

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Saturday, April 2, 2005 10:58 AM
To: "bruce hinds" <brucehinds@earthlink.net>
Attach: 20005 Upcoming Events.doc
Subject: Apr.'05 Seabee Newsletter

The Northwest Seabee Club

"More than any other airplane before or since, the Seabee brought together a unique group of people who combined their love of the northwest with their love of aviation and adventure." C. Marin Faure



This magazine cover is from AOPA Pilot, February 1966
 courtesy of Bryan Mahon.

Hello everyone,

Ya know one thing I really love about this seaplane stuff is all the really great people you meet. The above photo is just a tidbit of information that I've recently been able to have access to. I'll be trying to include a piece with each newsletter. Bryan's collection contains most everything ever written on the Seabee and many other Amphibians. Bryan, his son Ross and some other engineers are the ones that have created the Gweduck. I can tell by looking at this material and many of their notes what an inspiration these wonderful aircraft played in the creation of what will be one of the most amazing seaplanes to come along. Many many thanks to you gentlemen, not only for being kind enough to allow me access to this wonderful collection of material, but for having the spirit to pursue such a wonderful project.

A question regarding the picture above... On the cowling it says Super RC-3. It doesn't look like a Lycoming cowling and it looks a little different than the Franklin, any ideas?

Speaking of interesting people, I met Marin Faure at the Grounded Hogs Dinner, author of the "Kenmore book" Success on the Step. I mentioned to you what a great read it was. Some of the things I had thought about the role of Seabee in their history I found were not true and other things, well I had no idea... I've included a history section this month with some info...

Yes, as I was saying, interesting people. It's nice to be included in the loop, I hadn't known about work in progress on the Aircraft Registration Bill, but I had received some information and forwarded it to you all. As it turns out, some one well connected replied...

I will send you an email from State Senator Cheryl Pflug, a good friend of my wife's, on the subject of the registration bill. Looks like there won't be a pilot registration in Washington any more. That is a switch, but apparently, the cost of collecting the \$8 fee was more than the fee. Read her reply to me because of your email. Warm regards, Ron

The substitute bill that passed the Senate Saturday eliminates the registration fee altogether and increases the aviation fuel tax by 1 cent. Advantages include somewhat increasing the total funding to the aviation division while eliminating the outrageously inefficient >\$10.90/registrant the department was spending to collect the fee! We can just get the list from the FAA if we want to provide pilots with local information. I would welcome your input in improving the information provided to Washington pilots.

The current Search and Rescue, pilot education, and aviation safety (Wenatchee clinic) activities will be continued, but paid for from the aviation account instead of maintaining a separate account. WASAR would like to have had dedicated funding, but the registration fee was so inefficient it really isn't justifiable. I also had a good conversation with the outgoing WPA president, Kirk K?, who had some very good ideas about increasing volunteer WPA participation in youth outreach activities. That seemed to me to be a better use of funding than donating \$10,000 to the Museum of Flight annually. It is a great museum, but hardly going to disappear without state funding – that's my thought, anyway.

Sincerely, Cheryl Pflug

More interesting people... I failed to mention one of the speakers of the G.H.Dinner, or neighbor from BC and past president of the B.C. Floatplane Pilots Association, Steve Nunn. He made a presentation on the recent BC Park's ruling change. In a request for support for their organization Myron Olson wrote to members that they... have been successful in our attempts to promote "freedom of flight" and sensible maintenance regulations. Namely the BC Park access (Sec. 27 changed) and the Propeller Interval Inspection Period increased. Both of these major items were instigated by this organization, and involved COPA... The parks access issue is a major hurdle, I haven't read the ruling or talked to anyone since I'd been locked out.(that situation's since been resolved) As I understand, Members of the B.C. Floatplane Pilots Association have access to the state parks. With out the membership, you must get prior approval before you can go in. They've worked hard on this issue and need your support to. If you plan to go up there I'd encourage you to join. If you'd like to read more, I've updated their websites at the bottom of the newsletter.

Joining, support, and important people, well our own Washington Seaplane Pilots Assn. needs our help too, as I've mentioned. I won't bore you with another plea, but I will tell you that the current folks involved believe as I do that we can no longer sit back and just react to situations like American Lake. It's time to get proactive, just as Michael Volk's editorial in the new Water Flying mentions what they are going to do at the national level.

I've spoken with the leaders of the Oregon group to find out about their legislation. They are willing to work with us and we would like to draft something similar that we can

use in Washington. If you are unfamiliar with what they've passed, they can essentially operate anywhere motorboats can operate, with only minor restrictions. I can see this as a great step for Washington. Perhaps with these two great neighbors influence and help we can open up some of the lakes that have been closed. Another influential person who helped spear head that kind of legislation for Texas is moving up this way and has offered his assistance when he gets here too. This could get exciting!

Last newsletter I presented the idea of the "Gotta Go" phone tree. I thought it was a great idea. I'm surprised that I really didn't get a response from this. Okay, if you get lonely out there let me know I'll make a list. My idea is to list the name, their home airport, a contact # and remarks.

Bruce TIW 360-769-2311 look'n for remote areas with a nice spot to picnic or camp

restaurants with docks or beaches

Upcoming Events see the new attachment!

History

I was under the impression that Kenmore operated a bunch of Bees. They only had one! It turns out though, their mechanic was the local master on the Franklin and everyone in the northwest brought their Bee to him for maintenance. As Kenmore was expanding it's hanger space the Seabee owners found a home. Marin wrote... "The number of Seabees on the property was growing rapidly. Word of the fun the owners were having with their rugged little amphibians was spreading and more and more people wanted to get into the action. By the end of the year" (1948?) "there would be 36 privately owned Seabees based at the air harbor." It sure sounded like fun, they'd all come out on the weekends with their families and all go fly off individually and in groups.

Another one of my understandings was that Republic was loosing money on the whole deal and couldn't make a profit and that's why production ended. But it's mentioned that Seabees were selling as fast as Republic could produce them, and that production was halted because they needed the production line for the F-84. I posed the question to Steinar....

Dear Bruce!

I got the book from Kenmore just a few days ago! It is fantastic and has a lot of Seabee stuff and stories! Your questions regarding the end of the Seabee production are most interesting, because I am still trying to figure it out....

Your understanding is probably correct. Here are a few more factors that I believe resulted in the end of the Seabee production:

- (1) Seabee production start got delayed
- (2) The production tools (presses) for mass production got delayed.
- (3) The first few hundred Seabees were mostly built by hand
- (4) Production rate did not increase as fast as planned.
- (5) Republic planned a production rate of 400 per month (a total of 5,000 Seabees the first year), I do not think they ever got close...
- (6) Material costs increased. Republic had to increase price 2 – 3 times to the disappointment of dealers and customers.

- (7) Republic lost money still, because they didn't get the tooling and production rates wanted.
 (8) Customers started canceling orders.
 (9) The Republic F-84 Thunderjet started to become a success and Republic turned their focus back on the Military.
 (10) By December 1947 Republic still had 20 Seabees that they had not sold.
 (11) The Board axed all civil projects.
 My Seabee history research will continue, and I hope that the History Section of my Seabee web-site soon will be started.
 Best wishes,
 Steinar
<http://www.seabee.info/seabee.htm>

Maintenance & Safety Please feel free to offer any tips or experiences that you feel could help others. I'll

keep all confidential if you like.

Their may have been a service bulletin on this, I haven't looked. One of the stories was about these guys that were having so much fun fishing different lakes, they wanted to visit one last lake on the way home, but fuel was a concern. So, there is no better truth than the sticking the tank, right. Well that's what they thought.

Prior to the last leg home they figured they would stick the tank to determine if they had sufficient fuel. Unfortunately, they decided to do this as they were leaving. What they did was shut down and immediately measure the fuel. It looked like they had 40 gallons, plenty! Well, not quite! The fuel return line entered the tank right at the 40 gallon mark. Since they had only shut down to check the fuel, the system hadn't had time to completely drain back to the tank and was still draining as they put the stick in.

It's quite a story and so is how they survived the whole mess. So, if your fuel system hasn't been modified, that might be something to look out for.

Planes and Parts (new listings) Normally... New listings will only be new for 2 months, then I'll run them in "old listings" for another 4 months unless I hear from you. After that, they will be gone...renew as long as you like! See other Bees and parts for sale on the IRSOC's website, here's the link <http://www.republicseabee.com/Buyseabee.html>

Royal Gull for sale at the Van Nuys airport...Roger Duke's brother-in-law says he knows someone who has one. If anyone is interested call Dan at 310-980-0307.2

Planes and Parts (old listings)

Attention Float Pilots.... how about strapping a Porta-Boat to your float struts? It folds to just 4 inches flat !



Carry it under your arm like a surf board and you can attach it to the struts, almost no drag. See their website <http://porta-bote.com/> they even have a picture of a Helio on floats with one tied on! This is the smaller one, the two seat model, it's actually 9'3". It only fits in our Seabee because we've removed the bulkhead, but even then we have to take out all but the pilot seat. Janie wasn't too keen on the idea of making her sit on the cooler, even though her seat belt was tied to the floor. This boat is NEW, never in the water. It's a \$1200 value, How about \$950 ?? Call Bruce 360-710-5793 or brucehinds@earthlink.net Northern Pilot had a write up in their June/July 2002 Seaplane Special issue. I've only unfolded it twice. The second time I put the seats and transom in it only took me 4 minutes to have it ready for the water. And it weighs less than an inflatable canoe. **2**

IO-360-C1E6, 0 SMOH, 3178 Total, Cerminil Cylinders, Injection system and mags. This engine was rebuilt for an RV project but was never installed. \$18,500. Located in Woodenville Wa. Contact: Scott Henderson Phone: 907.337.2860 e-mail: scott@finite-tech.com **2**

Tod writes... The Seabee project for sale was started by Don Wallace at WE Aerotech and intended to be a new (totally reconditioned) airframe to be fitted with a 375 HP Continental GTSIO-520M engine and a new 93" Hartzell 3 bladed reversing prop. Many of the structural parts are new since Don had an agreement for the PMA rights. The fuselage and tail surfaces were disassembled stripped and inspected before repriming and reassembly. The wings disassembled inspected and primed but not reassembled. The project appealed to me because I could not see putting a new, higher horsepower engine on a 60 year old airframe without totally going through it first. The project was halted when WE Aerotech went bankrupt in 2001. I recently sold the engine because it was going on 5 yrs without having been run. I retained the prop and custom engine mounts so that they could be used in the same application if anyone was interested. Don Wallace is still around and has done some engineering work on the project with the FAA. I have about \$60,000 into the project and will sell it for \$25,000. For more information contact TodDickey@aol.com **1.**

Seabee Products

FLIGHTSEEING S.E.ALASKA'S GLACIERS AND WHALES. sub titled: A CLOSE UP VIEW OF S.E.ALASKA'S SPLENDOR WITH ONE MAN'S VINTAGE AIRCRAFT. by Don Kyte It is about 50 pages plus some pictures. It is soft cover and more booklet than book. It is about the 10 years he flew his Seabee in his one man, one airplane company, Glacier View Airways. He is selling it now for \$9.95/per booklet plus a more reasonable shipping and mailing fee of \$1.50. Send checks to: Seabee Publishing, 257 Ostego Dr., Ft. Myers Beach, FL 33931

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 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@bellsouth.net **I have them both, they're a great reference!**

The Experts

Simuflight's coming Back Joe McHugh's family has joined forces with Ken Thompson of Kenair in northern California to recreate Simuflight. The long term goal for Simuflight is to be a complete resource for Seabee's regardless of what conversions or kits you want or already have on a Seabee. They are also interested in Seabee parts that may still be out there that don't have a home. They will be setting up shop in Fallon, NV and are accepting work as of October, 2004. All inquiries should be forwarded to the following contact information. Scott Henderson, McHugh Aviation Inc., dba Simuflight, 3763 Image Drive, Anchorage, Alaska 99504 Phone: 907.337.2860, Fax: 907.333.4482 scott@finite-tech.com

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 Northport, 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!" brummrkaren@aol.com Phone: 631-757-2216 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.

Other Interesting Web Sites

www.hu-16.com

www.aerocheck.com

www.americanwarbirds.com

www.flightcontractservices.com

www.norcalaahs.org/ interesting pictures

www.rcairplane.net Easy to build Seabee with a 72" wing span, other great models too. Contact Bill Price bprice@puc.edu

Canadian Information

<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

I hope you've enjoyed this. Feel free to pass it along to anyone who may be interested. Please call if you get to the Seattle Area, or want to go out and play! Bee Sea n'ya,

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