

N28676, N85U, Currently N37DF S/N 1215

Grumman Aircraft Corporation sold Grumman 1215 directly to Pan American Airways, Inc. on the 6th of June, 1941. It was to be used as a Dual Instrument trainer for their pilots.

They made a lot of changes during the 4 years they had it. There seemed to be a lot of trim tab issues, control pulley issues, and tail wheel retraction problems. They finally ended up just locking the tail wheel down.

On December 17th 1945 the sold 676 to E.O. Beardsley in Lilliwaup, Washington. Before they sold it they removed all of the dual controls and extra instruments that were being used for training. It even had dual elevator and rudder trims installed and a curtain between the pilot and trainee.

On its first Annual inspection for Beardsley in May of 1946, it showed 4043 hours total time which was a lot of hours for 5 years of use in those years.

It was well taken care of, with only the props being changed to Hartzell constant speed type, and one bottom repair in March of 1947. The plane was sold to Alaska Airlines on March 6th 1952. On July 15th 1953 it had accumulated 5020 hours. There is a Bill of Sale dated June 23rd 1951 from Alaska Airlines to United Airmotive. I cannot explain this discrepancy.

In May of 1953 The Hartzell props were removed, and Curtiss-Reed props installed. The right wing was also repaired at this time. In September of 1953, the left engine mount was repaired due to cracked tubing.



On November 24th 1953 United Airmotive sold the plane to Herman Martin in Walla Walla, Washington. It stayed in Walla Walla for the next 8 years. The only maintenance shown was done in February 28th 1961. At that time they metalized the wings, installed a Stewart Warner model 940 heater in the bow, and installed a Narco Omnigator model VTR-1.

On June 1st 1961 Herman sold it to Kodiak Airways in Kodiak, Alaska.



In January KAI installed new floorboards, and did a new weight and Balance. In December of 1962 it had accumulated 6215 total hours. The FAA records get confusing at this point. Sometime between 1961 and 1975 it was converted to a Franklin Super Widgeon. There is no paperwork that shows this work being completed. In April of 1963, during a windstorm the right wing was damaged. From Station 198 to the wing tip was repaired, and a new wing tip was made using a wood form. On May 2nd 1969 it suffered a crash due to running out of fuel trying to get the landing gear down. It crashed on final at the Kodiak Airport. Below is a picture taken right after it crashed.



The pilot, Rock James was injured severely, could never walk again, and took his own life a few years later.

It took over 5 years, but was completely rebuilt. The N number was changed to N85U. In March of 1975 it was ready to fly again.



It flew from April of 1975 until February 20th 1976. It was landed in the Kodiak channel gear down. It touched down and nosed over. Again it was demolished.



It was sold to Dean Franklin Enterprises, who rebuilt it completely again. The N number was changed to N37DF. They also added wing float fuel tanks, heavy duty landing gear, and did the hull modification to make it like a G-44A. Also installed was a Lee Mansdorf enlarged cabin door.

On July 16th 1982 it was sold to Dudley Beek in Miami. May 15th 1986 Dudley sold it to Albert C. Harris in North Miami Beach.



Albert Harris sold it to Miami Avionics Corp. in Opa Locka, Florida on March 8th 1990. On October 14th 1992 it was sold to Island Flying Boats in Florida. In March of 1993 it was sold again to South Florida Aviation Investments, who sold it to World Jet in November of 1996.

On December 5th 1997, it was sold to Henry Ruzakowski president of Floridays, Inc. Henry spent the next ten years upgrading the plane with lots of different improvements. He started to change the N number to N144SL, but retracted that request in 2005.

It is rumored that it was confiscated sometime in the late 80's or 90's for running drugs from South America to Florida. I can't verify that though.

As of February 2011 the current owner is shown as Floridays, Inc. I believe it has been sold though. Its Airworthiness is unknown. Any updates will be appreciated



