hold a medical. Janie and I were glued to his stories which made for a wonderful day.

The old Bee really does draw some attention. At the Concrete fly-in the fellow that contributed the photo above, Herman Kurth had seen our Bee. A few weeks later I get a call wondering about the history of the Bee at the concrete fly-in and if it may have been one of his since the tail number has been changed. He hadn't realized I was the owner. I included Herman's letter last month in the history section. We haven't met in person, but we've been writing a lot and he sent me a wonderful collection of his flying escapades in Alaska during the fifties, old photos that have been scanned on to disk. Someone spent countless hours on this project and he's shared it with me! Thanks Herman.

Splash-Ins

WSPA Mason Lake Splash-In is this Saturday, why don't all you local area Seabee lovers come on out, the weather is going to be wonderful. It looks like Alan may come too, if you're flying over and have a seat, let me know and I'll put you in touch he'd love to ride over with you. Those of you that are coming, please RSVP to BruceH@wa-spa.org with a head count for the food and bring a side dish of your choice. It's always a fun time.

Clear Lake is the 19th-21st of this month in Lakeport, CA. We're headed down there again this year and would love to see

you on our wing. California has a new requirement that has to be complied with concerning their invasive species and requires a pre-registration. "Pre" doesn't mean the day before either! Once you register, they have to send you a sticker! If you're considering going, you must take care of this ahead of time. So go to www.clearlakesplashin.com for all the details.

We Need Help!

Lorne McLean would like to know where to find exhaust retention clips for the Franklin Engine? The clip that holds the exhaust to the cylinder? Any help would be appreciated. Thanks! lornemclean@rogers.com 905 989 2798, Cell 416 434 0091

I need a tailwheel. I pulled mine apart to change the tire and found a bunch of corrosion on the hub. It's okay for now, it cleaned up well, but I should change it out sometime soon. Let me know if you have a good one you can part with. BruceH@wa-spa.org

Safety

I subscribe to some news alerts through Google and I can't believe the number of accidents this summer. What's with that? Is everyone flying so much less that they are losing proficiency. Please be careful out there. Although the following from "ASRS Callback" is not a Seabee, it applies to us all.

A short lake and a windy day were a treacherous combination for a C172 float plane pilot. While taking off from a lake I was forced back in the water after takeoff by wind (downdraft). I aborted my takeoff, shut down the airplane and hit the bank at the opposite end of the lake. Nobody was hurt. The shore of the lake is rocky and I put a tear in the bottom of my right float and a dent in my spreader bar. After several attempts to reach some help on radios, I temporarily repaired the float and flew the plane back to ZZZ alone. I had no ferry permit to do this. [Contributing Factors:] 1) Taking off from a short lake on a windy day. 2) Not having a way to contact someone from a remote location. 3) Not filing a flight plan. 4) After being there several days I wanted to get home. 5) Being new to this lake I misjudged the effects of mountain winds.

History Was the Seabee a warbird?

People continue to ask me if the Seabee was a warbird and I've said, "no it was produced after the war." Well it may not have served in our armed forces, but other countries have used it. Here are some interesting websites.... enjoy.

http://vnaf.net/photos/seabee/seabee_photos.html

http://en.wikipedia.org/wiki/Vietnam_Air_Force

www.seabee.info/rc3_france.htm

I think it is very important to the future of the Seabee that we document any and all information on military history. If you know of any other information, please let me know.

51-PERCENT RULE Comment Period Extended

When the FAA earlier this summer revealed its proposed changes to how it will interpret and enforce the 51-percent rule that governs homebuilding, the reaction from pilots and builders was quick and overwhelmingly negative. Now the comment period has been extended, to Sept. 30, and EAA says that so far most comments support the position that the changes are not necessary. "This new requirement only makes it more difficult for legitimate amateur-builders to document compliance," said Earl Lawrence, EAA's vice president for regulatory affairs. "It would have no effect on those who may currently fraudulently declare that their aircraft was constructed by amateurs, which is what the FAA wants to eliminate." EAA suggested that the dormant primary kit-built category could be revived, which would be more flexible in allowing pilots to build and fly their own aircraft without having to perform more than half of the aircraft construction tasks. Comments on the proposed changes are being accepted [via e-mail](#). [more] For more information about this issue, see the [EAA Web site](#), and visit the recent [AVweb InsiderBlog post](#) by Kitplanes Editor Marc Cook. Cook also hosted a [series of four podcasts](#) from Oshkosh, in which he interviews leading members of the kitplane community about the impact of the proposed rule changes. [More...](#)

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! Need some parts, let us know!

Roger Duke's Super Seabee (New Price) and Home 4 sale.....



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>

1946 RC-3 Lycoming Superbee. Airframe TT 1984.2 SMOH 234.8. GO 480 New 3 Blade Reversing prop, All up Grades, Overhead Controls, New Glass, IFR.GPS and More.....



ASKING \$100,000. Contact BOB @ 360-304-7621 or ESLNM33@AOL.COM 2

David Reeve says, "I use the attached bottle to carry spare 5606 hydraulic fluid in my Seabee.



It works great as it is both of sufficient quantity and easy to maneuver/fill both the hydraulic pump reservoir and the brake master cylinders. It is chemical proof, so the fluid does not harm it. It is also spillproof. I had to buy a minimum order of 12, but only needed 2, so I am offering the bottles at \$4.50/each plus postage (don't know how much, but they don't weight hardly anything). This was my cost. Consolidated Plastics 16oz. flip-top measuring bottle (#41695LZ), approx 8"x2.5" Contact David at dcrlbr@earthlink.net 3

FOR SALE



1947 SEABEE, RC3 SN395, TTAF 1463, Franklin B9F, TT 629, 12 STOH, Reversing 3 blade Prop, TT Prop 197, 12 SPOH, Bendix/King KX 125 Nav/Com, Cleveland Brakes, New Engine Control Cables 2004, Fuel Cell replaced 1996, Artex ELT, Wing Extensions, Large Spray Rails, Never operated in Salt Water. Location Muskoka, Ontario, CYQA. Asking \$55,000, Contact: Lorne McLean 905-989-2798, 416-434-0091 cell, or lornemclean@rogers.com 3

Super Seabee \$99,000 wow!



Sn 78(1946), Simuflight STC'd 295 Horsepower Lyc GO-480- G1B6 serial # L-1133-35 mfg 1964, overhauled Nov 1983, Total time since overhaul 85 hours. Hartzell 3 blade reversing Propeller Total time since New 55 hours. Total time on airframe since new 2040 hours.

Extended Wing Tips, Large Spray Rails, Jasco Alternator 12Volt 50 Amp, Whelen Strobe System, Transponder- Garmin GTX 327 with encoder King KX125 Nav/Com, FlightCom 403 MC 4 place intercom, Cleveland Brakes Garmin 295 GPS New Interior (seat covers, side panels (photo forthcoming, please email), headliner & seatbelts), All new windows (with vents) New Paint (needs minor touch up), All Ads complied with, New Keel 2007, New Battery 2007, Complete 337s, STCs and Log books. Plane is in excellent condition, with tens of thousands of dollars put into upgrades NOTE: Seabee is located in Daytona, Florida area. Contact Lou Fitzpatrick Loufitz@aol.com 610-647-3255 **3**

Super Seabee for sale in northern IL. He wants to sell it quickly and lowered the price to \$100,000. N3263G has 2100 TTAF with a Lycoming 480; 330 SMOH, new 3-blade prop, STOL wing extensions w/ drooped tips, 3 bilge pumps, electric hydraulic gear and flaps. More info at www.MotorcyclePilot.com/Seabee You can reach Ken at (847) 724-0000 or KenK@mc.net **2**

The Ultimate SUV.... would that be a USUV?



Lena Harned's 1961 UH34D Sikorsky Helicopter is for sale www.dscal.com/UH34/UH34.htm \$199K for the chopper and all the spare parts. Call Lena at 530-695-3030. **Last time Lena, 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 Contact Sam czechride@canby.com - located Wilsonville, OR phone: 503 678-5114 3

"ZeeBee" Estate Sale! Price Reduced AGAIN !



The aircraft is located in Sequim, WA and the owner had flown it to BC each summer. It looks clean and straight and it has the IO-540! N6585K could be a great deal for someone, asking prices is \$85K(make a reasonable offer!)..... 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

Seaplane Pilots Dream



Shilling Lake is located 35NM SE of Nimpo Lake at 2300' in beautiful British Columbia. This is the only parcel of land available on the Lake. It is a 6.7 Acre parcel

and currently has 5 completed structures that can accommodate 15-20 people. It is accessible only by air or foot however there currently is no trail to the Lake. We have had all manor of floatplanes from J-3's to Twin Otters visit and there is also a helipad on site. Many aircraft have visited landing on the ice in winter on both Wheels and Ski's. Please visit our website: <http://landquest.com/detailmain.asp?prop=07382&curpage=1&search=newlist> . Or contact Gcorrado@wavecable.com
Last time Greg, let me know if you want to keep it going.

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 **Last time on this one too.**

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 cowl.

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. 3

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 Last time Buzz....

Other Interesting Web Sites

[http://www.tanignak.com/More Amphibian Adventures.htm](http://www.tanignak.com/More%20Amphibian%20Adventures.htm) which has some wonderful Widgeon, Goose and other amphib stories, More history from our friend Andy Shane if you are interested in the Pan Am flying boats. Check out....

<http://www.flyingclippers.com/main.html> or

<http://www.rbogash.com/B314.html>

Carl Hankwitz has republished the 1949/1950 movie featuring his family's Seabee. You can view it online at

http://web.mac.com/chankwitz/Hankwitz_Films/Movie.html if you'd like to contact him, he can be reached at chankwitz@mac.com

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.floatplaneFlyin.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's book *"Flightseeing S.E. Alaska's Glaciers and Whales"*

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 Majonnier, 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!"** brummrchikaren@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 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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Seabee Club Newsletter
360-769-2311 home
360-710-5793 cell