

August 2009

Seabee Club Newsletter



Recipe for Disaster... see [Safety](#) below

Hello Everyone,

I hate to start off a newsletter with such a heartbreaking photo but I wanted to get your attention. There have been a LOT of accidents within the last two months. Most, have been "wheels in the water," the most common of all Seaplane accidents. This one, like most accidents, are usually a series of events. We have to minimize the events that we control. Someone said a superior pilot is one that makes the right decisions so that he doesn't have to use his superior skills. I've put a short statement of facts that seem to formulate the recipe for the accident picture above in the Safety section below. It seems we are having a great summer and flying much more often. Please don't become complacent.

Our Seabee family is spread all over the world and it's always great to meet up with old friends and meet those that I've only emailed or talked with on the phone. Last month I had a picture of Henry during his visit, I hadn't seen him since our first meeting about 10 years ago. Next week I get to meet someone probably only a few of you may know Bill Williams from Kearney, Nebraska. Bill's efforts many years ago became my foundation for the Seabee Newsletter. I had been searching the Internet about 9 years ago for information and came across an obscure reference to a list of Seabee owners. Bill's list of 680 Seabees, their status and owners if known is what got me started. I cut the list into our Northwest region, B.C., Washington, Idaho and Oregon. Then I started trying to contact the owners and get their email addresses. I was hungry for information about the Bee and flying them in our area.... so began the Northwest Seabee Club newsletter. Next week Bill and his wife are coming to Washington to visit relatives in Port Angeles and it looks like we'll have a chance to meet for the first time. What a great family!

Speaking of old Seabee people, I got a message from Randy Komko, all it said was "news" with the following link to one of the pages of his web site. <http://seabee-transition.com/entertainment.aspx>
It takes quite some time to load that's because he has a lot of pictures and videos there. Plan on spending some time looking at Sun and Fun, Fantasy of Flight and some cool videos.
In the news.... Ken Kunz got his VeeBee legally registered in the US. That's the one from Canada with V8 power in the Classifieds. He'd offered to hold a deposit should anyone purchase it until the paperwork was completed, it's now done and I've updated the picture with the new registration. Rich Wais who purchased Bob Estes' Bee had been waiting for paperwork too. Seems it had the wrong prop with the Daubenspeck conversion. They finally solved the issue with a Hartzell Q-tip! I'm told the thrust difference is noticeable, can't wait to learn more.

Maintenance (That goes for your license too....)

Paper Pilot Certificates to Expire - New Info, Please Read

Notice Number: NOTC1784

Remember you cannot exercise the privileges of your paper pilot certificates after March 31, 2010. You must replace them with plastic certificates.

FAR 61.19(h) reads:

Duration of pilot certificates. Except for a temporary certificate issued under §61.17 or a student pilot certificate issued under paragraph (b) of this section, the holder of a paper pilot certificate issued under this part may not exercise the privileges of that certificate after March 31, 2010.

Please use the correct form to have your Social Security number removed from your Pilot Certificates.

Do not use the "Application for Replacement of Lost, Destroyed, or Paper Airman Certificate(s)" form (8060-56) for this purpose. You need only use one or the other of these forms, not both, to replace your pilot certificate. The web link to the "Request for Change of Certificate Number" form in an earlier email (7/15/09) is not correct. You do not need to return your superseded pilot certificates.

If your Social Security number is your pilot certificate number you can have your SSN removed and new certificates issued at no charge by applying online at this link and selecting "Create an Account". Select "Login" if you already have an account on Airmen Certification Online Services:

http://www.faa.gov/licenses_certificates/airmen_certification/airmen_services/

or download the "Request for Certificate Number Change" form and mail it to the Airmen Certification Branch at this link:

http://www.faa.gov/licenses_certificates/airmen_certification/media/SSN_Change.pdf

If you wish to keep your Social Security number as your pilot certificate number, use the links below and you will have to pay \$2.00. The FAA offers pilots who were assigned their Social Security number as their pilot certificate number the option of changing it to prevent identity theft at no charge.

If your pilot certificate does not contain your Social Security number, you have two options to obtain a new plastic certificate:

1. You can apply on-line by going to this link and the fee is \$2.00 for each certificate. Select "Create an Account". Select "Login" if you already have an account on Airmen Certification Online Services:

http://www.faa.gov/licenses_certificates/airmen_certification/airmen_services/

2. You can fill out the paper form and mail it to the Airman Certification Branch and the fee is \$2.00 for each certificate. Go to this link for the form and address:

http://www.faa.gov/licenses_certificates/airmen_certification/media/8060-56.pdf

For faster processing, apply online. If you have questions concerning the process call your local FSDO office.

Note: If your email program does not allow you to open the links in this Notice, please go to FAASafety.gov and view this Notice under the "FAASTeam Notices" link.

You have received this notice from FAASafety.gov because you have selected "**General Information**" in your preferences on your FAASafety.gov account. [Click here to log in and edit your preferences on FAASafety.gov.](#) Start FAASTeam CFI Workshops any time! Find Workshop #4 in SPANS.

Safety A recipe for disaster...

While this was not a "Wheels In Water" situation, I was surprised to find that the W. I. W. scenario is usually the more experienced pilots. Most land plane pilots have not landed gear up and have always vowed not to do that. Before flying seaplanes, you'd say... "that's just not right!" Right? Okay, so you want to know what happened here. A student pilot buys his dream machine and naturally wants to fly it home. He finds an instructor that will go with him. Knowing young instructors, it was probably easy to find one that would be happy to go along for not much more than expenses (this is speculation on my part). Yes, there was no insurance. I don't know what kind if any pre-buy inspection was done. And, the last work done on the engine was in 2001 with only about 20 hours put on it since then. Considering this happened in Burley Idaho and they'd just brought it from the East Coast. How much could it have been run in the last 8 years?

In addition, to this stacked deck, they had full fuel and probably some bags. Burley is over 4000' and the DA at that time was about 6000'. Burley has two runways, I guess one that leads you out over the river was closed, I don't know about the wind, but after takeoff, they say they suspected engine problems... "Losing power, it just wouldn't climb." They caught the power lines with the gear (still down) while trying to make a vacant lot and crashed on the nose buckling the airplane in half. The only good news here is that they are okay. Amazingly, the student owner, who was in the left seat, was not hurt. The instructor though needed several hours of surgery on his left ankle.

I guess where I'm going with all this is that we all have a responsibility for trying to preserve these magnificent craft if not our lives. If you've flown them much you know they demand some respect. They're big and just a little different than other craft. If you are new to them get some instruction from some one that knows the Beast. If you're selling one, make sure whoever is buying it will respect it enough to make some better decisions. Please.

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!

Turbocharged SeaRey BUY NOW... We plan to depart on Aug 9th for Orlando to set it up with a broker for sale.



Options include; Hydraulic gear, Heel brakes, Electric trim, Whelen strobes, King com radio, King transponder, 121.5 MHz ELT, Nav lights. Rotax 914 turbocharged engine 115 hp. Full electrical system. Dual electric fuel boost pumps. 137 total hours. Built by an A and P mechanic. Always hangared. \$45,000. (A new Rotax 914 sells for \$31,000 by itself.) Contact Tom Watkins 253-549-4549 Cell 602-284-0770.

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](#) located Wilsonville, OR phone: 503 678-5114 07/09

FOR SALE



1947 SEABEE, RC3 SN395, TTAF 1463, Franklin B9F, TT 629, 12 STO H, 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

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)
2 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

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 wbnsurgconsult@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

LS-6 powered 350 HP Corvette "BEE" for sale, NOW U.S. registered!



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.

- MGTW 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 US 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/BlueHorizons/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!" brummrkaren@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. Speaking of engines.... Randy Komko is putting together a new website... Check it out for current pricing on Lycoming engines..Props..parts..etc he'll be updating it with 2007 prices soon.. <http://www.seabee-transition.com/>

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