

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Wednesday, March 31, 2004 12:26 AM
To: "bruce hinds" <brucehinds@earthlink.net>
Attach: 2004 Upcoming Events.doc; unFISHING.WMV
Subject: April '04 Seabee letter

The Northwest Seabee Club



Doesn't this look like Fun? Call me, let's get wet!

Hello everyone,

I've attached Two files to this month's newsletter. The small one is like the Calendar of events that I've included in previous years. It is in the Microsoft Word (.doc) format. I'd like to attend all the events. I know I can't do that, but there is some fun stuff going on. I'd really like to get some Bees together this year, so if any of you have something of interest or would like to make some event on the list, please let me know and I'll make a special effort to attend. I'll even beg everyone else to get out and join us!!

The large file is a video clip that follows along the water bomber theme. It's a short video clip that will make you think twice about fishing in the middle of a large lake during fire season. Thanks for sending that Al.

More major mistakes!... My apologies to Peter Killin. I don't know where I came up with David! Sorry Pete...

And for all of you who doubted the Ernst Doolittle story, Bob Gould filled me in... "Actually, a little known fact about this airplane is that the real engineering on the engine conversion was not done by Ernst Doolittle at all. He really did little. The real

brains behind the conversion is a Swede by the name of Bent Winkle whose father was a Nazi electrical engineer stationed in Sweden in WWII. The father, Joseph Winkle, married Bent's mother after the war. The engine as converted is properly called a Bent Winkle Wankel. Ernst Doolittle, who actually did little, simply wants to take the credit (or perhaps he doesn't want to call the installation Ernst's Bent Winkle Wankel). Actually, the latter is probably the case due to Ernst's difficulties with his angle of incidence jack screw on a test flight when the jackscrew ran out of the Acme nut on the Alaska Airlines Flt 261, causing the wing to go to the full up position. Luckily this happened on the runway, and the added drag of the now vertical wing allowed Ernst to come to a full stop before the end of the runway. After this incident, which became known as Ernst's Bent Winkle Wankel Jack-off, Ernst became very sensitive to the use of the proper name for his engine installation and insisted that he had actually done the engineering himself. Clyde was nowhere to be seen during the incident, having the good sense to refuse to board the aircraft for what was in reality a test flight. (Or maybe it was that buxom cow in the field adjacent to the airport...) Ernst redesigned the jackscrew arrangement after this incident to better protect his nuts, which are rather expensive, since the factory supplied nuts are not approved for aviation use. He did consider a recirculating ball system instead of a jackscrew with an Acme nut, but after discussing his plans with a Boeing engineer who was instrumental in designing the recirculation ball drive for the pilot seats in the 747 told him of the problems with that design, Ernst decided to keep it simple. I guess the real turning point was when Ernst was shown the Runaway Balls Checklist and the Jammed Balls Checklist for the seat malfunction. (The seat control had a tendency to run away in the forward direction, ramming the pilot against the yoke, at which point it ran out of play and the recirculating balls jammed in place, making it impossible to return the seat to a more rearward position.) The Boeing engineer gave Ernst two good mnemonics: KISS (keep it simple, stupid) and the 7 P's (proper prior planning prevents piss poor performance)."

Real News

It looks like there will be some new things to come out of Canada soon. Brian Robinson, is currently working on retractable wingfloats for the Seabee. The design is done & they are finalizing prototype manufacturing details. Brian hopes to have a set flying this summer. Brian writes..."We currently have 3 converted V-8 Seabees flying & 5 more on the go. We have 892 hours on our own aircraft since we converted it & it continues to exceed our expectations. We have produced a shorter version of the conversion package for use in conventional aircraft. The first unit is installed in a Murphy Super Rebel. The owner is working on the cowlings, etc. The next project would be to find a customer who wants a turbocharged V-8. That would really be fun!" www.v8seabee.com

They are also planning a Seabee fly in "The V-8 Seabee group is planning a get-together at Killarney Mountain Lodge on 25 June to 27 June. There is excellent water

access, as well as an airstrip close to the Lodge . If people need further information, they can contact me at 705-340-2408. We will not be at Sun'N'Fun this Year. That is the weekend my son graduates as a Jet Jockey for the Canadian Armed Forces. We are going to join him for the festivities.

For Lodge details and Coordinates, See Killarney Mountain Lodge Web Site WWW.Killarney.com Contact: Bonnie Sharp 800 461-1117. Please call Bonnie directly and reserve your own room. Register under the group name of Seabee. And, please send me an e-mail, or phone me, so I know how many people will be attending. Thank you, Brian"

State Airports Open Early The Washington State Department of Transportation (WSDOT) is pleased to announce the early opening of seven state-owned airports. Each strip was inspected by Jim Scott, WSDOT Aviation State Airport Maintenance Supervisor, and given the go-ahead for use. Airports that are now open include:

- **Methow Valley State** - five miles south of Winthrop
- **Woodland State** - between Kelso and Vancouver
- **Rogersburg State** - southeast Washington
- **Lower Monumental State**- five miles south of Kahlotus
- **Little Goose State** - ten miles northeast of Starbuck
- **Lower Granite State** - 14 miles south of Colfax
- **Copalis Beach State** - located at the mouth of the Copalis River

“With improved maintenance and the help of many volunteers that participate in the Adopt-an-Airport program, we will continue to open state airports earlier in spring and close them later in fall, as the snow season permits,” Scott said.

WSDOT reminds pilots to perform an over-flight and check Notices to Airmen (NOTAMS) and weather conditions before using any of the state-owned strips. All those visiting state-owned airports are encouraged to send comments, suggestions, stories, and pictures to Jim Scott at ScottJ@wsdot.wa.gov

April 9 is the last day to register for the free FAA Pilot Proficiency Program. The two-day class on April 24 and 25 offers three hours of free flight instruction and is open to all pilots with a current Biennial Flight Review (BFR) and medical. Register at Washington Pilots Association Paine Field Web site (Under Safety & Education) www.wpa-paineairport.org or call 425-353-2110 ext. 5700

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

I saw one bee that had the trailer style bearing buddies installed on the main wheels! Any one know about these?

Bob porter has one of the special 4" wheels that will mount the square shouldered tire, 10 1/2 X 4 Channel Tread tailwheel tire with out using the adapter rings like Joe McHugh has on his airplane. porterbl@fidalgo.net is probably best, you can try 360 293-4671 or 360-708-8176 but he describes himself as a moving target!

New Advisory Circular for anyone considering a field approval.

http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rqAdvisoryCircular.nsf/0/31BED1C77A32C64886256E43006DA997?OpenDocument&Highlight=43-210

For the first time, the circular provides guidance to aircraft owners, operators and technicians on the thorny topic of how to obtain FAA field approvals for aircraft alterations. The 35-page document is the FAA's attempt to clarify and standardize its policies and make that information available to the public. The Aircraft Electronics Association <http://www.aea.net/aeatodayDetail.asp?ID=262> called the AC "a significant step forward in standardization of the field approval process," but also said some details are vague and subject to misinterpretation, and that it places an administrative burden on the applicant. The AC contains no new regulations, the FAA said, but compiles information that can help pilots determine if a proposed alteration is eligible for a field approval, and provides procedures to follow to efficiently obtain the approval.

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

Nobody wants to own up huh?

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!



"We are going to sell our N6713K which has the Franklin engine. The airframe has TT 1126 hrs, the engine 350 SOH, Prop same, with AD's complied with. It has the extended wings, transponder, K155 NavCom. It was repainted 2 years ago and is a good looking airplane. It's based at the Elmira Corning Airport in upstate NY. We're asking 65K." Contact Clyde Robbins clyder@epix.net Phone: 570-297-2080



RC-3 REPUBLIC SEABEE (1947),

TT3200. Engine 120-SMOH 20-STOH. Excellent condition. Multiple Mods all 337 complied with. KX155 NavCom, Intervox intercom, Apollo Loran, Narco AT-50, JPI Engine Monitor, Cleveland brakes, SW oil cooler, Airwolf Air filter, SS tailwheel yoke and collar mod, Quick Engine Cowl Mod. \$75,000. With new interior \$80,000. Contact John Barnett TX/(210) 844-4463. Email

jmbmd@ktc.com for photos and video.²

How about a Porta-Boat!



These are great for all of you float plane guys. 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 small one, they call it an 8' model, but it's actually 9'3". It only fits in the our Seabee because we've removed the bulkhead, but I think we'd rather have an inflatable. 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



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 2

Lou Fitzpatrick writes..."We're looking for a tailwheel fork. Ours has granular corrosion." If anyone can help him please contact Lou at loufitz@aol.com 2

Robert Wells is about 20 mile north of Grand Rapids, Michigan. If anyone needs parts, let him know. He has lots of wing struts, control surfaces, engine case halves, prop controls, one complete engine(Needs overhaul) some fuel pumps, wheel assy, etc. rwcopter@uis.net 2

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.

[Leading Edge Wing Tanks](#) (I want some of these...)



Second generation Seabee Guru, Henry Ruzakowski, has developed 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 **3**

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. **3**

Super Seabee serial number 330,



N6144K is a Daubenspeck conversion with top hatch access. Aircraft TT is 3780, 340 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 **3**

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 Last time email or call to renew...

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 3

The Experts

Simuflight is 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 for now, maybe sooner. 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.

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 things to fix other plagues that continue to give Bee owners headaches. Tired of changing wheel bearings? Ask him about the "Double Lip Seal!" brummricken@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

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

New <http://www.aerocheck.com>

New <http://www.americanwarbirds.com>

New <http://www.flightcontractservices.com>

<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, or want to go out and play!

Bee Sea n'ya,

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