

**Bruce Hinds**

**From:** "Bruce Hinds" <brucehinds@earthlink.net>  
**Date:** Friday, March 2, 2007 10:00 AM  
**To:** "Brewster" <brewster@wavecable.com>  
**Subject:** Mar'07 Seabee Newsletter

## The Northwest Seabee Club



### Republic RC-3 Seabee

The Republic RC-3 Seabee is an all-metal amphibious sport aircraft. The engine sits behind the cabin in a pusher style configuration. Since its introduction in 1946, a respectable 1,060 Seabees had been built by the Republic Aircraft Company.



The Seabees have been used in the USA and also found to be useful in operation in coastal areas, mountain lakes and large rivers.

The Seabee became one of the most popular bush planes. Many life-saving missions were flown by hero Seabee pilots to rescue ill people from remote islands and vast wilderness.

Aviation History - In 1918, the first air mail route in the U.S. was a 218 mile route between New York and Washington D.C. Coast-to-coast mail service began in 1924 when the U.S. Postal Service established an air route between New York and San Francisco. The flight was flown in relays and took 33 hours.

[www.AlphaTangoCharlie.com](http://www.AlphaTangoCharlie.com)  
 © 2006 Alpha Tango Charlie - Front photo by Mike

New trading cards of aircraft.

Hello Everyone,

I've enjoyed running the newsletter these past years, I feel like all of you are an extended family. I've been asked to take over at the Washington Seaplane Pilots Association as president, so I'm going to make the Seabee newsletter a Seabee Supplement. I'll send you all the WSPA newsletter and then the Seabee Stuff. With my limited resources, it's the best way I can kind of keep things straight for now.

I've also enjoyed the Classified Section, it's so much fun to help put a deal together. That wasn't the case recently. Remember the Spencer Aircar? It seemed like quite a deal and there was quite a bit of activity on the advertisement. The terrible part of the whole thing is that the two pilots that were delivering the aircraft to the new owner crashed and died. It breaks my heart to hear these stories. If someone finds out what happened, please let me know. I only have the following story that came from the newspaper. I did get a call too from the former Air Car owner, a widow, it had been her husband's aircraft, his pride and joy. Needless to say, she is really torn up over the ordeal. My condolences go out to her and to anyone who knew the pilots.

From Iowa-City-Press-Citizen:

The two Iowa City residents who were in a small plane that crashed south of Grinnell on Friday afternoon have been identified. Blane Anderson, 34, 1019 Second Ave., was piloting the plane when it crashed about 2:40 p.m. Friday south of Grinnell Regional Airport. A passenger, identified by the Poweshiek Sheriff's Office as Joshua James Reynolds, 35, of Iowa City, also was killed in the crash.

No further information was available on the cause of the crash, which occurred about 20 minutes away from Iowa City. William Owen, the Grinnell Airport's manager, said Friday the airport handles about 12 flights a day and said conditions were cold and clear. However, he did not know if weather contributed to the crash.

The Federal Aviation Administration has turned the investigation to the National Traffic Safety Board's regional investigator because of the fatalities, FAA spokesman Tony Molinaro said Saturday. Calls to the NTSB regional office in West Chicago, Ill., were not returned. Roy Tokle, 67, said he was working in a barn on his son's farm when he heard the plane fly over, and then heard its engine stall.

"I could hear the engine cutting out, and it looked to me like he trying to gain some altitude, and then the next thing I knew, the plane had crashed," Tokle told The Des Moines Register. He said the plane hit the ground like a rubber ball.

"It bounced up in slow motion and then pieces started flying off -- it looked like a tornado hit it," he said. According to a statement from Anderson's family, the plane -- an experimental, home-built, single-engine aircraft called a Spencer Air Car -- had experienced mechanical difficulties on its way from Seattle. Anderson, the chief pilot for Iowa City-based Jet Air, Inc., and a courier for the Organ Donor Network, and Reynolds had flown there Jan. 23 to pick up the plane for a third person who had purchased it, Anderson family spokesman Brian Morelli said. They had mechanical difficulties along the way, and were forced to wait in Twin Falls, Idaho, for five days while they waited for parts, said Morelli, who is a Press-Citizen reporter. They stopped in Rawlins, Wyo., Thursday night, and continued flying Friday, stopping for fuel in North Platte, Neb., before continuing their flight, Morelli said. Anderson had called his wife, Heidi, about 2:30 p.m. to let her know he would be in Iowa City at 3 p.m.

"He called here in the afternoon, and said could I go (to the Iowa City Airport) with the kids to pick him up," Heidi Anderson said in the family statement. "But he didn't show up. I thought maybe he was running behind."

Anderson leaves behind a wife, Heidi, 6-year-old twins, Ruby Jo and Eli, and a 14-month-old daughter RosaMae.

Here's another sad story, but with a much better ending that happened about the same time.

Republic SeaBee Makes Hard Landing In SoCal, Loses Propeller Mid-Flight Over San Diego County... The propeller from a vintage Republic RC-3 SeaBee amphibian fell off about half an hour after it took off from a public airfield 10 miles east of San Diego, CA Friday, according to FAA spokesman Ian Gregor. The plane was en route to Lake Mead, NV, and made a hard landing in a rural area. Neither of the two men on board was injured, he added, although the passenger was taken to a hospital for a precautionary evaluation.

Gregor reported that just after 11:30 am, the pilot cut power at an unknown altitude and glided to the ground in a field near Julian, 60 miles northeast of San Diego. "It's pretty unusual for that to happen," he said to the Associated Press. The airplane suffered substantial damage in the forced landing. An FAA investigator was on site to determine why the propeller fell off. The San Diego County Sheriff's Department had not received any calls regarding injuries or damage from the falling propeller, said emergency services dispatch supervisor Shannon Powers...

Bruce,

I've been going on for some time about Clear Lake, I was just forwarded this website for Bill Larkins.

Who is Bill Larkings you ask? He is Aviation Photographer Extraordinaire. He writes... I have added a new album for "Seaplanes at Clear Lake". There are now 30 Albums with a total of over 1,500 photos. Be sure to use the "Slide show" feature with its nice black outline to just enjoy the photos. The URL is <http://picasaweb.google.com/BillLarkins>

**Maintenance** Seabee Items on ebay [http://motors.search.ebay.com/\\_W0QQsassZjawany](http://motors.search.ebay.com/_W0QQsassZjawany)

Bob Gould offers some experience and advise on paint jobs....

I had the plane painted in Nov-Dec 2005. There was fairly extensive corrosion work that arose from corrosion that had occurred while sitting in my carport (the airplane had not been in the water or flown since 1965). We assembled the airplane in April of 2006 and first launched it on April 28. Within a few months corrosion started showing up; some in places one might expect like around skin overlaps that could have preexisted but not been removed. I took it back to them on December 26, 2006. This was not to be a complete strip and repaint like the last job, but a spot treatment and repaint as necessary to get corrosion that had occurred in the 9 months prior to the repaint. I still had to have some metal cut out and replaced around one window, on the cowling, etc. They ended up completely stripping and repainting the entire hull bottom, and completely repainting the yellow on most of the fuselage, though they didn't strip all the 'old' paint off; it was just cheaper to repaint after spot treating than to try and spot paint and blend it with the previous. They maintain that there was so much pre-existing corrosion deep in the metal that it was impossible to get it all out and therefore stop it. I maintain that they didn't properly and completely remove what was there previously, prepare, and paint the first time. We were at an impasse that would only lead to a difficult lawsuit, so we agreed they would do the repair at cost or below. That price has yet to be determined, as I haven't picked up the airplane yet.

The paint manufacturer suspects they may not have used the proper alodine or that they may have used a self etching primer instead of the proper primer. Self etching primers have a salt spray test life of about 200 hours, whereas the primer for Alumigrip has a salt spray test life of 2,000 hours. The paint manufacturer maintains my airplane should be fine for 4 or 5 years if left outside instead of 5 months.

I did convince the painters that bead blasting is a better way to get down into the corrosion pits than wire brushing, which they used the first time, and they now say they will use bead blasting as a matter of course in corrosion areas. Whether that will make the difference remains to be seen. What I have learned so far is that:

1. the type of stripper can make a difference, as some tend to leave acid behind that can cause corrosion (mentioned in an article in AOPA magazine)
2. getting all the stripper off, especially from seam overlaps is important

3. getting all of the corrosion out is essential, and I think bead blasting is best for this. A lot of people worry about ruining the metal or burning through it, but I have not found this to be a problem with a regular air compressor and sandblasting kit
4. getting a thorough coverage of the phosphoric acid cleaner (part 1 of the Alodine or Imron treatment process), and letting it work a while but not dry seems to help get corrosion out of pits; sometimes more than one application works better than just one
5. getting a good coverage of Alodine or whatever the conversion coat is called and not letting it dry in place is important, as is the type used (use the stuff that is premixed; don't mix your own)
6. the proper primer is important. Don Wallace was very enamored of the Boeing primer, but I didn't find it particularly special.

I now have no leaks in the hull except, of course, in the one inaccessible compartment; the fuel compartment. I will get a couple of quarts out of there after a few water landings, but only a few ounces from any other compartment. Pro Seal seems to be the accepted method of sealing things up. At first I had a pretty big leak in the rear of the aft compartment, but we gooped it up with ProSeal and it fine now. It is a mess to use, but effective.

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.  
Need something here!!

History I'm always looking for interesting pieces, Know any great seaplane history. And, by the way, what got you interested in flying? This came in from a Pan American group I receive stuff from. A little flying boat history..... I was born too late!

Every trip as a Pan American crew member was an adventure, some more than others. The trip to Tahiti was not boring by any means, unless you spent your layover time in your room at the Tahara.

Several of you have responded and told me the correct spelling is "Quinn's" not McQuinn's. Jack Bernard, frequent traveler and building inspector, made two trips to Tahiti in the nineties and "stated Quinn's Bar did not burned down but is still there. He also mentioned "that they have not spent any money on remodeling." So, Quinn's fame remains as a legendary "watering hole of the South Pacific" but without a paint job.

Carl Shott, evaluator and former frequent patron of Quinn's, mentioned that " the local 'ladies' who frequented this establishment were very colorful, most missing several teeth, learned "English" from "real" sailors, had a four letter vocabulary that would put most of us to shame and could drink all of us under the table (at our expense). They were real pros. I think that's where the term "coyote ugly" originated. If it didn't, it should have." Since the good old days, I hope Carl has acquired a new circle of friends with higher social values.

The Bali **Hai** is the correct spelling of the hotel on Morea. The three owners of the Bali Hai Hotel were Don Mcallum, Jay Carlisle and Kelly ?. Derle Moses (also frequent patron of Quinn's) informed me that Kelley has died but Don and Jay are still wondering around Morea. I also remember reading an article in *Time Magazine* many years ago about them owning hotels in Mexico. I believe their original occupations were an accountant, a stock broker and one a chicken rancher and all were from the SFO Bay area.

Joanie Carnell (now Rosling) writes:

The Bali Hai hotel was basic to start with but they built lovely cabins over the reef where you could dive off the deck into the lagoon. The Boys always gave us the best available! The Leaky Tiki was a whole lot of fun and you could also take out an outrigger canoe to the outer reef to snorkel. Villy Vilar was the entertainer for the evenings and on Sundays there was a feast of pig cooked in a pit with hot stones and the village would come and dance the tamurai for us. When the Boys opened the hotel they had no clients, as they were sent to the Aimeo Hotel down the road. So we would take as many passengers off the flight over to Moorea on the KK1, the boat took about 2 hrs. They were very grateful and so we helped them get off the ground and they always treated us right. They eventually had Bali Hais' on Huahine Raiatea and Bora Bora. I visited the one on Raiatea with them one trip. Speaking of Captain Ritchie. I used to stay with them at their house in Aiea on the beach. I would snorkel to my heart's content but never dived By the way I don,t know if you heard that Bland Lane died recently after having knee surgery. She often stayed at the Ritchies and dived off that beach too. It is very sad as she was a very interesting and classy lady.

From Pamela Reeve:

I remember Morea extremely well, as the flights described were the only ones I flew in 1965 after Buckshot died. I remember the wonderful times we had with Muk and his two partners Jay and Don. If we ran out of lemons at the bar I remember all of us climbing into the truck and getting more, where from, I don't know. They of course owned the Bali Hai. Villi Villa - not sure o spelling was the local attraction who played his "gut bucket " every night after dinner. Early mornings we walked the beach and watched the local ladies sweeping the sands. The other thing I remember quite well, Johnney Raye was a passenger on one of the flight to Papeete (Faaa airport) and we talked him into joining our crew to go over to the Bali Hai with us and he had a grand time. I have lots of photos in my pan am scrap book of so much fun in Morea. I remember sunbathing (in private) with one of our swedish bombshell flt. attdts and getting our behinds so burned we couldn't sit down without pain. I went back some years later with a crew, believe the Captain was Stan Pierce - possibly a charter flight - and how the place had changed. Thank God for memories and people to share them with. Please pass on to other Pan Am friends.....the only other airline at the time flying to Tahiti was Air France and quite often our 2 crews were the only people staying at the Bali Hai.

Love Pam.

How many of you are you flying to Sun and Fun this year???

**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!](#)

Needed Landing Gear Elbows, I know a guy that needs both left and right side. Contact me...  
[brewster@wavecable.com](mailto:brewster@wavecable.com) or 360-710-5793 **1**

Seabee Airframe s/n 939. Completely overhauled airframe with new bottom, tail and overhauled  
landing gear. \$75K Contact Buzz Hale [thunderbee7@hotmail.com](mailto:thunderbee7@hotmail.com) 775-338-3228

Cleveland brakes with wheels ... a complete set. Powder coated white and look like new. \$750.00  
Contact Steve at  
[stevelantz@aol.com](mailto:stevelantz@aol.com) 775 -720 4157 **1**

Roger Glazer needs a new or near new Seabee tailwheel. if you have one or know of one, call him at  
949 300-2575 or [twinseabee1@aol.com](mailto:twinseabee1@aol.com) **2**

Great deals do come along! Pair GO-480 C2D6 flanged shaft engines. 0 time Since 1966 military overhaul &  
preservation. still full of preservation oil and in  
military cans. Overhaul documents included. Surplused from USAF in 1974, been in dry storage since. For sale or  
possible trade.  
Jon Anderson [Odd@ak.net](mailto:Odd@ak.net)

### 1954 Cessna 180



<http://home.flash.net/~wsanders/index.html> 950 smoh, new 88" McCauley prop. NOV 05 annual.  
Same owner and hangar last 20 years. Seen in several books, magazines and cover of Trade-A-  
Plane. Contact West Sanders [westsanders@sbcglobal.net](mailto:westsanders@sbcglobal.net) or call 817-658-8637 **1**

[Nimpo Lake Home](#)



Jim Shipp writes that they are selling their home on Nimpo Lake, B.C. "This is perfect for a floatplane with a 50 foot dock, and house fully furnished except for wife's dishes and such. Most appliances new or in fine condition.

<http://www.pirate4x4.com/webster/nimpohome.html>

Have \$250K USA, invested and wish to get that back upon sale. When I did not wish to sell, I had many calls and drop in's asking if I would sell."

Contact Jim at [jim4shipp@aol.com](mailto:jim4shipp@aol.com) 2

**Reduced Price on Super Seabee**



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



Jerry Sater from Colville, WA has Tony Grout's Seabee project. This airplane is only lacking the engine, prop, brakes, overhead console, radios and gauges. Jerry purchased it from the estate with the intent of put it back in flying condition. He's 63 and involved in too much stuff and just doesn't know when he'd be able to find the energy or time to get to it. It was is fully stc'd for the IO-540, painted, and a flying airplane when the owner died. Since then these items had been removed carefully as if it was going to be put back together. It's got some real good paint and if assembled, you'd just

wonder where the prop is. The rest of it's all there and in excellent shape. This airplane is kind of unique, the dashboard and pedals have been moved forward and it's set up for 6 seats. I doubt you'll ever find another like this one.

If you're interested, I think he's looking for about \$45K, you can contact him at 509-732-8860. This hasn't been advertised anywhere yet, he called me because he wants someone that knows bees that can put it back together rather than have it go somewhere as parts. Contact Jerry 509-732-8860 [2](#)

### Other Interesting Web Sites

[www.alaska.faa.gov/flyak/](http://www.alaska.faa.gov/flyak/)

[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/gottaalder/PhotoAlbum28.html](http://homepage.mac.com/gottaalder/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.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)

## 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!" [brummrichkaren@aol.com](mailto:brummrichkaren@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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