

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Wednesday, July 28, 2004 2:48 PM
To: "bruce hinds" <brucehinds@earthlink.net>
Attach: 20004 Upcoming Events.doc
Subject: August '04 Seabee letter

The Northwest Seabee Club



Our Leader Bob "Dumpster" Dempster

Hello everyone,

As I had mentioned, our monthly fly-out in June was a great success. Even "Dumpster," who forgot to bring his own lunch was able to scrounge some food. We not only love him for his great personality and wit, but he's a man of resources. Who better to lead us at the Washington Seaplane Pilots Association. Actually, we hauled three bags of trash, an old BBQ grill and a few relics out of lake Isabel. The Canyon wasn't as tight as I had feared. Two of us had come in over the top on the north end, the Champ landed Down wind and the Widgeon came in the canyon from the south along the southeast wall then making a decending u-turn. It seems there is enough room at the north end to turn around and that will probably be my approach the next time. We found that coming over the north wall we gained a bunch of speed trying to get down even in the Bee with it's barn door aerodynamics. Had the wind been calm, it wouldn't have been so bad. But, with the 10 knots or so that we had, I'm sure we had a pretty good up draft going.

The July fly-out didn't happen. I got stuck with a weekend schedules and we've been slammed with company. But I want to do this again in August. The last Saturday is the 28th, so join us, we'll enjoy the day at some remote lake, maybe even spend the night. I'm open for ideas and would like to go some places we haven't been. If you know a great

spot, please call or email and join us for "The Last Saturday" of each month. This month on that weekend is the Wings over Republic, and Port Angeles. Maybe splash somewhere near one of those events. Let me know if you're up for something.

If you are advertising in this newsletter, please check your add for content and expiration. Let me know if you would like a change or keep it going. Of course, it's still free.

News

I found a very sad notice on the SPA forum, titled "Loss of a Friend" by Mike Vivion. Tom Wardleigh passed away. I only met Tom at the Grounded Hogs dinner a few years back, those of you that were there will remember his wonderful presentation. I had some correspondence with him afterwards as he took a real interest in my seabee club. He was very gracious to share some of his wonderful slides from his collection with me, those were the pictures of Seabees taken in Alaska during the 50's that I had included in some of my early newsletters. My heart goes out to all that knew him... Here's what Mike had to say on July 9th...

"Aviators of all stripes lost a great friend and advocate Wednesday, when Tom Wardleigh passed away.

Tom started his flying career flying Seabees for Kenmore Air in the late 1940's, before moving to Alaska to become the chief of maintenance for the fledgling Aircraft Division of the U.S. Fish & Wildlife Service.

Tom performed both maintenance and flying for FWS, and was largely responsible for the Service developing a large fleet of military surplus Grumman amphibious aircraft, which were operated well into the 1990's.

At statehood (1958) Tom took a temporary assignment flying for the Civil Aviation Administration, predecessor of the Federal Aviation Administration. That temporary assignment developed into a career with the FAA, which lasted over 20 years.

Tom performed many duties within the FAA, not the least of which was as chief of the flight check division. During his tenure with flight check, he certified most of the instrument approaches we still use in Alaska today.

Tom's passion over the last twenty five years has been the Alaskan Aviation Safety Foundation. The Foundation was formed for the sole purpose of improving aviation safety in Alaska through research and education. And Tom was a master educator when it came to aviation safety. Tom devoted much of the last 25 years as a volunteer in the pursuit of aviation safety.

When John Pletcher finished the restoration of his gorgeous Grumman G-21 Goose, which many of you have seen at Oshkosh, in JRF-5 livery, he called Tom Wardleigh for a checkout. One of Tom's favorite airplanes was the Grumman Goose, which he had spent many thousands of hours in for FWS, and Mr. Pletcher received the full Wardleigh treatment in introduction to this wonderful old warhorse.

While Tom is no longer with us, his spirit lives on in all the pilots who he influenced

through flight instruction and safety seminars to fly safely and intelligently. There is no question that a number of pilots are still with us today as a result of the gift of Tom Wardleigh's sharing of vital information.

We'll all miss him. "

On a brighter note, the **Sport Pilot** is official (mostly)! It is now posted on www.eaa.org in pdf format. It's worth reading if you ever want to fly without a medical. PLUS, they upped the gross for seaplanes to 1430 lbs! Please check the section where they refer to the "repositionable" landing gear for a seaplane (page 97). The landing gear scenario they describe is bizarre. Has anyone ever seen an aircraft with such a landing gear? It definitely is not in flight retractable. And, yet it is not what we sometimes refer to as a removable "beaching gear." It has to be repositioned while on land. ????

Maintenance & Safety Section Tips from the shop, and things you've learned are always appreciated. Some other lessons we've learned, such as... "IT WILL NEVER HAPPEN TO ME!" Or if sometimes you think it may be your sole purpose in life to simply serve as a warning to others. This is your opportunity to share your information, right here. We'll all appreciate the help. And, I'll be happy to keep it confidential if you wish.

I remember a few months back there was a discussion on the Yahoo group about whether or not the fuel would siphon if the cap were gone. People were quite emphatic that it would... and some insisted it wouldn't! All I can add is... it didn't! Good thing too. We had left Friday Harbor for Oak Harbor. The good news is Oak harbor now has the fuel pumps working again. The bad news, when I went to buy some gas, the cap was gone. I stuck the tank and was surprised to find that I had just what I thought I should have. The side of the pylon was also dry. I have the conversion where the door has been removed and we have the 3 inch flush fitting cap. I don't know how a whole that large wouldn't lose some fuel, but I don't think I lost any. We were over the Straights for about 20 minutes, we left with about 25 gallons and arrived with about 20. I'm really surprised. I don't know if the aircraft were flown out of trim, if the gear were down, or some other conditions existed, what the result would be. I've been told that area of the airplane has a very turbulent airflow and is cause for a lot of drag. Bottom line is, I didn't loose any fuel....

I just received the new Water Flying. Mike's president's message mentions how aircraft will differ, even between aircraft of the same model. As we know they all have quirks as he calls them. I recently received an email from someone who had just purchased a SuperBee. He had owned a Frankenstien previously and had called to ask about trouble he was having with Reverse and he felt that it was strange that he had no

manifold pressure until he had about 2300 RPM, then it came on like gang busters. Was this just a quirk, or is this normal?

Obviously this wasn't normal. It seems someone had put a spring on the Beta Spool Valve operating Arm to keep it tight. That removed that clearance which was necessary to make the prop operate "correctly." Actually, the arm pivot points which were completely out of tolerance. The 1/4 inch hole at the beta valve was worn to about 3/8 inch for and aft. After repairing the arm at both ends, the problem was solved without further adjustment. "We can now taxi at idle power and takeoff is a breeze. Before when full power would kick in you needed to be very agile on the rudders," they said, "especially if you had a strong left cross wind." I bet!

I had actually shut my engine down once with it locked in reverse... not a good thing to do. The linkage is pretty fragile, and with the "springs and counterweights" trying to get the prop into high pitch, something may give. I actually only lost a few hundred RPM for take off and was able to fix the problem with a little straightening of the arm and a minor adjustment. So, be careful.

We are glad to help out, as I know most others are. The Yahoo discussion group has a great following, a question posted there goes out to a bunch of guys willing to share their experience too.

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!* See other Bees for sale on the IRSOC's website, here's the link

<http://www.republicseabee.com/Buyseabee.html>

New Seabee owners just wrote.... We have just purchased a Super Seabee and would like to become involved in some of the activities. We are also **trying to find a pair of rudder pedals with the toe brakes**. Any leads would be greatly appreciated.

Ben and Gail Brower 1325 U P Trail Ln, Camano Island, WA 98282 360-387-1448

gbear@whidbey.net



Tod writes... The Seabee project for sale was started by Don Wallace at WE Aerotech and intended to be a new (totally reconditioned) airframe to be fitted with a 375 HP Continental GTSIO-520M engine and a new 93" Hartzell 3 bladed reversing prop. Many of the structural parts are new since Don had an agreement for the PMA rights. The fuselage and tail surfaces were disassembled stripped and inspected before repriming and reassembly. The wings disassembled inspected and primed but not reassembled. The project appealed to me because I could not see putting a new, higher horsepower engine on a 60 year old airframe without totally going through it first. The project was halted when WE Aerotech went bankrupt in 2001. I recently sold the engine because it was going on 5 yrs without having been run. I retained the prop and custom engine mounts so that they could be used in the same application if anyone was interested. Don Wallace is still around and has done some engineering work on the project with the FAA. I have about \$60,000 into the project and will sell it for \$25,000.

For more information contact TodDickey@aol.com 2

Attention Float Pilots.... how strapping a Porta-Boat to your float struts? 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 our Seabee because we've removed the bulkhead, but even then we have to take the seats out. Janie wasn't too keen of the idea of making her seat on the cooler, even though her seat belt was tied to the floor.

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 Northern Pilot had a write up in their June/July 2002 Seaplane Special issue. I've only unfolded it twice. The second time I put the seats and transom in it only took me 4 minutes!



Planes and Parts (old listings)



Tim MacEwan has a Sea Bee Project for sale. Ser.# 612. It's been in a heated shop since 1969. he has a brand new Lycoming GO-480 G2D6 and New Hartzel prop. (Not Rebuilds- Brand New in the crates). Everything is complete, a pristine project, he reports that only needs final assembly. (250)991-6429 Canada. \$75,000.00 Canadian Contact Tim at tmacewan@telus.net 2

Robert Fudold has a B9F Franklin engine (0 time since overhaul) for sale? - \$10,000.00 he has no need for it now that they have converted to a modified Corvette engine. Contact him at tru-flite@massnet1.net 3
Hartzell Prop: Model HC 12X20-3, Serial 5114, Blade design L8427, Blade #s55011/205 and 66092/205. Complete with reverse valve and ring. \$6500 Franklin B9F, Mark 15, serial 23580, Complete \$2000 RC-3 Seabee, Complete, disassembled, Serial #172, Hull sealed and painted inside, All exterior paint removed. No engine. Good panel. \$21000.00 Molded fiberglass headliner panels for RC-3 Seabee. \$500 Contact Steve Lantz, Carson City NV (775) 720-4157 2



"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 3



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@krc.com for photos and video. **Last !**

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 **Last !**

Robert Wells is about 20 miles 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@auis.net **Last !**

Seabee Products

FLIGHTSEEING S.E.ALASKA'S GLACIERS AND WHALES. sub titled: A CLOSE UP VIEW OF S.E.ALASKA'S SPLENDOR WITH ONE MAN'S VINTAGE AIRCRAFT. by Don Kyte It is about 50 pages plus some pictures. It is soft cover and more booklet than book. It is about the 10 years he flew his Seabee in his one man, one airplane company, Glacier View Airways. He is selling it for \$15 **and he pays the** shipping and handling. Send checks to: Seabee Publishing, 257 Ostego Dr., Ft. Myers Beach, FL 33931

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 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@intd.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 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 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!**

The Experts

Simuflight's coming 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. 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.

"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

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

<http://www.aerocheck.com>

<http://www.americanwarbirds.com>

<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 to 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,

Bruce Hinds

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