

**THE TAHOE SPECIAL**  
**CORVETTE POWERED SEABEE**  
**IS FOR SALE**  
**\$85.000.00**

**GRAND CHAMPION OSHKOSH & SUN AND FUN**

**405 HP CORVETTE V8 LS-6 POWER**

**MT FOUR BLADED REVERSABLE PROPELLER, CUSTOM SPINNER**

**ROBINSON REDUCTION UNIT AND MOTOR MOUNT**

**CORVETTE AIR CONDITIONING AND HEAT**

**FULLY INSULATED**

**EXTENDED WINGTIPS**

**LANDING LIGHTS**

**ELECTRIC BILGE PUMPS**

**CUSTOM SPRAY RAILS**

**NEW TIRES**

**LARGE BRAKES**

**CUSTOM UPOLSTERY BY PAUL SHEPHERD**

**CUSTOM PAINT**

**120 GALLON FUEL CAPACITY**

**FUEL BURN IN CRUISE UNDER 10 GPH AUTO GAS**

**OVER \$250.000.00 AND 2000 MAN HOURS BY PAUL SHEPHERD AND STEVE LANTZ IN  
CONSTRUCTION**

**FIRST PLACE OR BEST OF SHOW AT MANY AIRSHOWS**

**EMPTY WEIGHT 2650#**

**MAX TAKEOFF WT 3800#**

**CRUISE 100 MPH @ <10 GPH**

**CRUISE 120 MPH @ 15 GPH**

**On January 21 2011 the Tahoe Special struck debris while landing on Shasta Lake. The right float, and the right wing were damaged in the accident. The right passenger door and the nose door were damaged when the aircraft was towed in . The aircraft sunk in 40 feet of water but was recovered with no additional damage. The engine was not running when the aircraft sunk and it has been torn down to the extent necessary, cleaned and inspected. It is running perfectly and the compression is the same as when it was installed new. The GM engine analyzer shows no faults.**

**The propeller was sent to Precision Propeller, disassembled, inspected and necessary parts and seals replaced. It has been signed off as inspected and serviceable.**

**The upholstery was removed, properly dried and reinstalled. It is perfect.**

**Items that will need replacement for sure are Radios and Transponder, the Dynon EFIS, flight instruments and auto gauges, the right float and the right pax window and the nose door window. The damaged items will need to be repainted after repair. The electrical system from the engine to the ICU and from the ICU to the cockpit will need a thorough inspection. Circuit Breakers and relays should be replaced.**

**Items that might need replacement but are repairable are the right pax door, right nose door, and right wing. Ken Thompson at Simuflite estimates he could repair the wing for about \$10,000.00 with new, never installed skins. The doors could be repaired or replaced for about \$1500.00. Radios, Dynon and**

**instruments, depending on your selection, will be about 4-\$6000.00. Paint has been estimated at \$2500.00. The airplane could be back in the air for under \$25.000.00 easy.**

**Own one of the finest single engine, four seat seaplanes in the world. This airplane has been a joy to fly. The performance is excellent even at 6200 feet MSL at Lake Tahoe. I have flown it a total of 560 hours since it was new without a glitch. It has crossed the country twice in quiet air conditioned comfort. The last condition inspection was October of 2010. FAA certification goes with it. Operations specifications include the entire USA as a proficiency area but will need to be reissued by your local FSDO.**

**Contact Steve Lantz 775 720 4157  
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