

April 2009

Seabee Club Newsletter



Two Bees going through restoration in Bremerton, check out that artwork! It even looks better in person.

Hello Everyone,

With the world economy in the tank, I was especially glad to see these two magnificent Seabees being brought back to glory. They look like new. I hope that is the case elsewhere when the rest of us are just trying to figure out how to just keep our beloved waterwagons. Other than this find, it's been fairly quiet, at least until yesterday on the Yahoo Discussion group regarding an interest in the Twin Bee being put back in production and engines for the RC-3.

The economy has produced some deals out there if you can spend some money. We've got the screws pretty well tightened down around here, but... I'd been looking for a deal for quite some time on a GPS/Com to replace my old Apollo. I have always wanted a second com radio for flying with other aircraft. The ability to monitor another frequency makes life much easier. So, I get this email from Vista Aviation and they have some monthly deals. I found a NEW(factory surplus) KLX-135A for \$1700. The only thing different is an out of date data base, just \$45 to up date it. The unit retails for \$3400. If you can find a good used one, they are about \$2000. Here are their April specials if you may be shopping http://www.vistaair.com/monthly_specials.pdf If you just want to monitor a second com frequency, I understand the Apollo GX-65 gps/com would allow you to do that,

but they don't make them anymore and I haven't see any kind of a deal on a used one. Folks are hanging on to those.

I'm glad I was just a pilot, I don't think I ever would have made it in the business world, especially as a business owner with depreciation, social security for employees and all that stuff. I really know all this should make sense, but hopefully it will to you. So, I've got two stories here....The first one from Aero New Net, and then a story from Bob Gould which he calls, Audit vs. Insurance which I find particularly interesting since the cost of amphibian insurance is out of sight!

From AeroNews...

Here's a Way To Buy That Floatplane You've Always Wanted. The \$800 billion economic stimulus bill signed into law this week offers, among other things, incentives for buying a new aircraft in 2009. For aircraft purchases placed in service on or after Jan.1, 2009, a 50% bonus depreciation will apply, and improvements such as avionics upgrades made to used aircraft will also qualify for 50% bonus depreciation, allowing for deductions such as a \$314,800 deduction for the \$358,000 purchase price of a new Diamond DA40 XLS.

<http://aero-news.net/index.cfm?ContentBlockID=f559e852-ee2f-4117-80fc-eb378e3d2bcf>

Audit vs Insurance by Bob Gould

As some of you know, I filed an amended tax return for 2007 after a friend suggested I take the airplane damage as a casualty loss. I did so, and fully expected an audit. I was not wrong; they did tell me they wanted to audit my casualty loss claim. I was a bit concerned they might also want to look at the sale of my Grandparents' Greene and Greene house in Ventura, but they did not. Both items are pretty cut and dried, so I wasn't too concerned, but one never knows what the IRS will come up with.

I put together a pretty slick package with all the items they wanted; scans of my registration and bill of sale to prove ownership, scans of my insurance policy to prove that I have insurance (though only liability, not hull), a spreadsheet that I have kept up over the years showing the cost basis (which of course is way more than what the airplane is worth), my 'appraisal' email from Ken Thompson, photos of the airplane before the damage (one week before and about 20 minutes before, as someone had taken photos of me in Kailua Bay), lots of photos of the damage, copies of the tax return and amended returns, and some classified ads for Seabees from the IRSOC website and from Bruce Hinds' newsletter, along with some current online ads for 1947 Chryslers in case he got snotty about the valuation.

None of the ads were needed, nor did he want to look at the tax returns (of course he had copies). He looked at my cost basis, was flabbergasted that I paid \$13,000 for a prop (I didn't tell him that was even a discounted price), asked how I had arrived at the value before the accident, took a copy of Ken's email estimating the value before and after, and he said OK, I'm approving it. Took about a half hour, including talking about his scuba diving and my airline career.

The deduction (Federal and State) for the casualty loss paid for about 42% of the cost of repairs. I had a really high income that year due to the sale of the Ventura house, so it would have been an even greater percentage of the cost in a normal year. The balance of the cost was less than the insurance and deductible for the two years of coverage would have been had I purchased hull insurance, so I came out better than I would have done paying for two years of hull insurance and filing a claim. I just mention this to those of you who don't feel they can afford to carry hull insurance; your friends at the IRS will help you when you are down.)

Safety

I think all the focus on birds since US Air's accident is interesting, or at least we are hearing more about all the studies. Shortly after we got "Ms. Beasley" I attended a trade show and found an inexpensive and simple system to install that alternately flashes our landing lights. Having seen the difference on commercial jets while holding short in nasty weather, I was aware of the increase in visibility, so this seemed to make sense for operations in the Seattle area where there is so much seaplane and small plane traffic, not to mention all the boaters.

I had no idea that it may also make a difference regarding birds. Click on the following link to read more on the study and where this technology is leading.

["Keeping birds and planes apart"](#)

Maintenance

I didn't get any responses to this last month, anyone... I know many of you have the 10.5 x 4 channel tread on the 10 SC wheel with the Russ Aircraft adapter rings. Question is, "What inner tube do you use?" I've blown two new tubes so far that Dessert tire sells. They had discontinued the one they normally sell and now provide the slightly smaller tube that they sell for the 10/3.50 x 4 tire which comes with the Russ adapter rings. What are you using?

History Does anyone know the story of this photo, I don't know where I got, it's just labeled "bogbee4.jpg," someone sent me 8 pictures of the recovery....



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!

Bee found on Barnstormers...

<http://www.barnstormers.com/listing.php?id=316033>



FOR SALE

1947 SEABEE, RC3 SN395, TTAF 1463, Franklin B9F, TT 629, 12 STOCH, 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 3/09

Tailwheel and Harzite Blades 4 sale! (I would have jumped on this tailwheel had I not already found one, I believe the Bendix is superior to some of the others out there. Go ahead, ask me why? These blades are absolutely beautiful, they belong in a museum! Bruce)
Brand New Complete Bendix 10.00SC assembly which includes tire, inner tube and bearings, asking price is \$500.00 plus shipping.



I also have in my possession two Brand New Hartzite propeller blades Design # L8427... These blades were manufactured by Hartzell for the Seabee and Navion, in conjunction with Franklin engine, at the time they were called the first composite blades and I will sell both for \$1900.00.



Contact Kim dos Santos at jaspat4kim@gmail.com, (203) 915-2000 Cell, (203) 877-7750 is Home, or (203) 877-7750 Fax

Dave Reeve, N6102K, is moving back to the Pacific Northwest and he writes.....

I am cleaning out my shop getting ready to move back to Port Angeles. I have a new, never used, SAF-AIR P5000 Oil Drain Valve excess to my needs. It is for the GO-480, but fits a lot of other Lycomings, 540, 360, etc., with 1/2" pipe fittings. 3/09



See www.SAF-AIR.COM for details and applications. 1/2 price \$40, including shipping USA. Contact David Reeve, dclbr@earthlink.net, 414-570-0569.

Opportunity to make a few bucks? Sightseeing flights that takeoff and land at the same place can be done part 91!

David D. Hagen writes: My daughter is getting married (finally) in August at Rosario resort. I would like to hire someone to pick her and her then new husband up and take the two of them on about a $\frac{1}{2}$ hour ride around the San Juans? Please call toll free 877 232 9757 2/09

I got a couple of messages regarding this request for a charter. It's not my intent to tell anyone what the can and cannot do with their seaplane. If you are interested you should know your responsibilities regarding commercial flight and the requirements to do so....So, **Pilots be advised regarding sightseeing flights under Part 91. The operator must have a letter of authorization from the FAA and a drug and alcohol abuse program to accomplish these flights within 25 statute miles of the place of takeoff and landing. See Part 91.147. (CRAP! I can't believe I just wrote a disclaimer in my own newsletter. What is this coming to?)**

WOW, Another Northwest SuperBee! GO 480 Simuflight Conversion, fuel injected.



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 wbsurgconsult@comcast.net 02/09

Not really a Bee, but could be great deal! It's a GlassGoose!

What is for sale is the entire airplane plus instruments and a radio installed in project form. The wings are not attached but are partially done, plus all mods from original design have been applied. He is asking \$8,000.00 and can contact him at 269-930-2666 ask for Ray Mull, or call me at 269-449-8852. The project is located in Watervliet Michigan (40C). I can provide pictures if desired. This is a great deal for someone who likes waterwings and or wants to take off on land, land on a lake, open the canopy, drop a line get bored and take off and go back home or to another lake. Terry White 2/09



PRICE REDUCED - SEABEE with Ground-Up Restoration **FOR SALE**

\$75,000 • 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 -

http://www.barnstormers.com/contact_seller.php?to=50500&id=171092&title=Republic RC-3

[Seabee&return=%2Fad_manager%2Fmy_ads.php">Seabee&return=%2Fad_manager%2Fmy_ads.php](#) located Wilsonville, OR phone: 503 678-

5114 01/09

LS-6 powered 350 HP Corvette "BEE" for sale, reg.C-FDKJ



Don't miss this rare "BEE",it is a great aircraft. No oil required between oil/filter chgs. BURNS LESS THAN 10 USG PER HOUR ON PREMIUM AUTO FUEL.

- MGW 3350 lbs.,Usable load 1200 lbs., rate of climb, over 600 F.P.M. at Max Gross @ SL.
- Hartzell wide cord composite fully reverse-able prop w/spare COMPOSITE & Metal blades.
- Wide spray rails w/propellor" No-Spray shield " at hull step, works great.
- Spectacular T/O performance, even off calm water, at full gross weight, 19 sec's
- All new windows, all new stainless control cables, bow door w/auto hold open feature.
- Aircraft totally re-wired,standby alternator, split-able dual battery system.
- Cabin heater & defog system, free fall undercarriage with positive downlock feature.
- Black stainless disc brakes,good tires and positive tail wheel lock,new 75 gal.fuel bladder.
- Capacitance type fuel tank gauge system, Removable 15 gal long range aux fuel tank.
- New paint & new upholstery & carpet 1 year ago. Short wings, splat tips, flasher beacon.
- All new Inst. panel with COM,transponder, stdby nav/com, Garmin GPS, vertical compass,
- Vac.gyro horizon,some spares, and many more extras too numerous to mention.Meets all specs for import into U.S.A.

Contact Ken at winterhawk23@hotmail.com or Phone 604-943-3380 (home) 604-813-7794 (cell)

Asking price \$115,000.00 Canadian 01/09



Roger Duke's Super Seabee (New Price) and Home are 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, **\$95,000**. Contact Roger Duke 360-321-1537. email

rduke@whidbey.com 02/09

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>



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 Grummans. If he says it's one of the finest, you can count on it. 1/09

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/gotta1der/PhotoAlbum28.html personal Clearlake photos

www.dhvied.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.floatplane-flyin.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

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 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@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.

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/http://www.simuflight.net>

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!" brummricken@comcast.net 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.

See below for Ernest's articles



THE SEABEE ON WATER

Approach

Particularly on the first time in, take account of trees, cliffs, etc. at or near the approach path.

Check for shoals or other obstructions on the water or immediately below.

Check for obstructions that might hinder a possible pull up.

Check for obstructions that might create possible cross wind gusts.

Always plan an approach into wind ---- or if extremely light wind and for the sake of convenience --- down wind. Do not attempt cross wind landings unless in extremely light winds with no chance of gusts.

In good light and with at least a ripple on the water use normal approach at approximately 85 m.p.h., round out to level flight or slightly above --- at approximately two feet off water and hold steady until the machine settles in.

On glassy water or just quiet water with a grey sky, plan approach as close as possible to shore parallel to line of approach. Cross shore line as low as practical then immediately put aircraft in level flight position with sufficient throttle to maintain a very gradual descent.

In extremely choppy water enter the water at as slow a speed as possible. In other words do the landing in a three point position.

Avoid landing on water where swells are known to occur --- such as the open water of any of the Great Lakes.

Never plan a landing in the middle of large bodies of water. In the interests of water safety, if at all possible, parallel a shore line, or land as close as possible to your destination, always, of course, leaving room for a possible pull up because of boats or other obstructions which were not visible earlier -- or because of extreme gusts, etc. near the water.

THE SEABEE ON WATER

Taxi

Into wind - for short distances, taxi with minimum throttle setting. For greater distances, over quiet unobstructed water, taxi on the step.--To save time and afford good cooling for the engine.

Cross wind - Should be avoided if possible. In a wind of even average velocity it is dangerous to taxi on the step and yet a fair amount of throttle must be used to maintain direction. This heats the engine and the water cuts into the prop tips.

Down wind - Forward - Same procedure as 'Into Wind' above, except care must be taken in judging speed and distance required to slow down. In reverse - This should be used in strong wind and rough water with the propeller in neutral or slightly forward of neutral. Note - To leave the propeller in reverse will invite water rudder damage if not complete fracture of the post.

Always taxi with flaps down -- It helps to keep water from the prop.

When approaching a ramp or beach, throttle back to minimum when lowering wheels. It's easier on the hydraulics and you.

Do Not stop the aircraft on sand in the water -- it will sink sufficiently to make departure difficult if not impossible.

If stopping on shore in sand, be sure to stop so that the start may be forward. Reverse is useless when power is required.

THE SEABEE ON WATER

Take Off

In relatively quiet water choose "into wind" or "down wind" take off to give greatest clear stretch of water with best shoreline ahead. In the event a "down wind" take off is attempted first, make final decision whether to take it off after you see how much lake is used up getting ready to "come off" -- definitely keeping in mind need for extra distance ahead for build up of flying speed after take off, and climb out to safe altitude over far shore.

When taking off into wind NEVER cross far shore with any tree or vertical rock formation, without adequate height to take care of any down draft action. It is much safer to hold nose down to gain extra speed for a low level turn down wind before the down draft area is encountered.

In lining up for take off always begin by lining up to the left of the actual take off line. In this way, as the throttle is opened, right rudder can be applied to overcome torque. If this is not done and the right float tends to go under water -- close throttle and begin take off again.

The aircraft will offer to "porpoise" under certain load, water and wind conditions. Immediate, deliberate action should be taken to counteract this tendency before it becomes violent. If it becomes serious, close throttle slowly to avoid damage to the hull.

Once on the step with a loaded aircraft, the take off run can be shortened by slowly pulling nose up and then resting it back again several times -- each time resting back at a higher level. Never pull nose so high on step that tail wheel or tail drags in the water again.

Bee Sea n'ya,
Bruce Hinds, President
Washington Seaplane Pilots Association
Seabee Club Newsletter
360-769-2311 home
360-710-5793 cell
www.wa-spa.org