

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Monday, October 1, 2007 10:44 PM
To: "Brewster" <brewster@wavecable.com>
Subject: OCT'07 Seabee Newsletter

The Northwest Seabee Club

Dan Staton's gorgeous Twin Bee at Clear Lake

Hello Everyone,

September was fun, it almost made up for the lack of a summer.... Summer, well, it not only went by in a flash, it just didn't seem to ever really warm up. But we had beautiful weather for our WSPA event at Mason Lake. 12 seaplanes came out and enjoyed the food and the company of the 99s. We actually had 3 Seabees this year. That's only the third time since we attended our first event at Cushman about 6 years ago that we've had 3 bees together. The first year, we had met Tom Hoag and the other Bee had belonged to Bob McKinney. All these years later, Bob's widow still comes to our events. In fact Tamara was the Link that hooked us up with the 99s. This year Roger and Charlotte Duke flew down from Whidbey and Tom and Mary Hoag brought their Bee from Arlington. I sure like seeing other Bees.... I'd love to arrange a Seabee gathering.... maybe we should fly down to Havasu or Mead to meet up with the Albatross folks in February! If I could just get all of you out in the Seattle area, I know we could have 6 or 7.

Actually, Clear Lake would make the perfect location for a Beehive! This year I was sure we were going to have 6 Bees.... My friend Buzz had been to Carson City and mentioned that the 3 bees from

there were headed for Clear Lake this year. There were also 2 other regular Bees that always attended! Well, George Papich didn't show for the first time in many years, I think he sold his beautiful airplane that he's owned for a long time. The other regular was a local resident with no wheels, he lived across the lake and kept his bee on a lift. The Carson City group had high winds and snow in the mountain passes among other details....

Although the UC-1 pictured above was the only other Bee to show, there were some real Seabee legends there. This charming lady had stopped to talk Seabees with us. She had an incredible knowledge and stories of the old seabeast, that's because I was talking with Lois Brown. Lois and her late husband Mike had run the seaplane base at Lake Tahoe for many many years. She was such a delight.

Don Kyte had flown in from Florida to be with his good friends Jim Sorenson and Alan Watson. Janie and I were privileged to be invited to dinner with them on Saturday so we missed the events at the Skylark, but it was quite an honor to be present with these Seabee Icons and hear their stories. The dinner party was hosted by a new Seabee owner who had purchased Jim's Super Seabee project. Jim is 90 years old and still flies, but he had sold his airplane with most of the Simuflight mods to Tom Hillier (Hillier Air Museum!) a few years ago. Some assembly was still required and it's taken quite some time to get the paper work completed and approved by the FAA. They had hoped to bring it up from Modesto that weekend, but it wasn't quite ready.

It is so much fun to see the excitement in someone that has just purchased a Bee, but what really surprised me is that he'd never flown one. Tom had flown in with a beautiful C-206 amphib, but was on fire about his bee project. So, Sunday before we left, we were able to catch up with Tom and take him flying in ours.... Don was going back to Modesto with him to give him his initial dual prior to returning to FLA because they got word the FAA had signed it off and it was now ready to go. We talked with him Monday after their first flight and Tom couldn't wait to get back in the air after lunch!

This venue seems to be quite a draw for BeeKeepers young and old, I think it would be fun to meet, bring the Bees and invite these folks to an open forum to tell their stories and answer our questions. They did it many years ago back east.... let's have your ideas.

So that's just the Seabee excitement at Clear Lake, the big story is that they have totally gotten the town behind them and it's been advertised on the radio in San Francisco and Sacramento as the Festival of Seaplanes... Here's the story as written by Chuck Kimes who's put this whole thing together....

To All:

The 2007 Clear Lake Splash-In was adjudged a success by all in attendance and the local community as well! Some 34 seaplanes were counted; most arriving on Friday, thankfully, as the clouds and rain came to visit on Saturday. We are still sorting out the registrations and such, but it appears over 200 members of the Seaplane Community had their annual opportunity to visit and admire each others airplanes.

The Friday Evening Dedication of the Helen L. Roe Memorial Seaplane Ramp was well attended, after which we moved onto the Welcome Concert in Library Park before a boffo Mexican Dinner at the TNT Restaurant on the Lake. Those who remember say the margaritas were excellent! The Lakeport Regional Chamber of Commerce was also very pleased with the turnout for their first ever Seaplane Festival, held in conjunction with the Splash-In, and will work with us in the future to see that the Splash-In continues to benefit from the Festival. The Seaplane Rides being sold to the public by Bigfoot Air were booked solid throughout the day of the Festival and were a huge hit with the public. Thank you Bigfoot Air & crew!

Saturday featured a few more arrivals as the weather was moving in to the area. Jeff Fleming put on a Seaplane Insurance presentation and Mike Lunenschloss, with his dog Quex, showed the film "60 Degrees North at 500 Feet" several times during the day. The rains moved in to dampen the Festival Crowds spirits during the Water Bombing and Spot Landing Contests, but the Seaplane Pilots pressed on regardless! Let's hear it for Ray Arceneaux, winner of the Spot Landing Contest, and Brandon and Travis (the "Rock Stars") in N386CC for winning the Water Bombing Contest!

Speaking of the rain. As a result of the weather interfering with both the afternoon sales and the dinner raffle ticket sales, our revenues fell short of our expenses. We also have quite a few Souvenir T-shirts available. So, we can fix both problems, I believe,

by making the T-shirts available to you online! The T-shirts feature the wonderful Dennis Vied pastiche of Seaplanes on Clear Lake that is on the front page of the website. (our bee's on the T-shirts!) This unique collector's item can be had for \$20 ea. plus \$5 S&H per order. You may complete the order form online at <http://www.clearlakesplashin.com/forms/tshirtorderform.pdf>, print it out and fax it to our secure fax server for fulfillment. After September, we will ship the remaining shirts to a Lakeport souvenir store that has agreed to sell them for us on consignment, so get your orders in soon!

Finally, the 2008 Clear Lake Splash-In dates are, again, the weekend after the Reno Air Races and the weekend before the Salinas Air Show; **September 19 - 21, 2008**. In 2008 we also plan to open the Natural High School Ramp the afternoon of the 18th (Thursday) for early arrivals. The Skylark Shores has informed us that, unlike prior years, few people have made their 2008 reservations. As always, room assignments go to those who have held them for years, but they will only hold them so long; get your reservations in soon to hold your rooms for 2008! You may call the Skylark at 800-675-6155. Please remember, if you got a room at the last minute this year, it may have been a "loaner" from the long-time holder of the reservation. That holder is still entitled to first call on that room. Finally, get a reservation confirmation faxed to you and hold onto it until the following year; that may well save you some grief!

Thanks to everyone who turned out and to all the volunteers who worked so hard to support the continuing success of the longest-running Seaplane Fly-In West of the Mississippi River!

Chuck Kimes

Clear Lake Splash In

775-781-1434

info@clearlakesplashin.com

www.clearlakesplashin.com

Here's something else that should fire you up if you love the old Goose. Check out

<http://www.antillesseaplanes.com/gallery.htm>

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.

Here's a short story that should get your attention. Our friend had left his Bee in a hot dry climate for a short time while the annual was being completed. With more than a quarter tank of fuel there was plenty for a short test flight. Just before the engine quit he'd noticed the fuel gauge indicated what looked like more fuel than what he'd taken off with.

Mud Daubers had plugged the fuel vent. When this happens on an aircraft such as the Bee with a bladder fuel cell, the bladder collapses and it can cause the float to rise! Has anyone come up with a good plug or cover for the vent lines?

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

In the late 1930s, Pan American purchased 12 model 314 flying boats from Boeing. The English government purchased three of these 314s from Pan American for one million dollars each. This was because Imperial Airways, now British Air, did not have aircraft of sufficient range and size to compete against Pan American in crossing the North Atlantic. Our company used the remaining 9 aircraft to service both the Pacific and the North Atlantic operations until World War II started. Shortly after the war, Pan American's 314s were sold to the Army and Navy, but contracted to be operated by Pan American in support of U.S. war effort. After World War II two of 314s were forced to make mid-ocean landings. The "Hawaiian Clipper" in the Pacific, between Honolulu and San Francisco and the "Bermuda Sky Queen" in the mid-Atlantic, near Bermuda. In both cases they were declared hazards to navigation and were sunk. The "Hawaiian Clipper" was shot full holes by the Navy and the "Bermuda Sky Queen" was shot full holes by the Coast Guard.

Sixty years later, Underwater Admiralty Sciences, Inc. is making plans to recover one of these aircraft. If you plan to attend the Pan Am/Coeur d' Alene rendezvous you will have an opportunity to hear first hand from members of the Boeing 314 recovery team. Team member, Jeff Johnston, was kind enough to forward the following websites. Some of their discoveries and recoveries have been presented on the "History Channel." This past week-end an article on the 314s and their possible recovery was featured in the "Chicago Tribune."

Please open the websites for information.

UAS website www.uasi.org

Clipper Recovery article <http://www.chicagotribune.com/classified/automotive/chi-mxa0909clippersep09,0,1987131.story>

Irish Pub www.foyneslanding.com

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!

I'm looking for a Seabee owner who would like to trade a complete steerable tail wheel system for the locking version. The steerable I have is in excellent shape. contact Don 360-789-3574 or donman@cco.net 1

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. 1

[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 1

[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 2

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. 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> last

GO-435 powered Seabee



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

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/gotta1der/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 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 Mojonner, 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,
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360-769-2311 home
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