

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Thursday, February 12, 2004 4:04 AM
To: "bruce hinds" <brucehinds@earthlink.net>
Subject: Feb.'04 Seabee letter

The Northwest Seabee



Club

Hello everyone,

If you hadn't noticed I've changed things around just a little. The second half of this has been getting stagnate. By mixing it up a bit, It's forced me to make some changes, I hope you enjoy...

Bob Gould from Hawaii was visiting southern California recently and went to see the SeaHornet while he was there. I've posted his report for you in the NEWS.

My iced up trim solicited a very good warning I'll share with you in the Safety Section. But, nobody responded to the sticking piston in the tail wheel lock... I'd love to hear from someone who has had this problem and solved it. This month's safety section is titled... "It can't happen to me." I've followed it with some interesting facts, you decide. Then, click on brucehinds@earthlink.net to drop me a note if you'd care to share something we can all learn from.

Friday, February 20th is the Washington Seaplane Pilots annual meeting and Grounded Hogs Dinner. Sign up soon, we just past the deadline it was February 11th so you might have to call to enjoy this sumptuous catered event. They won't be able to accommodate walk-ins and seating is limited! Social Hour begins at 6pm, Dinner at 7pm. Where? The Museum of Flight. This year's featured guest speaker is Captain Peter Killin, pilot of the incomparable Martin Mars flying boat. We have seen the preview of his presentation--and...WOW!

Also, you will meet friends, have a chance to catch up on flying stories, and maybe even win one of the many classy and useful door prizes which our membership and flying community have so generously offered! Reservations are \$35 per person. Make your check payable to WSPA, Mail to our Treasurer: Peter Primeau 1808 W. Lake Sammamish Rd SE, Bellevue, WA 98008 Or if you're a cliff hanger like me, Call Pete... phone number: (425) 746-2585 Don't forget the Northwest Aviation Trade Conference, Feb. 21-22.

Bob Porter writes... "The Concrete Fly-In is the third weekend in May. This is a real nice event if the weather is OK. You really should make this a must see, take my word for it you will like what is there." And, I can add, it is... Even if the weather is marginal at the mouth of the valley near Sedro Woolley, it is usually better up the canyon. It's worth the trip and We'd love to have a gathering if Bees... Is that a swarm?

News

The Sea Hornet... Bob Gould writes... "We went to see Dave Saunders' Seabee in Camarillo today. It looks pretty slick! Currently he is working on gear sponsons incorporating floats that will reduce air drag, allow him to remove the wing floats which will make for easier docking, entry, reduce drag, giving about another 200 fpm climb. Engine is a PT6-20 downrated to 400HP with a custom made Hartzell 3 bladed reversing prop that incorporates a zero thrust setting for water starting. 30 gph, 70 gal wing tanks feeding the engine that are in turn fed from the fuselage tank. The engine weighs 150 lbs less than the Franklin, and the CG is such that the 50 pound weight is removed from the nose. The nose door is intact, but they have added a pointier fairing to the nose. 130 mph cruise, 1200 fpm climb with sponsons, 1,000fpm with wing floats. Estimated about \$500K as a conversion to an existing Bee, and \$750K as a brand new manufactured airplane. They expect to have a website up in a month or so (www.seahornet.com). Hull is S/N 465, and it is registered as a Canadian airplane. C-GNVS

He hopes to bring it to Clear Lake in September if he is not too busy getting production started. He wants to go into production of new airplanes called SeaHornet if he can get enough interest. He also added struts to the horizontal stabilizers to reduce flutter, and figures the sponsons are equivalent to adding 30% to the wing area. He is happy to send out photos and info. His phone number is (805) 484-4681 if you want to call him. He's very nice. Originally from Yorkshire, he moved to London at age 14, where he "learned how to speak English", then emigrated to Canada, and has dual citizenship. He is a Designated Engineering Representative in Canada."

Simuflight is Back in Action...

I went to meet Scott and Ken Thompson while they were cleaning out Joe's hanger. (Wow, what a set up he had.) I was also very impressed with the effort they are making to make Simuflight a going concern. As I reported last month, 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 don't want these parts to disappear.

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

Maintenance I'm looking for tips if you will share them...

Does anyone have a great fix for the sticking tail wheel lock piston?

How about a tail wheel to mount the square tire, 10 1/2 X 4 Channel Tread tire with out using the adapter rings?

Safety Section "IT WILL NEVER HAPPEN TO ME!" Please help out and share your mishaps? I'll keep it confidential if you wish.

I've read lots about water landings with the wheels down, don't do it, it's hard on the airframe... no kidding. In fact, that's why amphib insurance is so damn high. The insurance question has made me mad as I'm sure it has many of you. I probably have 18,000 hours of retractable gear time and they don't seem to care. I am lumped in with the group of amphib pilots that only have the same amount of amphib time... Why?

I went into the data base and researched the Seabee accidents. Bee pilots had 5 wheels in the water landings in the last 11 years. Minimum time pilot was over 1600 hours with 165 in type. He grabbed the wrong handle. The most experienced pilot 25,000 with 1000 in type failed to use the check list. And, another high time owner had 18,000 hours(NOT ME), with 270 in type. His attention was distracted by boat traffic! The problem doesn't seem to be experience as you can see, Even the other two were 4700/350, he hurried the check list. And 3000/175 diverted his attention with elevator trim.

Okay, I was hurried, we have a property with a grass strip near a lake. We took off, climbed to about 800', turned cross wind which is a perfect base for the lake. Yes, I selected the gear up and hit the electric pump. When we touched the water, it sounded different, much different..."water spray in the prop!" I looked out as we were coming off the step to see that the gear hadn't fully retracted, but, I was very lucky, it was in a trailing position. Holly @#\$%, that could have been a disaster. How did this happen?

No check list! I figured the gear was up, it's habit, that's what I always do. The hull is so strong, that off airport landings are usually safer wheels up, so when I'm out of runway, it comes up! Well, the contacts in the pressure switch were a little dirty, and the pump had been cutting off prior to the full cycle of the gear on some occasions. Had I used my landing checklist..."Where's the gear?" "UP and confirmed up for water!" I wouldn't have made that mistake. I was lucky that

time, I only had to spend a little time dressing the prop. It's so easy to screw up, so, Bee Careful...

Planes and Parts (new listings) New listings will only be new for 2 months, then I'll run them in "old listings" (now listed after new products) for another 4 months unless I hear from you. After that, they will be gone...renew as long as you like!

FOR SALE $\frac{1}{4}$ SHARE Cessna 180 Based American Lake/Tacoma, Washington 1957 Cessna 180 Float plane based at American Lake, Tacoma, has a 1/4 share for sale. A well maintained aircraft, desirable 4 way corporate partnership. More Info Call Wiley Moore 253-988-4722 cell 253-671-0777 home **Wiley, send me the picture separately, I couldn't transfer it from Word! 2**

Where's all your stuff?

New Products

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 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 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@intcd.com 360-701-1119 or 253 851-6315.

<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.

I want some of these...





Second generation Seabee Guru, Henry Ruzakowski, has developed some leading edge wing tanks that will hold a least 15 useable gallons per side. They are made of carbon fiber and kevelar 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

Planes and Parts (old listings)

Bill Lawson needs one good blade for a two bladed Franklin Prop. Blade model LV8433N Contact him at wlawson@frontiernet.net or 715 247 3242 **1**
Super Sea Bee



AF 1200 TT, GO-480-B1A6 512 SMOH, Hartzell reversing prop 800 SNEW, Simuflight conversion (increased gross weight), STOL Amphib long wings, overhead controls, electric hyd. pump, wide spray rails, droop tips, landing lights, steerable tailwheel, Cleveland brakes, new tinted glass, cabin cover, GMA340 Audio Panel w/ intercom, KX-155 w/ LOC, SL30 w/GS, TRT250 w/encoder. Contact Mark mark@yachtcollection.com **3**

Want's a Super Bee

My wife and I will be building phase 1 of our retirement home on San Juan Island next spring, shortly there after we will be in the market for a Super Seabee to get on and off the island. We think it will be a perfect fit for the

area. I am a Delta 767ER Line Check Captain (with 16 hours of prop time) and my wife is a 767 First Officer with lots of prop and rotor time, she used to fly for Horizon Airlines out of Portland. We are just now beginning to do research on the Seabee, we saw one a couple years ago in Oshkosh and really liked it. If you could include us in you email newsletter mail list we would appreciate it. Thank you, Erik and Elaine Schumy, 1820 Parkside Dr. Marietta, GA 30064 770-426-0029 Last time, please call or email to renew

Seabee propeller items: I've had them for a couple of years now, and it would help on our Seabee travel expenses this year to sell them. 1) 3 propeller blades for a Franklin Engine- LV8433. 2) 3 Propeller blades for a Lycoming engine- VL9333C-3. 3) Associated for Lycoming engine- HC-A3VF-5AL. Prices are negotiable. Contact E.T. at (954)557-6340, or etseabee@yahoo.com. 2

Daniel Furmanek has a ton of parts to sell in a single lot. If your address is on the IRSOC website, you probably received the 3page list of about 90 parts. Some he says are rare and valuable, some new in the their package. He estimates them to be worth over \$4000, and will sell the lot for \$1500. He can ship it all UPS in 7 or 8 boxes, but he says he lives on the shores of Lake Ontario between Buffalo and Rochester, and you can park on his door step. But, he doesn't say what the stuff weighs! You might need the length of the lake to get airborne! Call him in Appleton at 716-795-3540 **Last, call or email to renew**

Serial number 330, N6144K .



is a Daubenspeck conversion with top hatch access. Aircraft TT is 3780340 HP Lycoming GSO-480 Supercharged. 170 hours SMOH. Air wolf spin-on oil filter. 6 cylinder CHT. Prop AD done April '03. Prop TT 445. Hartzell reversible. New paint June '01. New droop tips. Dual landing lights in each wing which can flash inboard and outboard lights alternately via a Pulselite. Wing tip strobes. Custom instrument panel (shock mounted) with a new Edoair engine driven vacuum gyro horizon and electric trim coordinator, Garmin GNS-430 NAV/COM, Garmin GTX-327 transponder and a Standard

Galaxy Marine VHF/FM Transceiver. Full IFR. Three David Clark and one telex ANR-1D headsets. Bucket seats mounted on tracks. Spare Piper pilot and co-pilot seats provided. Doors open 180 degrees. Wide spray rails. Heavy hull bottom. 24 volt system. 24 volt marine bilge pump which can pump any of the five hull compartments. Seven inch main wheels with Cleveland brakes recently rebuilt. Stainless steel brake pistons and sleeves. New starter and solenoids, April '03. New engine oil and gas hoses, new oil cooler, new vacuum pump, October 2000. Hydraulic system and elevator trim system refurbished April '03. New plane cover, anchor, full tool kit, new heater ready to install. Three spare propeller blades available for separate purchase. New tinted glass to be installed prior to sale. No corrosion. Annual done May '03 by Henry Ruzakowski who has been maintaining the airplane. Asking \$150,000 now, and will be may be adding new interior soon. Will deliver anywhere in North America. wjmcnamara@earthlink.net 252-634-9538 H 252-349-9538 C 1

1947 RC-3 Serial No. 1047. \$133,000 Airframe TTSN 1185, Lycoming GO-480 (295 HP) SMOH 921. Bendix fuel injection, August annual. Magneto OH 2002. New fuel bladder 2002. New tires 2002. Simuflight Cleveland brakes, Steerable tail wheel, Simuflight wing extensions, Simuflight droop wing tips. Nylon cockpit cover. Simuflight heated pitot, Inflatable life jackets (4), paddle, WE Aerotech custom bilge pump system. Electric hydraulic system. Annunciator lights - gear-up, gear-down, low vacuum, low oil pressure. Flush enlarged windows, Wing tip and tail strobes. Landing lights. Southwind heater, King 76A transponder, King KMA 24 Audio Panel. King 197 Com, King KX155 Nav Com. Northstar M1 Loran. ISOCOM intercom W/4 David Clark head sets. Shadin fuel flow / totalizer. Insight Engine Analyzer. Simuflight wide spray rails. Flush fuel filler. Cessna 310 seats (front w/4-way adjust; back w/2-way adjust) Interior window frame covers. Overhead panel with 4 individual air vents. Extra insulation, Nice paint and interior, tan and brown. Always hangared since simuflight conversion, to see the airplane in Deer Park, Washington Phone: 509-276-4117 The owner is in Alaska, Russ Mager Rkmager@hotmail.com 907 362-2370 Last, let me know

Viking Air in Vancouver, B.C. has a 1948(?) SEABEE They sent me a brochure that I can't reformat and it's over 2 megs! Sorry. But it looks sharp! AIRFRAME TTSN: 535.4 hours, Lycoming GO-480 (time?), Hartzell 3-Blade Reversing Prop PRICE USD \$115,000.00 OWNED AND MAINTAINED BY VIKING FOR LAST 16 YEARS Times and equipment subject to customer verification. Contact George Gee Sales and Marketing Co-ordinator Tel:(250)-656-7227 Fax:(250)-656-0673 Toll free 1-800-664-8444 email: george.gee@viking.air.com Last, let me know

Wanted: I am looking for an original Franklin Bee to purchase. Please e-mail me on any information you might have on any project or flying Bee. contact Preston

plike@hotmail.com 2

Tod writes... "I was in the process of having a Seabee built with a 375 hp Continental GTSIO 520 with a new Hartzel reversing 93 in prop when WE Aerotech went bankrupt. Engine sold, but prop, turbo, and mounts (and partially completed airframe). Don Wallace has already done some engineering on this conversion."

Contact TodDickey@aol.com 1

The Experts

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! They also have free classifieds for members.

Jim Poel's database and clearing house for all Seabee 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.

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!**

"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 thing to fix other plagues that continue to give Bee owners headaches. Ask him about the "Double Lip Seal!" richkarenbrumm@prodigy.net Phone: 631-757-2216 Office: 516-885-5879

<http://groups.yahoo.com/group/Seabee> This is a great Discussion group that gets lots of activity. If you post a question, you'll be sure to get a response with good experience behind it. 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. The author has also done a great job with his own **new web site, this is**

great, check out <http://www.seabee.info/seabee.htm>

Interesting Web Sites

<http://www.norcalaahs.org/> interesting pictures

www.rcairplane.net The flying Seabee model! This is cool! Easy to build with a 72" wing span, check it out!! Contact Bill Price bprice@puc.edu

<http://www.bcfloatplane.com/> Interesting pending legislation in BC similar to our own Lake Isabel issue!

<http://www.alertbay.com/eagleair/> Looks like a great place to go, let's plan a trip!

<http://www.canadianseaplane.com/index.htm>

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

Bruce Hinds
360-769-2311 home
360-710-5793 cell