

# *April 2011 Seabee Club Newsletter*



*Sun 'n Fun a few years ago...Wish I were there now!  
Send me photos of what I missed.....please....*

Hello Everyone,

Sounds like it was to be a great time in FL this week. There were lots of seaplane activities planned at SnF and even a splash-in on the 2<sup>nd</sup> at Tavares. Watching the news just now, I'm glad I'm not there as the reports come in about the tornadoes, high winds and heavy rains. I'm so glad the initial reports of a hangar collapsing and trapping 70 people is not true.

It was to be a great week that started with a party Tuesday night at the Seabee Hospital, BBQ Wednesday at Lake Agnes and the Big Splash today(Thursday) but that was canceled. I had been to the IRSOC site to see what's new and there's a note to contact Henry if you can make the Jim Poel fly-by, I think that's tomorrow(Friday). It looks like they may have 8 Seabees there for the event. I wish I could Bee there for that!!! The most Bees I've seen flying together before is just 4, this will be a sight to behold. I hope someone gets it on video and will share it with the rest of us that couldn't be there.

I've been frustrated with trying to figure just what the CG in our Beast really is in any given configuration. Without any kind of a chart to work with and only a simple table based on the old Flight Manual format, the airplane only came with few calculations with most forward and aft CG examples. I'd done one or two calculations for different configurations when we first became owners and didn't worry very much, basically anything I put in the airplane makes the CG better(more forward).

It seems Aft CG is a real problem when you are light in the Lycoming airplanes and can require ballast. We carry enough crap all the time, we shouldn't need ballast if we put it the stuff in the right places. Right? I've flown it VERY light on test flights a few times and I'm always amazed at the difference in performance. So, I wanted to create something better than doing all that math for each change and the idea of carrying any unnecessary dead weight doesn't make any sense to me. I've scratched my head on this one for quite some time. How do I do that?

While working on something else I found some simple math functions that are available in MS Excel. I knew you could have a column of numbers automatically add up, a Sum Function. As I looked into it further I found the math available was way beyond anything I'd ever need. Excel

has all kinds of advanced algebra, trig, and engineering functions. I think it will do just about anything anyone could want. So I figured this could be the perfect platform for an easy to use little weight and balance program all I had to do was figure out how to make it do some simple math which would make it a breeeeze. No, I'm not going to try to tell you how to do it, I did it for you. Here it is....

### Brewster's Weight and Balance Worksheet

All you have to do is open the file, start entering data and watch it work. Then save it somewhere in your computer, like on the desk top where it's easy to get to. For those of you computer wiz kids, I know some of the fancy phones and blackberries can use an Excel file so you can do this at the fuel pump, hangar, inflight, or wherever. Hopefully you won't use it driving to the airport.

Here is what it will look like when you open the other file attached to the email this newsletter came with (W&B worksheet for.xls). When you open this file you can insert your data and every line for entry has an automatic function!

You'll need to enter your Empty Weight and Arm figures from your calculated W&B data in your FM. When you enter the numbers and hit enter or the tab key, the new moment will automatically appear. In fact, enter weights for any location except fuel and oil and ALL Calculated boxes will change; Moments, Gross Weight, CG Gear Up and CG Gear Down. Except fuel and oil? Yep! I made that a no-brainer too, just enter the quantity. BINGO, all math is done! Any single change gives you all new answers.

You'll note a few extra entries than the standard W&B. Lines 8-12 are areas we have stuff stashed. Line 8 is the floor between the front and back seats where our 75 lb. dog rides, or you may carry something else heavy there from time to time, front or rear seat Arms won't give you proper figures.

	A	B	C	D	E
1	Seabee Weight & Balance Workseet for				
2					
3		QT / GAL	Weight	Arm	Moment
4	Empty Weight		2444.3	124.9	305293
5	Pilot - Bruce		210	62	13020
6	Copilot		110	62	6820
7	Pass - Rear		0	96	0
8	Floor btwn seats		75	70	5250
9	Bow bilge		0	25	0
10	Anchor Locker		10	42	420
11	Under Front Seat Storage		5	62	310
12	" Rear "		5	96	480
13	Oil quarts	10	18.75	136	2550
14	Fuel us-gallons	30	180	116	20880
15			GW	CG	
16	Gear Down		3058.05	116.095	355023
17	Gear Up CG shift				2820
18	Gear Up			117.017	357843
19	CG Limits		Forward 111.5 / Aft 118.3		

I really don't like the idea of toting ballast, we carry enough stuff. We should be able to put it where we need it, so it's nice to know how much has to be moved where to make it work. If you don't need any of the numbered rows, you can right click on the row number and you'll see the delete function, that will remove the whole row. All functions remain. Between rows 5-13 you can also add a row if you like as long as you know the Arm for that location. All functions should carry over and work just fine.

Lycoming Bees are all prone to aft CG unless you weigh 400 lbs., I know they fly well at the aft end of the envelope, but this will give you instant real figures. Besides, an aft CG out of that envelope can be very dangerous. It wasn't until I started fussing with this program that I noticed just how far aft I've been. Don't let it happen, Bee Safe. Let me know how this works for you or if you may need some help....

What do you mean you don't have Excel? If it's not on your computer you can download a great FREE program that will run all MS Office stuff including Excel. [OpenOffice.org](http://OpenOffice.org) is the link.

If that doesn't work, just type it into your browser to go to their website where you can read about it and download it to your confuser. It not only will open Office stuff, but things that you create in OpenOffice and have a different file extension can all be saved and sent in Office file formats(extensions, such as .doc, .xls) too. I'm actually creating this in newsletter in OpenOffice and with the punch of a button it automatically convert to the Adobe .pdf file. Pretty slick! If you have trouble with this I'll be happy to help here too and can probably talk you through either one on the phone.

## History

One of the advantages of belonging to a local Seaplane Organization is getting to be in contact with those trying to keep our waters open. Quite surprisingly many of the "agencies" we come in contact with are staffed with some that take a real interest in our fascinating craft.



This photo was sent from Jesse Kennedy, courtesy of the National Park Service.... he writes, "this is one of the photos is in our collection, from a Wenatchee World photo. Information is scant, but it's clear that its taken from Stehekin on Lake Chelan (that's the head of the lake in the background). The SeaBee is one that was owned by Chelan Airways. The pilot is most likely Ernie Gibson,who owned Chelan airways from 1945 to 1986 or so. The photo is probably taken prior to 1957 when Ernie acquired a Beaver and a Cessna 180."

While I'm on the subject of the local organization issue, I'd like to encourage all of you to contact your local SPA Field Directors where you may not have a local seaplane association. Even if you do, I feel being in contact with both are very important. In today's environment it would seem everyone is trying to find a way to infringe on our fun.

SPA has been going through some big changes and the Field Director Network has been severely under utilized. I know many SPA members feel out of touch, so I'm discussing with the SPA BOD a way to revitalize their front line representatives. The first step may be yours. In the last issue of Water Flying Magazine you'll note they've printed all the FD email addresses



and phone numbers. I'm preparing a letter as we speak to send to all the FD's pending Board Approval. In the mean time, I'd encourage all of you to call or write if you do nothing more than just say you're interested in what's going on. Offering your help and involvement would even Bee better. How about it?

**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!

### Award winning Stearman

Eng Cont 220, Only 100 hrs sense Total aircraft Restoration , Redline brakes , Turn -Key operation.

Asking \$125,000 Possible trade for a Seabee, SNJ or other project!

Contact Kent Johnson

(360) 802-8959 or [KentJ@skynetbb.com](mailto:KentJ@skynetbb.com)  
**02/11**



### 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 STOH

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

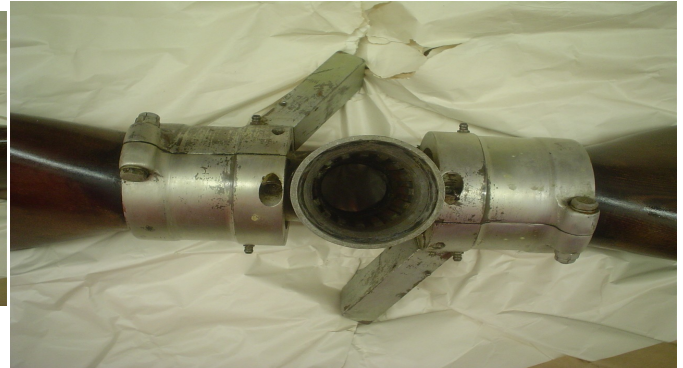
Attached are photos of a Seabee propeller I'd like to sell. I've had it in storage for several years and don't know it's history. I have no logs or records for it, but thought it might be useful to someone. I have no idea of its value, but based on the value of the two blades I saw here, I guess I'd 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](mailto: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 Grummans. 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-transition.com.officelive.com/default.aspx>

Remember Procrastination is the key to flexibility!

Bee Sea n'ya,  
Bruce Hinds  
Seabee Club Newsletter  
Director WSPA  
Director SPA  
360-769-2311 home  
360-710-5793 cell  
[www.wa-spa.org](http://www.wa-spa.org)