

# The Goose

## N88U, Currently N600ZE, C/N B-100

Beldex Corporation in St. Louis, MO had winning bids for two geese from the Naval Air Station in San Diego, California on October 29th 1956. The first one C/N B-126, N87U, was purchased for \$21,111.11. The second one C/N B-100 N88U, was purchased for \$22,222.22. This goose was in better shape and was converted for civilian use quickly and was ready to fly on March 1st 1957. It went out the door with 2192 hours total time with about 800 hours on each engine.

It was sold to Remmert-Werner of Florida, Inc. on December 9th 1957, which was part of the Beldex Corporation which later would be involved in the development of the UTX prototype Sabreliner. No maintenance other than a weight and balance is shown in FAA records.

Remmert-Werner didn't own it long, and sold it to Keystone Helicopter Corporation on September 15th 1958. The next day on September 16th it is sold to Joe Speidel III in Wheeling, West Virginia. He had the wings metalized and removed some tables and shelves from the cabin area. He had it for a little over a year, and on July 14th 1960 sells it to Fleet Rental Company in Clarksburg, West Virginia.

American-Bahamian Air Service, Inc. in Lantana, Florida decides it should own N88U for awhile, so they borrow \$31,624 from Manufacturer's National Bank in Detroit and buy it on March 15th 1961. While they own it they had all of the control surfaces recovered in Grade "A" fabric.

Eight months later the plane is sold again to A.C. Lewis in Tampa, Florida on November 25th 1961. 88U is looking for a home, and no one wants her. She is sold again to Warner H. Kimball in Ft. Lauderdale, Florida on September 29th 1962, and Kimball sells it on November 26th 1962 to Windjammer Air Taxi, In. in Miami Beach, Florida. It looks like they paid about \$31,000 for it. While they owned it, they had the original seating removed and replaced it with five seats on one side and a 3 seat lounge on the other side. They also had a lot of new radio equipment installed. They own it for about two years, and then either it gets sold back to the bank that financed it or re-possessed. On October 23rd 1964 Mercantile National Bank of Dallas becomes the new owner.

Dean H. Franklin Enterprises buys it from Mercantile Bank on January 30th 1965 for about \$30,000. When Dean bought it one engine was bad and he got a ferry permit to fly it to Sebring, Florida to change it.

APPLICATION AND AUTHORIZATION FOR FERRY PERMIT			
I. APPLICATION			
INSTRUCTIONS: Submit to Department of Transportation, Federal Aviation Administration, Washington, D.C. or its regional office for approval.			
DESCRIPTION OF AIRCRAFT			
OWNER: Dean H. Franklin	ADDRESS: 3923 NW 24th Street Miami, Fla.		
MODEL: C-119	REGISTRATION: N88U	IDENTIFICATION MARKS: N88U	
DESCRIPTION OF FLIGHT			
FROM: Miami, Florida	TO: Sebring, Florida	DATE: 10-11-65	
VIA: Direct	DURATION: 2 days		
PURPOSE: Engine change at Eighth Air Depot, Sebring, Florida.			
I hereby certify that the above described aircraft is for the flight specified.			
Signature: Robert J. Maguire		Title: General Manager	
II. AUTHORIZATION			
INSTRUCTIONS: This authorization is valid for the duration of the flight. This is a ferry flight and is not to be used for any other purpose. The aircraft must be in compliance with all applicable FARs and must be in compliance with the applicable FARs. The aircraft must be in compliance with all applicable FARs and must be in compliance with the applicable FARs.			
1. The carriage of cargo or persons other than the crew necessary for the purpose of the flight is prohibited.			
2. Flight to be conducted under Day Visual Flight Rules only.			
3. The purpose of this flight is for moving the above identified aircraft from Miami to Sebring where engine change will advantageously be accomplished.			
4. Flight over congested areas is prohibited.			
5. The aircraft will be inspected by a certificated mechanic or repair station and a notation made below on the aircraft logbook that the aircraft is safe for the intended flight.			
6. This authorization expires upon arrival at destination and is not valid after 10-11-65.			
I have inspected the above identified aircraft and found it safe for the flight intended.			
Signature: Robert J. Maguire	Dept. No.:	AB1175134	Date: 10/11/65
Signature: [Signature]	Signature: [Signature]	Signature: [Signature]	Signature: [Signature]

During the time that Dean Franklin owned it he had a lot of repairs done. He had the wings recovered with metal again, lots of corrosion removed, bottom repairs, and the 2 bladed props removed and new Hartzell 3 bladed props installed. It was at this time that I think it was leased to Chalks in Florida, because it has the three bladed props in this picture. See the picture below.



March 31st 1970, he sells it to Robert L. Hall in Kodiak, Alaska for \$60,000. The first thing Bob Hall does is stop at Western Skyways in Troutdale, Oregon have have them install a King KX-170 transceiver, an ADF, and a Bretonix HF radio.

In March of 1972 he has an electric gear retract motor installed. Robert Hall owned Kodiak Airways, and when they merged with Western Alaska Airlines out of Dillingham, the Name changed to Kodiak Western Alaska Airlines, Inc. On the 28th of December 1973 Bob and Helen signed the plane over to Kodiak Western. It was a workhorse for Kodiak Western for the next five years being well maintained and flying a lot.





In June of 1975 a winter long rebuild was completed.

**NOTICE**

Weight and balance or loading information changes shall be entered in the appropriate aircraft record. An aircraft must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

3. DESCRIPTION OF MAJOR WORK DONE (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

N-88U

June 17, 1975

1. Aircraft disassembled for inspection:
  - a. Wing removed
  - b. Center section and plates removed
  - c. All controls removed
  - d. Engines removed
  - e. Firewalls removed
  - f. Landing gear removed
  - g. Flight control system removed
2. Airframe stripped and cleaned of corrosion. Corrosion removed, repaired as required. All repairs done as per Grumman Structural Repair Handbook and RC-43-13-1 and good maintenance practices.
3. Aircraft reassembled:
  - a. Bolts/nuts wings installed
  - b. New center section and plates installed, fuel tanks revealed
  - c. Overhauled flight control surfaces installed.
  - d. Control system overhauled, cables and tubes replaced, new bearings installed.
  - e. Firewalls overhauled and reinstalled.
  - f. Engine mounts overhauled and reinstalled.
  - g. Landing gear system overhauled and replaced as necessary.
  - h. All electrical components overhauled, wiring replaced as necessary
  - i. Engines reinstalled
  - j. Aircraft primed and painted
4. Aircraft weighed this date:
 

mm



Then on September 20th 1975 while transferring live salmon in totes from one lake to another, water leaked into the hull while loading fish causing the C.G. to shift during takeoff, which caused the plane to stall and crash into the lake. Below is the official probable cause.

NTSB Identification: **ANC76AA039**  
 14 CFR Part 121 Nonscheduled operation of KODIAK WESTERN ALASKA A/L INC  
 Aircraft: GRUMMAN G-21A, registration: N88U

FILE	DATE	LOCATION	AIRCRAFT DATA	INJURIES			FLIGHT PURPOSE	PILOT DATA	
				F	S	M/N			
1-0031	75/9/20	NR.KODIAK,AK	GRUMMAN G-21A	CR-	0	0	1	NS/CTR REVENUE CARGO DOM	COMMERCIAL, AGE 40, 1374
	TIME - 1345		N88U	PX-	0	0	1		TOTAL HOURS, 194 IN TYPE,
			DAMAGE-SUBSTANTIAL	OT-	0	0	0		INSTRUMENT RATED.
		OPERATOR - KODIAK WESTERN ALASKA AIRLINES, INC.							
		DEPARTURE POINT	INTENDED DESTINATION					LAST ENROUTE STOP	UNKNOWN/NOT REPORTED
		AKALURA LAKE, AK	KODIAK, AK					PHASE OF OPERATION	TAKEOFF: INITIAL CLIMB
		TYPE OF ACCIDENT							
		STALL							
		PROBABLE CAUSE(S)							
		PILOT IN COMMAND - INADEQUATE PREFLIGHT PREPARATION AND/OR PLANNING							
		MISCELLANEOUS ACTS, CONDITIONS - IMPROPERLY LOADED AIRCRAFT-WEIGHT-AND/OR C.G.							
		FACTOR(S)							
		PERSONNEL - OPERATIONAL SUPERVISORY PERSONNEL: DEFICIENCY, COMPANY MAINTAINED EQPMT, SERVICES, REGULATION							
		MISCELLANEOUS ACTS, CONDITIONS - AIRCRAFT CAME TO REST IN WATER							
		REMARKS- UNAUTH FISH TANK INSTALLATION, WATER LEAKED. EXCESS WATER IN HULL, SHIFTED CG AFT ON TKOF.							

Below are pictures of what it looked like after the accident.







It was refloated, and towed to the edge of the lake. Later that winter, after the lake was frozen, a crew went in and spent the next six weeks repairing it well enough to be flown off of the lake. Below is what it looked like after arriving back in Kodiak.



On January 16th 1978 N88U was sold to Foreign and Domestic Enterprises in Seattle.



090 715172



MAY 2. 86 880



7-31-79 N 8211



FEB 25 80 N 8211

#### NOTICE

Weight and balance or rebuilding limitation changes shall be entered in the instructions manual. An alteration must be compatible with all previous alterations to assure compliance with the applicable airworthiness requirements.

DESCRIPTION OF WORK PERFORMED (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)  
 Cessna 441A N 8211 S/N B-100 Jan. 18, 1980

1. Complete overhaul of airframe.
2. Repaired damaged nose struts.
3. Installed all new bottom wing skins and keels.
4. Replaced bottom plates of center wing aileron and aileron tanks.
5. Replaced four U channels between four main landing gear fittings.
6. Installed complete overhauled landing gear.
7. Replaced control surfaces with Goodyear 101.
8. Installed new interior including 4 FR100 seats per SA1909WE.
9. Installed new set Cleveland G-214 engine conversion kit 194-65 per JTO 2499GL.
10. Installed overhauled wings with MacInnes retract float modification S/N SA-1457.
11. Installed fire extinguisher SPD.
12. Installed overhauled engine 2905AAJ.
13. Installed new battery tray per TORAGS Code R1015A-5.5.
14. Installed new cables, wiring and plumbing.
15. Replaced hand valve pump with electric. (see schematic)
16. All repairs done on aircraft in accordance with Cessna manual and 40-43-13-1.
17. All Notes checked for compliance-46-78-1, 49-16-1, 50-15-1, 53-21-3, 57-24-1, 63-27-2, 67-6-4, 71-16-3, 73-12-6, 79-2-1.
18. All overhauled accessories installed.
19. All overhauled, new, or checked instruments installed.

After this rebuild it was sold to Collins Brothers Corporation in Las Vegas, Nevada on May 13th 1980. They requested an N number change from the FAA and it was approved. It is now N600ZE. They owned it for six years and kept up on the maintenance, having corrosion removed, and had the engines approved for use of automotive gasoline 87 minimum unleaded and/or 88 minimum leaded under STC SA 1966 CE and SE 1860CE placards installed. They had picture windows installed, a water rudder installed nav lights in the wing tip floats, two more aft facing seats, co-pilot control wheel, lots of corrosion removed and other items. This was done by Viking Air in Sidney B.C.

On January 31st 1986 it was sold to Richmor Aviation, Inc. in New York. In June they had a bilge pump system installed with 7 separate pumps throughout the hull. They didn't own it long and on August 22nd 1987 they sold it to William R. Rose.



Mr. Rose wanted a really well equipped goose. The first thing he had installed was a Loran C receiver. The next thing was a new forward keel. Next thing was the rudder got recovered. Next was the installation of a fuel flow transducer and fuel flow indicator and totalizer. In June of 1995 he had the wings and ailerons recovered.

Next came the installation of a Eventide Argus 7000 Moving Map Display, then the removal of the Northstar M1 Loran and the installation of the Northstar M3 Global Positioning System, coupled to the existing Aeromech 8140B Encoding Altimeter.

He had a Shadin Company model 8800M Altitude Encoder and AMS-2000 Altitude Management System installed on November 18th 1996.

Then a Ameri-King AK-350 Encoder was installed, an upgraded the existing S-TEC System 50 to a System 60-2. Also a Pitch Flight Guidance Computer and Roll Flight Guidance Computer were installed along with a Single Cue Flight Director/ Steering Horizon. Along with that goes a Altitude Vertical Speed Selector/Altitude Alerter.

A new intercom system was installed on July 23rd 1998. In 2001 some rudder damage was repaired.

He had a Goodrich SkyWatch Traffic Advisory System installed, coupled to a Bendix/King KCS Slaved Compass System. A Garmin GDL-49 Data Link that receives weather information from ORBCOMM Satellite Constellation was installed in October 2003.

A lot of other high end electronics was installed. One of the last things installed was a Lake & Air Amphibian Landing Gear Position Advisory System STC SA39CH.

The owner "Bill" Rose passed away April 9th 2010 after suffering a heart attack near his home on Marco Island, Florida. The Goose N600ZE was just recently sold to Forest Hill Management LLC. Bill Rose's picture is below.





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