

September 2011

# Seabee Club Newsletter



South of Whidbey Island, September 3, 2011

*I'd said, I love this kind of stuff! We flew together again, lighting was perfect!*

Hello Everyone,

We've got a late start on summer in the NW and fortunately there are still several activities going on that we can enjoy. This past Friday and Saturday the Heritage Flight Foundation and the Cascade Warbirds invited us to attend their event and Tom Hoag and I got to do the formation thing again. I'd forgotten how much work that can be to do it right. With all the great formation flying going on I was determined to try and give the crowd a good show by keeping it pretty tight. It wasn't much effort out over the sound where the air was smooth, but Paine Field's huge runway sits on a bluff and it was gusty, so the excitement (for me) started on the base to final turn. Fun stuff....

I really do wish we could get more Bees in one place some time... believe it or not, there are about 8 in our local area. Rich Wais was going to join us again, but he was giving Robbie Hovard from S. California some dual. Rob keeps talking about buying a Bee. I guess he's not hooked yet. Rich said he'd just gotten some dual in an Albatross.... maybe he just has larger aspirations.....

One of the other things I really enjoy is giving those that can really appreciate the old girl a ride. Young and old. Seems the young are over come by the design and just fascinated by how unusual it is. In fact we've been giving Kevin Miller the chance to take a lot of photos. He designs the computer models for Flight Simulator. He said there's a freebee out there now, by FSX, but his will have a true Original Bee and a SuperBee. I've seen some of his 3D work and it's absolutely incredible.

There are a lot of Boomers in our area that tell me about how they remember the Bee from when they were growing up. There were a ton of them here, mostly based at Kenmore so it is quite the common story and always wonderful to here about their memories. Then my friends, every now we get the rare opportunity to share our "love" with some remarkable seniors. The following story is from E.T., and an experience he had at Oshkosh.

Hola Amigos: I'm not bragging by any means, but just wanted to share the most beautiful letter I have received after taking WASP Jean McCreery flying in our Seabee at the Seaplane Base in Oshkosh. She is a wonderful lady, and the honor was mine, to be able to take her flying. If you ever have a chance to take a young kid, older person, or someone who has never flown before flying, your rewards will be greater than theirs! E.T.

## *The Flight of the Seabee*

We all know the feeling of an emotional flight hangover. The end of a pilot's indulgence week! The shortest, fastest week of the year is the EAA AirVenture in Oshkosh, Wisconsin. And 51 of the longest, slowest weeks need to pass before we can do it again. We all slip away by plane, car, trailer or motorcycle...we were suitably subdued, packed and waiting for our trip back to the ordinary.

The WASPs always stay at the Jesuit Retreat House on the peninsula of Lake Winnebago next to the sea-plane base. It is my most favorite place in the USA. And since it was Sunday, there was a service in the lovely chapel. I would challenge anyone with doubts about the Almighty (and their *last flight*) to rest there a minute and look out on the lake through the wall of windows behind the altar. I did and suddenly I saw an eagle fly past...and, as if to make sure I got the point, it did it again! (It turned out eagles had a nest nearby.)

Later, as we stood amidst our piles of luggage, a cell phone rang. It was the sea-plane base. The flight we had been promised, that was canceled the day before because of the storm, became available again.

Edgar Tello (*E.T. to his friends*) was flying and could we get there ASAP? Could we ever? Luggage flew into the car and off we went. Since all the other WASP had left, I was going to get my first sea-plane ride! There was room for four: the pilot, two other airline pilots and me!

Such a glorious day it was! After much standing around, picture taking, checking of people and planes, we all went to the slip holding the most beautiful Seabee I will ever see. I started to get in the back...surely these professionals would want in front, but no, E.T. told me to sit in front so I could fly! I couldn't say "No, not me!" fast enough. I hadn't had personal control of an airplane for 30 years and I had never flown a sea-plane. However, there was only one seat left, so what could I do?

We taxied out, made a dramatic spiral take-off from the lake into the most beautiful morning sky imaginable. The lake, the Retreat house, yes, the whole glorious world lay below! I have never been at a lack for words, but I was then. I was up there with the eagles in more ways than one. As we climbed, E.T. said, "I will get it lined up for you and I want you to make two 'touch and go's'". As I protested again, I looked down and saw tiny fishing boats on the lake. If those people had known our plans, I feel sure they would have walked on water to get away. Anyway, as the old saying goes "There I was....." So what could I do?

I DID IT!

Not once, but twice! I brought it in perfectly (well, I did bounce once but nobody screamed). I will never be able to write enough words to say what a thrill it was for me! I am 87 years old (*and I look every day of it*), but the years melted away because I was flying again! This wonderful man knew something I had forgotten – you never lose the thrilling urge to fly. Thank you E.T.! You gave an old lady a new sense of worth. I will be forever grateful.

Too soon we flew back to the base – lake and fishermen still intact. However, I am still mostly up in the clouds of the most beautiful last day of July, 2011 when I flew with the eagles!



Will I be at Oshkosh next July? You bet! See you there!

*Jean T. McCreery, WASP*

Speaking of Oshkosh, here is a youtube link of some good video of the five ship showcase fly by. [http://www.youtube.com/watch?v=xZwKo90Z4Jw&feature=youtube\\_gdata\\_player](http://www.youtube.com/watch?v=xZwKo90Z4Jw&feature=youtube_gdata_player)  
The Seabees are at 12:38. The first two bee's are Ed Tello and Steve Metzler both are Lycomings. The third is Brian Robinson the fourth is Pete Norman and the fifth is Buzz Hale's.

### Upcoming Northwest Events!

Okay, so remember my whining about getting more Bees together? Here's another chance or three for those of you in the NW.... I know many of you are not joiners, but our WSPA is having a Splash at the SW end of Mason Lake this coming Saturday the 10<sup>th</sup> come eat and meet other seaplaners.

The following weekend at the same place will be another event. I know Seabee Pilots are interested in cars and boats right? Here's the invitation..... hope to see you there too.

Thank you for taking my call and giving me the opportunity to describe the event at Mason Lake on September 17<sup>th</sup>, 2011.

I'm a member of the Antique and Classic Boating Society which has been having an event at Mason Lake the past few of years. Last year we had the Olympia Antique and Classic Car club along with some of the local residents bring their classic cars to the baseball field also attend with the boats.

The Mason Benson Club has offered to sponsor the large kitchen in exchange for serving Brat's and Burgers at a nominal charge.

Last year we had about 3 dozen cars and 28 boats and this year the forecast is for double the amount of cars and 30 or so boats. Some of the boats were offering rides.

Simpson Recreation area is a great venue, as I'm sure your can attest. I think making this year a grand event of boats, cars and seaplanes would be the ultimate in showing off our machines of yesteryear. The residence's of the lake tell us that they enjoy having these kinds of events.

If you have any questions, please give me a call. Rick Means 206.794.1644

Then of course, there is Clear Lake, CA the end of the month. It's always a great weekend! Let's fly down together..... Contact me for details.

### Floor Winch

Last month I mentioned that I'm a hack and too much of a tight wad to spend any money on things that I may be able to make, especially if I can use things I can find in the shop(or at the dump). Since there's no room behind the rudder to pull in the bee with a tractor, a tow bar for the main gear would be a trip-over hazard in the hangar and may have to be disconnected to close the doors, a floor winch seemed like what I needed. I got the idea from one that I saw in Trade-a-plane, but didn't want to spend the 300+ hundred dollars for one that you can't control the speed and doesn't have some kind of clutch. How about this.....



The small pulley, some mower deck parts, and the old fan belt were just taking up space in the garage. The 1HP hot tub motor had been given to me a few years ago and the tow bar I had made from some old weight bench parts. The wooden handle moves the idler pulley and acts as a clutch. I didn't have a big pulley and they have to be ordered, but I wasn't sure what size I would need. Figuring the ratio I was going to need became a real head scratch since I had no idea of what would be a good speed, so rather than do the math, it was easier to just use parts from an old rope spool to make an 11" pulley which seemed about right. Since I was going to have the clutch, I could just gauge the speed.

Surprisingly, it works pretty darn well. It even fits under the tail feathers so it takes up no space in my crowded little hangar. It will actually move the Bee pretty quickly, but I'm taking it slow until I gain some confidence in the operation. The boat hand winch and cable are the only parts I had to buy so I've got all of about \$20 invested.

Send me your summer stories and let me know what you've been up to. Here's the rest..... Bruce

**Classifieds** Listings will be for 6 months unless I hear from you. After that, they may 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!

**THE TAHOE SPECIAL CORVETTE POWERED SEABEE IS FOR SALE \$85,000.00**



**GRAND CHAMPION OSHKOSH & SUN AND FUN - 405 HP CORVETTE V8 LS-6 POWER  
MT FOUR BLADED REVERSABLE PROPELLER, CUSTOM SPINNER  
ROBINSON REDUCTION UNIT AND MOTOR MOUNT  
CORVETTE AIR CONDITIONING AND HEAT**

**FULLY INSULATED - EXTENDED WINGTIPS - LANDING LIGHTS - ELECTRIC BILGE PUMPS  
CUSTOM SPRAY RAILS - NEW TIRES - LARGE BRAKES  
CUSTOM UPOLSTERY BY PAUL SHEPHERD - CUSTOM PAINT  
120 GALLON FUEL CAPACITY**

**FUEL BURN IN CRUISE UNDER 10 GPH AUTO GAS**

**OVER \$250,000.00 AND 2000 MAN HOURS BY PAUL SHEPHERD AND STEVE LANTZ IN  
CONSTRUCTION**

**FIRST PLACE OR BEST OF SHOW AT MANY AIRSHOWS**

**EMPTY WEIGHT 2650# - MAX TAKEOFF WT 3800#**

**CRUISE 100 MPH @ <10 GPH - CRUISE 120 MPH @ 15 GPH**

**On January 21 2011 the Tahoe Special struck debris while landing on Shasta Lake. The right float, and the right wing were damaged in the accident. The right passenger door and the nose door were damaged when the aircraft was towed in . The aircraft sunk in 40 feet of water but was recovered with no additional damage. The engine was not running when the aircraft sunk and it has been torn down to the extent necessary, cleaned and inspected. It is running perfectly and the compression is the same as when it was installed new. The GM engine analyzer shows no faults.**

**The propeller was sent to Precision Propeller, disassembled, inspected and necessary parts and seals replaced. It has been signed off as inspected and serviceable.**

**The upholstery was removed, properly dried and reinstalled. It is perfect.**

**Items that will need replacement for sure are Radios and Transponder, the Dynon EFIS, flight instruments and auto gauges, the right float and the right pax window and the nose door window. The damaged items will need to be repainted after repair. The electrical system from the engine to the ICU and from the ICU to the cockpit will need a thorough inspection. Circuit Breakers and relays should be replaced.**

**Items that might need replacement but are repairable are the right pax door, right nose door, and right wing. Ken Thompson at Simuflite estimates he could repair the wing for about \$10,000.00 with new, never installed skins. The doors could be repaired or replaced for about \$1500.00. Radios, Dynon and instruments, depending on your selection, will be about 4-\$6000.00. Paint has been estimated at \$2500.00. The airplane could be back in the air for under \$25,000.00 easy.**

**Own one of the finest single engine, four seat seaplanes in the world. This airplane has been a joy to fly. The performance is excellent even at 6200 feet MSL at Lake Tahoe. I have flown it a total of 560 hours since it was new without a glitch. It has crossed the country twice in quiet air conditioned comfort. The last condition inspection was October of 2010. FAA certification goes with it. Operations specifications include the entire USA as a proficiency area but will need to be reissued by your local FSDO.**

**Contact Steve Lantz 775 720 4157 [stevellantz@hotmail.com](mailto:stevellantz@hotmail.com)**

Lycoming GO-480-F1A6 w/ 133.5 S.M.O.H by T.W. Smith 11/18/77. Low Total Time since NEW (1391.2), Serial # L-331-29, ALL accessories, engine mount, exhaust, great log history and well documented. \$10,500.00.

Lycoming GO-480-F1A6 w/ 831.7 S.M.O.H by T.W. Smith 7/3/70. Low Total Time since NEW (1082), Serial # L-396-29C, ALL accessories, engine mount,



exhaust, great log history and well documented. \$5,900.00.

Lycoming GO-480-G2D6 w / 1300 S.M.O.H. bt Robert M. Frakes 9/20/74, Serial # L-120-34. Includes all accessories, engine mount, exhaust, baffling, log book. Still installed in Twin Bonanza, \$7900.00.

King KX-155 with Glideslope, tray and backplate, wiring harness (partial), recently beech tested and yellow tagged after being removed from a Twin Bonanza for upgrade. \$1600.00.

Lycoming Supercharged GSO-480 Core. Former Military use, with No log but has both Data Tags on Nose case reflecting overhaul history by Columbia Aircraft Services. VERY CLEAN ! No accessories asking \$2,750.00 / OBO.

Set of factory NEW McCauley Spinners and Backplates still in factory boxes. Make offer !  
Gregg Cadieux, located Scotia NY Telephone: 518 424-8235 twinbo550@aol.com

## Seabee Project

Last Annual Inspection July 1, 1998

Not currently ferryable per mechanic (Don't know what needs to be done but will follow up with mechanic.)

Located in Southern California

A/F TT = 385.3

Engine TSMOH = 573.8

Zero STO

Engine is Franklin 6A8-215-B8F

Currently listed at \$85K but will consider offers

Contact is Katherine Kunnes at [kunnes@sbcglobal.net](mailto:kunnes@sbcglobal.net) 03/11

## Franklin Engine(no paperwork), Prop and all associated parts!

We are converting to the McHugh Simuflight GO480 STC. Anybody interested? I can email Pictures ! Contact Lars 907 229 6792 [larsgleitsmann@gmail.com](mailto:larsgleitsmann@gmail.com) 03/11

## Original Seabee Propeller

Attached are photos of a Seabee propeller I'd like to sell. I've had it in storage for several years and don't know it's history. I have no logs or records for it, but thought it might be useful to someone. I have no idea of its value, but based on the value of the two blades I saw here, I guess I'd let it go for \$850.00.

Richard Ries

817-301-9312 [usnavy\\_n3n@yahoo.com](mailto:usnavy_n3n@yahoo.com) (note y\_n)



Richard Ries' Prop 03/11



## New Price on Roger Duke's Super Seabee

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, **\$87,000**. Contact Roger Duke 360-321-1537. email [rduke@whidbey.com](mailto:rduke@whidbey.com)



## Airpark Home on Whidbey Island, WA

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 What a set up he has. Here's a new link to a website for the [Listing Details 02/11](#)

## Seabee Project for sale

1947, S/N 907, N6634K. Original logbooks/not flown since 1968, no major damage listed. Have new skin for the hull bottom, intermediate skin damage approximately 5"x 10".... Fuselage and one wing stripped other wing stripped and primed. New lift struts and fuel tank in 2001 extended wing tips with spill plates. B9F engine S/N 23965 and the original Hartzell HC-12x20-2 prop, S/N 2131.

Many refurbished smaller parts.... landing gear, yoke, control wheels and column, rudder pedals and control assemblies etc Asking \$18,000 and I will entertain any reasonable offers, consider full or partial trade: motor home, boat, car, motorcycle, etc. Can Email extensive list of pictures! Contact: Bruce Novotny [cindynovotny@centurytel.net](mailto:cindynovotny@centurytel.net) Hm 507-872-5110 Wk 507-537-8114 **10/10**

**(2) LOW TIME GSO-480 ENGINES ! • AVAILABLE FOR SALE • 265.4 / 48.4 S.M.O.H. by Columbia Aircraft Services, pickled condition, still in nacelles & stored. Also have other GO-480 Engines and Parts. Contact Gregg Cadieux, located Scotia NY Telephone: 518 424-8235 twinbo550@aol.com this is a great deal folks! 6/10**

**HARTZELL 3 BLADE PROP • \$2,500 • ACCEPTING OFFERS • 3 Blade prop for GSO-480 Lycoming, Spline shaft chrome spinner, no damage complete Model HCA3V20-1B • Contact Neal York, Owner - located Mead, CO USA • Telephone: 970-290-3828 6/10**

## Lower Wing Strut Fittings

Tough times generally involve great sales prices and I have a great sale price that I'm hoping someone is interested in. I ran a batch of 5 sets of RC-3 fuselage mounted, lower wing strut fittings and they ended up costing me a bit over \$1k for each piece to make. I need to try and get some financial recovery out of the two RH's and one LH that I still have. I'm willing to take \$300.00 per piece and will consider offers if you are interested. This is only 25% of what it cost to produce them. Know these parts were produced under the original RC-3 drawings. Metallurgical testing was performed from an aerospace metals lab on an original piece and they determined what modern alloy would be equal/better to use as a replacement since the original alloy is no longer produced. I can provide all of the certifications paper work.

Disclaimer: Although the parts were produced professionally, they are allowed for use on Experimental aircraft only as they weren't produced under an FAA approved process for Type Certificated aircraft.

If anyone wants it, I could also sell the C&C program that I paid for, should you ever want to make more.

Contact, Bob Mortenson The Pitstop, Inc. PH: 406-777-3163, 406-370-5860 Cell 4/10

## **SuperBee! GO 480 Simuflight Conversion NEW fuel injected ENGINE and PROP!**



Recent engine overhaul. New 3 bladed Hartzel propeller with Beta Ring pitch control, fully reversible. Droop tip extended wings. Collins microline VHF, transponder, ADF. VIR and Morrow Apollo Loran C. Digital fuel management system Miniflo – L. Steerable tail wheel. To inspect airplane, call (253)752-4987 to arrange an appointment. Ben Blackett  
[wbnsurgconsult@comcast.net](mailto:wbnsurgconsult@comcast.net) 02/10

## Lycoming Prop. and Parts



I bought this new HC-A3VF-SAL / VL9333 CH-4 as a spare propeller for my Sea-Bea in 1980, later I cannibalized hub for few parts namely one clamp. There are three new blades and partial hub for sale. Asking \$9 000 -OBO.

Also have pair of prefabricated longitudinal steps - STC - SA 575NW. No paperwork, \$200 8 feet of keel extrusion asking \$100. Location Miami

JAN BEM Tel# 305 866 1408 Cell: 786 999 9829 e-mail: [janbem@centrum.cz](mailto:janbem@centrum.cz) Tel# in Czech Rep. 011 420 602 203 660 01/10

### Right Wing Needed for Seabee!

AS MENTIONED I NEED A RIGHT WING....., FOR NOW? RICHARD LAWRENCE

250-675-3008 or email [richard@airspeedwireless.ca](mailto:richard@airspeedwireless.ca) 11/09

## 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 cowl.

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. 1/09

### Interesting Web Sites

<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>

<http://web.mac.com/chankwitz/BlueHorizons/Movie.html> Carl Hankwitz's republished 1949/50 family Seabee movie.

<http://shaunlunt.typepad.com/shootings/>

[www.dunk-you.com](http://www.dunk-you.com) emergency egress training.

[www.sfahistory.org](http://www.sfahistory.org) Society for Aviation History

[www.clearlakesplashin.com](http://www.clearlakesplashin.com)

[www.aerocheck.com](http://www.aerocheck.com)

[www.hu-16.com](http://www.hu-16.com)

[www.SeaPlaneOps.com](http://www.SeaPlaneOps.com)

[www.flightcontractservices.com](http://www.flightcontractservices.com)

[www.rcairplane.net](http://www.rcairplane.net) Easy to build Seabee with a 72" wing span, other great models too. Contact Bill Price [bprice@puc.edu](mailto:bprice@puc.edu)

### Canadian Information

<http://www.bcfloatplaneassociation.com/>

# Seabee Products And Information

**Robinson** V8 Aircraft has a full service maintenance facility 75 miles north east of Toronto. We do work on certified airplanes, including Seabees, as well as amateur built aircraft. We also have a 3D CAD design capability including a virtual wind tunnel (CFD flow simulation) for evaluating potential modifications. Our website has a list of Seabee modifications we have done to date. We would be happy to perform Seabee maintenance for anyone. Contact: Brian Robinson 705-878 4900, 705-340-2408 Cell and visit [www.v8aircraft.com](http://www.v8aircraft.com)

**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

**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. 561-573-0668 [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 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@pbtcomm.net](mailto:smestler@pbtcomm.net) **I have them both, they're a great reference!**

## The Seabee Experts

### Simuflight

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](mailto: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.

Scott is looking for intersted parties concerning replacement floats. They are working on a new design as parts are getting hard to find. He writes... The Floats will be STC'd

- \* I am guessing carbon fiber and should be very light.
- \* They will be one piece so no seam, they will look better. The actual shape will not change since changes like this would require flight and water testing. I am just going to get rid of the seam.
- \* Less drag? maybe but nothing to right home about.
- \* No corrosion - we are going to make sure these have no parts that will corrode.
- \* Off the shelf replacement - We spend a lot of time straighting bent floats because there is no more

replacements. The one we are doing now have \$600+ in labor and heat treating in it.

\* Price - Who knows, FAA is going to beat me up a little but my hope is to bring each float in under \$1000 but I am guessing a starting point would be \$995 per float. This price would assume fairly good volume. The engineering on this is going to take some time to get through the FAA. I can't just make a look alike float out of carbon fiber I have to design the layup and write a specification for the resin and manufacture and then get it all approved. I am guessing I will have about 160 hours of engineering by the time I am done with the FAA. Then we still have to make them as well. Bottom line is if there is no interest I am not going to jump into this project. Jereme still has a few float halves available so we can work with those for the time being. The problem with his floats is, they are not heat treated and when we heat treat them they like to warp on us.

### **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 weights 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](mailto:scott@simuflight.net).

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

### **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. 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 on 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!" [brummrichkaren@aol.com](mailto:brummrichkaren@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.

**T.A.C. Transition Aircraft**, Randy Komko's business is now at <http://temp.seabee->

[transitioncom.officelive.com/default.aspx](http://transitioncom.officelive.com/default.aspx)

Remember Procrastination is the key to flexibility!

Bee Sea n'ya,

Bruce Hinds

Seabee Club Newsletter

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