

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Saturday, October 4, 2008 6:39 PM
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Attach: loelgoose.jpg
Subject: Oct'08 Seabee Newsletter

Seabee Club Newsletter

October 2008



Bridge Bay Resort, Lake Shasta, California enroute to Clear Lake

Hello Everyone,

A few months ago I mentioned I was renaming the newsletter, deleting Northwest from the name. The Northwest Seabee Club has been a wonderful experience for me in getting to know just how many bees are still in the area. I love it when we can actually fly together, but that has only happened a few times in the last 9 summers we've owned the Bee. It must be my old military training, but I sure love to go places with other aircraft, especially Seabees. So even though the name has changed, let me know when you're getting out, I'm always looking for an excuse to go fly.

I started this newsletter when we purchased the Bee in an effort to get to know and fly with others in the area. What I found was a world wide family of folks that love the old waterborne windwagon. 8 years later, this newsletter now goes out to 285 people from the Netherlands to New Zealand. Perhaps what you all might be interested in hearing about would be what other Bee Keepers are doing around the country and the world. Well, let me know and I'll be happy to share your stories and pictures with our group.

I had gone to the IRSOC website looking for someone recently and noticed that there are many names I don't have on my list. I'll make an effort to gather those names and perhaps you can let me know if you're aware of someone not receiving the newsletter that may be interested. So, please share your stories, thoughts and concerns. This is no longer the Northwest Seabee Club, we're all in it together. Maybe we should call it Seabee World? Let me know if there are others that may want to receive it. I'd like this newsletter to be for all of you. That being said, some of the content here will change. I'll not be including local activities and TFR announcements. Since I'm producing a letter for the WSPA, local content will be on the WSPA newsletter. If you are local, you should join WSPA anyway so you can continue land your Bee in fresh water. www.wa-spa.org

Two months of our summer was taken up by our grandkids and we haven't had great weather this year, so we didn't get out much during June and July, but I think we made up for in September. We did rendezvous with two other Bees at the Clear Lake Splash-In last month. Tom Hillier flew his Super Bee up from Modesto and Steve Lantz brought the Tahoe Special over the rocks from Carson City. As expected, our senior friends Alan Watson, Don Kyte and Jim Sorensen showed up to share their experiences with us, and Bob Gould flew in from Hawaii (No, not in his Bee). It's such a pleasure to spend time with these guys, they've probably forgotten more about the old beast than I even know. There is always a crowd gathered around the Bee wherever we go and this occasion was no different but it was so fun to have Al, Don, Jim, Steve, Tom and his son David who also flies the Bee there to field all the questions the spectators and other participants had concerning the odd looking aircraft. Steve's Tahoe Special took the people's choice award of all the airplanes.

The pictures above were our overnight stop at Lake Shasta on our way to Clear Lake. As you can see Shasta is really down, I'd say 200-300 feet. We'd planned to stay there two nights and explore Shasta on our layover day. I think our arrival took all the boaters by surprise. I love ramping out and it was a real show driving all the way up to the parking lot. It was a little dicey at times, it was like running a gauntlet between the trailers, barriers, dumpster and the trucks. We always like finding fly-in restaurants, splashing into one is even better. That is probably the highlight of the resort, where else can you park your plane in their parking lot. It would be a fun place for several seaplaners to meet for a meal. For that matter if you're ever up that way and need some camping or fishing supplies they have a store right at the head of the ramp. I'd prided myself on making it up the ramp, but lost sleep thinking of the fishermen that may show up early and block the ramp with one trailer that we

wouldn't be able to get past, so we left the next day and got to Lakeport early, good thing too! Had we stayed, and planned our arrival on Friday, we would have had to sit for a few hours somewhere to avoid the rain and fog that surprised everyone at Lakeport.

They rent houseboats at the Lake Shasta resort and the guys that launch the boats were real helpful when it came time to leave. They went ahead of us with the "oversized load" truck as we worked our way back through the gauntlet of trailers and barriers back to the water. It sure is nice having beta and reverse to keep from heating up the brakes on that long decent.

Clear Lake is always a fun time and this year I think the count was 34 seaplanes for the weekend. The highlight was getting to fly with the two other Seabees. Tom Hillier has resurrected Jim Sorenson's Superbee and Steve Lantz showed up with his famous Tahoe Special, so, on Saturday we performed for the group. If you haven't seen this video yet, click on this link and run this short clip complements of Charles Jackson. <http://www.vimeo.com/1797278> Thanks Charlie!

This is the story from the local paper... <http://lakeconews.com/content/view/5692/764/> It's really quite a production to see the whole town involved to make this happen.

Look for updates on the Clear Lake website soon(I hope) <http://www.clearlakesplashin.com/menuphotos.htm> Photographers Roger Cain and Dennis Vied were there with their long lenses taking some incredible shots. I wish I'd used my camera more, but I was having too much fun. I'd love to see more Seabees there next year, it's well worth the trip.

New From Simuflight

We have not officially announced it but McHugh Aviation completed an STC for an electric trim replacement for the Republic Seabee (RC-3) this last year. Due to the extensive FAA rules on PMA it is still not ready for shipping but we are taking pre-orders at this time and I am hopeful shipping will occur sometime this fall.

This STC was the final project my father (Joe McHugh) was working on for the Seabee and took an additional three years after I took things over to complete but is a nice kit. The FAA put us through the ringer on this one (primary flight system) but in the end they were very happy with the results. This system completely replaces the original trim system and replaces it with three servo motors (two for the elevator, one for the rudder), the entire installation weighs less than a pound. This system also adds a rudder trim. The installation removes ALL the original hardware. Actuation of the trim is via a typical hat switch on the yoke and/or alternate panel switches.

The system was extensively flight tested (both our internal DER and the FAA flight test staff) with special attention to management of flight controls and the system in trim runaway situations. The result is a clean and simple system that addresses one of the high maintenance systems on the aircraft and of course adds that long desired rudder trim. For more information please check our website at: <http://www.simuflight.net/content/view/30/29/> or e-mail me at scott@simuflight.net.

Scott Henderson, McHugh Aviation Inc. <http://www.simuflight.net>

Different Tailwheels ???

I finally put on the adapter rings I got from Russ Aircraft last year to use the 4" tire. I was waiting to wear out the 10SC tire before taking it apart, use to waste any tread. If you've done that job, that little tire is a pain. I found corrosion on the hub and although I got most of it removed, my guy said I should look for another one soon. I haven't had much response to my request, so if you know of a tail wheel or someone that may have one to sell. Please let me know.

At Clear Lake, I noticed on Tom's Bee, the wheel looks completely different. After talking to Russ A/C I learned there were 3 different wheel diameters on the outer flange of the wheel. Now I'm guessing there may be 3 different wheels. One number is cast into the hub on my wheel Bendix 351188 and the other is stamped into the sliding ring as an assembly # that I can't read. The diameter that works with my adapter rings is 4.25". Please give me a call with any ideas, thanks. 360-710-5793 Here are some pics of my wheel with adapters installed.



Now, this is a totally different looking wheel on Tom's Bee.



Can anyone tell me the differences on Seabee Tailwheels?

Safety

I'm sure some of you may have heard about what happened recently on Lake Tahoe. The beautiful Super Bee once owned by Darrel Davie was apparently practicing for glassy water landings when they hit hard damaging the left float and popping out the windshield. Then didn't make it back to the beach before the float filled with water, the aircraft rolled over and sunk in about 30 feet of water. The airplane has been recovered. Here's the article that appeared in the Sierra Sun which obviously has some holes in the story.

<http://www.sierrasun.com/article/20080911/NEWS/809119975/1066&ParentProfile=1051>

How do you log your time?

SPA has been working on a story on this very issue for quite some time and will publish a feature length article in the September issue of *WaterFlying*. The short answer is, when flying amphibians (as I do) you need to log both SES and SEL time. When landing and taking off from different environments (water or land), we need to be careful to show currency in both. The rationale is driven independently by both the FAR's and insurance regulations. The upcoming article, with expert opinion and analysis from some of the country's leading seaplane authorities, will give you an in-depth answer to your question. Jim McManus, Executive Director Seaplane Pilots Association

Classifieds Listings will be for 4 months unless I hear from you. After that, they will be gone... renew or update your ad as long as you like! Cleaning out your hanger, sell it here! Need some parts, let us know!

Needed: Exhaust retention clips Lorne McLean would like to know where to find them for the Franklin Engine? The clip that holds the exhaust to the cylinder? Any help would be appreciated. Contact lornemclean@rogers.com 905 989 2798, Cell 416 434 0091 1

I need a tailwheel. I pulled mine apart to change the tire and found a bunch of corrosion on the hub. It's okay for now, it cleaned up well, but I should change it out sometime soon. Let me know if you have a good one you can part with. See the full story above if you didn't see the pictures BruceH@wa-spa.org or 360-710-5793

Roger Duke's Super Seabee (New Price) and Home 4 sale.....



Serial #56, Simuflight GO480-B1A6, 270 HP, logs since new in 9/16/46. Hangared, TTAF 2188, Engine only 600 since overhaul. Reversible Prop 322 since overhaul, 5 yr. AD last year (same as overhaul), Landing light each wing tip. Overhead engine controls, Large spray rails, Locking tail wheel, Cleveland brakes, Whelen strobe system, Daubenspeck droop wing tips, KT 76A transponder, KR 86 ADF, KY97A Comm., Narco 122 Nav., Northstar M2V Loran/GPS, \$107,000. Contact Roger Duke 360-321-1537. email rduke@whidbey.com 2

Airpark Home on Whidbey

Roger is also selling his home. If the following link doesn't work, go to Windermere's website and type in the following MLS # 27025608. WOW <http://www.windermere.com/index.cfm?fuseaction=Listing.ListingDetail&ListingID=17411843>

1946 RC-3 Lycoming Superbee. Airframe TT 1984.2 SMOH 234.8. GO 480 New 3 Blade Reversing prop, All up Grades, Overhead Controls, New Glass, IFR.GPS and More.....



ASKING \$100,000. Contact BOB @ 360-304-7621 or ESLNM33@AOL.COM 3

FOR SALE



1947 SEABEE, RC3 SN395, TTAF 1463, Franklin B9F, TT 629, 12 STOH, Reversing 3 blade Prop, TT Prop 197, 12 SPOH, Bendix/King KX 125 Nav/Com, Cleveland Brakes, New Engine Control Cables 2004, Fuel Cell replaced 1996, Artex ELT, Wing Extensions, Large Spray Rails, Never operated in Salt Water. Location Muskoka, Ontario, CYQA. Asking \$55,000, Contact: Lorne McLean 905-989-2798, 416-434-0091 cell, or lornemclean@rogers.com last time Lorne, let me know if you want to keep it going.

Super Seabee \$99,000 wow!



Sn 78(1946), Simuflight STC'd 295 Horsepower Lyc GO-480- G1B6 serial # L-1133-35 mfg 1964, overhauled Nov 1983, Total time since overhaul 85 hours. Hartzell 3 blade reversing Propeller Total time since New 55 hours. Total time on airframe since new 2040 hours. Extended Wing Tips, Large Spray Rails, Jasco Alternator 12Volt 50 Amp, Whelen Strobe System, Transponder- Garmin GTX 327 with encoder King KX125 Nav/Com, FlightCom 403 MC 4 place intercom, Cleveland Brakes Garmin 295 GPS New Interior (seat covers, side panels (photo forthcoming, please email), headliner & seatbelts), All new windows (with vents) New Paint (needs minor touch up), All Ads complied with, New Keel 2007, New Battery 2007, Complete 337s, STCs and Log books. Plane is in excellent condition, with tens of thousands of dollars put into upgrades NOTE: Seabee is located in Daytona, Florida area. Contact Lou Fitzpatrick Loufitz@aol.com 610-647-3255 **Contact me Lou to let me know if you want to keep this going.**

Super Seabee for sale in northern IL. He wants to sell it quickly and lowered the price to \$100,000. N3263G has 2100 TTAF with a Lycoming 480; 330 SMOH, new 3-blade prop, STOL wing extensions w/ drooped tips, 3 bilge pumps, electric hydraulic gear and flaps. More info at www.MotorcyclePilot.com/Seabee You can reach Ken at (847) 724-0000 or KenK@mc.net 3

SEABEE Ground-Up Restoration



\$79,000 • **AVAILABLE FOR SALE** • 1947 Republic Seabee N6755K, S/N 1043, , T.T. 650, Engine & Prop 17 SMOH, Spare A/W B9F, Alternator, Airwolf oil Filter, new glass paint and interior 07, wide spray rails, wing ext's., overhead quadrant, Cleveland brakes., new fuel cell, inboard strakes, steerable T/W all logs • for two other photos, visit Barnstormers website http://www.barnstormers.com/ad_detail.php?ID=171092 Contact Sam czechride@canby.com - located Wilsonville, OR phone: 503 678-5114 **Last time Sam, let me know....**

"ZeeBee" Estate Sale! Price Reduced AGAIN !



The aircraft is located in Sequim, WA and the owner had flown it to BC each summer. **It looks clean and straight and it has the IO-540! N6585K could be a great deal for someone, asking prices is \$85K(make a reasonable offer!).....** Contact Kurt at 360-457-3651 or 360-461-4481, he's not the owner, but has all the information and can put you in touch. **On it's way to Alaska? Let me Kurt**

G 21A Grumman Goose



Serial Number B 32 is one of the best fresh-water Gooses in existence. It is a straight, corrosion free, always-hangared and well maintained aircraft perfect for long-range exploration. It has only 4,000 hours since it was rebuilt in 1982 for the late Bob Richardson of Seattle.

Total airframe time: 8,638 hours.

Clean, smooth-running P&W R985s with 890 hours and good compression.

Heavy Hartzell props and Twin Beech cowls.

Retractable water rudder and McKinnon retractable floats

Electric up and crank down landing gear.

Mallard Goodyear wheels and brakes (Great!)

Electric fuel pump and long-range fuel tanks

Bubble windows in cockpit, picture windows in cabin.

One-piece front bow hatch.

Full King IFR package including HSI, RMI, and Radio Altimeter

New interior with six quick-release original Goose seats on tracks.

Original paint since 1982 rebuild. Still has good gloss.

Complete logs, beginning with original 1943 delivery logs.

For more details and pictures, please see <http://www.tanglefoot.org/gooseforsale.html>

Price: \$650,000 with new annual.

Editor's note: This owner KNOWS Grumman's. If he says it's one of the finest, you can count on it. Last time Loel, let me know if you want to keep it going.

Other Interesting Web Sites

[http://www.tanignak.com/More Amphibian Adventures.htm](http://www.tanignak.com/More%20Amphibian%20Adventures.htm) which has some wonderful Widgeon, Goose and other amphib stories, More history from our friend Andy Shane if you are interested in the Pan Am flying boats. Check out....

<http://www.flyingclippers.com/main.html> or

<http://www.rbogash.com/B314.html>

Carl Hankwitz has republished the 1949/1950 movie featuring his family's Seabee. You can view it online at http://web.mac.com/chankwitz/Hankwitz_Films/Movie.html if you'd like to contact him, he can be reached at chankwitz@mac.com www.alaska.faa.gov/flyak/
<http://shaunlunt.typepad.com/shootings/>
www.dunk-you.com emergency egress training.
www.sfahistory.org Society for Aviation History
www.clearlakesplashin.com
homepage.mac.com/gottaider/PhotoAlbum28.html personal Clearlake photos
www.dhviad.com/clearlakesplashin personal Clearlake photos
www.aerocheck.com
www.hu-16.com
www.SeaPlaneOps.com
www.flightcontractservices.com
www.rcairplane.net Easy to build Seabee with a 72" wing span, other great models too. Contact Bill Price bprice@puc.edu

Canadian Information

www.alaska.faa.gov/flyak/
<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

Seabee Products And Information

Don Kyte's book "*Flightseeing S.E. Alaska's Glaciers and Whales*"

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

The Seabee Experts

Simuflight's Back They have been back in business since the first of the year for parts, maintenance and restoration work. Ken Thompson runs the 6000 sq ft facility in Fallon NV and their engineering and operations are run by Scott Henderson out of Anchorage Alaska. They also offer a traveling A&P/IA Seabee expert supported by their shop that can handle anything that is wrong with a Seabee. Simuflight's Fallon facility is a complete Seabee maintenance station. Please contact Scott Henderson (scott@simuflight.net) 907-339-8085 x6101. You can also visit their website at <http://www.simuflight.net> for more information. In addition to Simuflight's many STC'd and non STC'd kits they are also working with the FAA to begin producing replacement parts for the Seabee.

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 Long Island, 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!" brummrchikaren@aol.com Phone: 631-779-3178 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.

Speaking of engines.... Randy Komko is putting together a new website... Check it out for current pricing on Lycoming engines..Props..parts..ect he'll be updating it with 2007 prices soon.. <http://www.seabee-transition.com/>

Please feel free to submit any information that you feel may be of interest to other Seaplane pilots. Also, please print and/or forward this to any others you may think are interested.

Thank you one and all for your support of our organization.

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