

**Bruce Hinds**

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**From:** "Bruce Hinds" <brucehinds@earthlink.net>  
**Date:** Wednesday, February 9, 2005 12:48 PM  
**To:** "bruce hinds" <brucehinds@earthlink.net>  
**Subject:** Feb.'05 Seabee Newsletter

*The Northwest Seabee Club*

The weather's been so bad, even the Snowy Owl isn't flying. As seen here on top of the Martin Mars.  
 Thank you John Cuny for the great pictures.

Hello everyone,

Yes the days are getting longer and with that we can expect the periods of good flying weather to start extending beyond a day here and there. I'll try and start the Last Saturday fly outs again next month. I thought it was a great idea last fall, but October was a little late in the season to get started. The last Saturday this month of course will be the trade conference so fly on down. There is usually free bus service from the airport that makes a regular shuttle. Speaking of the "Last Saturday Idea" here's another. Would anyone like to participate in a "Gotta Go" phone tree? I.E. the weather is so good I "gotta go" flying today! We really enjoy being out with other seaplanes. So, this past week when there wasn't a cloud in the sky, I called Tom to tell him I had to go fly. He was actually on his way to the airport. We met up to do a few grass strips and lakes, it was absolutely a marvelous day.



So, here's my idea... Anyone that wants to be called on short notice would provide his/her phone # and I will provide a list to those interested. Anyone can call anyone, or everyone. "Hi Jack," (well maybe that's not a good idea)... "Hey Jack, some of us are going to assault Lake Spencer for lunch, we'll meet up at TIW at 11:00." Basically that's what happened last October when we packed a lunch and went to Lake Isabel

with a rendezvous at Renton. That was such a great day. Last week, we just met up for a couple of hours to try some new places. I can provide that list to those that want it without sending it to anyone else. If it gets too large, perhaps we can designate someone to call several #'s making it a "phone tree." Those of you in Western Washington interested, let me know via email or call my cell phone 360-710-5793.

I heard from Jim Dixon, he's reduced the price for a pair of the Wing Walks his dad's already made. He's now asking 150 bucks for the pair. I don't know how anyone gets along with out them. I keep forgetting to get a picture of mine, but if you're interested, I'll move it up the priority list. His information appears below in Seabee Products.

I should have an events attachment coming next month. I haven't gotten it put together as yet but this came in from our friends in B.C. Yellowknife N.W.T will be hosting the Midnight Sun Fly-In July 1-4th 2005. Many events are still in the planning stage. This is the 10th Anniversary of this event and is promising to be a good one! Attached is the website for further information. The events calendar will be updated. <http://www.floatplaneflyin.com/> they also sent me a list of places to stay, let me know if you'd like me to forward that list, it was a little long to place here.

American Lake... Well, I've heard nothing so far other than the newspaper, hopefully they will have a different story or more information at the Grounded Hogs Dinner. I'll send out anything I can as soon as I receive it.

I did find a copy of *Success on the Step*, by Marin Faure, the Kenmore story. I had picked it at the boat show, I'm sure Kenmore will have it at their booth at the trade show. I haven't gotten too far into it yet, but so far it's really fascinating.

## 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.

Glassy Water... Bee Careful! these are some excerpts from a news article this past week...

A floatplane crashed into Lake Sutherland on Thursday morning (Feb. 3rd.) while attempting to land on Lake Sutherland's mirror-like surface. Both of the plane's occupants, pilot Larry Reece, and his passenger Gerry Ecklund, both residents of the Sequim area, apparently were unhurt and released after being examined by paramedics. But the single-engine Maule M-7-260 suffered serious damage, including a cracked wing and the floats were crushed up against the fuselage.

TECHNICAL TIP from the SPA newsletter...

When it comes to corrosion proofing, there are several options available to seaplane owners. Choosing between products like LPS-3, Boeshield, Paralketone, Corrosion-X, and ACF-50 can at first appear to be a daunting task. The choice is much easier, however, if you understand what these products do best.

LPS-3, Boeshield, and Paralketone behave somewhat like wax, adhering to a surface and preventing water from reaching that surface. These products excel at protecting fittings and fasteners, and are the best choice for use on the outside of the airplane where wind, spray, and other abrasion will quickly remove thinner products. In protected areas, these products will last for years, while in areas subject to abrasion, periodic retreatment will be necessary.

Corrosion-X and ACF-50 behave somewhat like a thin penetrating oil (albeit with special water-repelling features), and are best applied inside an airframe using a fogging device. These products are very effective at penetrating seams and lap joints, providing protection in portions of the airframe that cannot be directly treated. However, the thin, flowing nature of these products make them ill suited to external applications. If using Corrosion-X or ACF-50 in areas exposed to wind or spray, it may be necessary to reapply following each flight to ensure adequate protection. Within the airframe, these products may need to be applied every three months to two years, depending on the climate and the degree of exposure to corrosive agents such as salt and water.

The most effective treatment is a combination of a wax-like protectant on fittings, fasteners, and external points of vulnerability, and an oil-like protectant inside the airframe. Ultimately, the brand you choose is not nearly as important as using the right type of product in the right place.

## 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>

Roger Duke's brother-in-law says he knows someone who has a **Royal Gull** for sale at the Van Nuys airport. If anyone is interested call Dan at 310-980-0307.

**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](mailto:scott@finite-tech.com) 2

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](mailto: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

## Planes and Parts (old listings)

Ben and Gail Brower are new Seabee owners this past year. They are looking for a pair of rudder pedals with toe brakes they'd like to install on the right side. If anyone can help them out, they're at 1325 UP Trail Ln, Camano Island, WA 98282 360-387-1448 [gbear@whidbey.net](mailto:gbear@whidbey.net) 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](mailto:TodDickey@aol.com) 3

Hartzell Prop: Model HC 12X20-3, Serial 5114, Blade design L8427, Blade #s55011/205 and 66092/205. Complete with reverse valve and ring. \$6500 Franklin B9E, Mark 15, serial 23580, Complete \$2000 RC-3 Seabee, Complete, disassembled, Serial #172, Hull sealed and painted inside. All exterior paint removed. No engine. Good panel. \$21000.00 Molded fiberglass headliner panels for RC-3 Seabee. \$500 Contact Steve Lantz, Carson City NV (775) 720-4157 Last ??INQ

## 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 make these for \$100 each. **(has a pair on sale now, \$150 for both)** 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@intd.com](mailto:jdickson@intd.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.

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](mailto: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 Mojonnier, 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](mailto: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](mailto:scott@finite-tech.com)

IRSOC (International Republic Seabee Owners Club) Now at [www.republicseabee.com](http://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.

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.

"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!" [brummrichkaren@aol.com](mailto:brummrichkaren@aol.com) 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 on a **new web site**, check out <http://www.seabee.info/seabee.htm>

### Interesting Web Sites

<http://www.hu-16.com>

<http://www.aerocheck.com>

<http://www.americanwarbirds.com>

<http://www.flightcontractservices.com>

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

[www.rcairplane.net](http://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](mailto: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 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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