

August 2011 *Seabee Club Newsletter*



*Pulling into a 3 ship formation. I love this kind of stuff!(especially when we're not getting shot at!)
Pitot tube location and type must make some big differences - 3 different ships 3 different airspeeds!*

Hello Everyone,

Thanks for your patience, as many of you are suffering across the states with an ugly summer, ours is sloooooow to start. Not sure it actually has to be honest, it's been very cool but we have had some miraculous days. So, you guessed it, we've been trying to take advantage of it all. Above, Rich Wais and I are joining on Tom Hoag on our way to the Orcas Island Fly-in this past Saturday. It could not have been a better day unless we had more Seabees. (Yes, my window vent is actually closed.)

Okay, so have I made any of you jealous? What have you done fun this summer? With your Bee that is! Send me some stories so I can share them with everyone. I can see a bunch of you made it to Oshkosh. I'm jealous of you for sure. Did you get to do any great flying or splashing on the trip? You all must be out doing something since I had no submissions for the craziest paint contest. I also had nobody respond to Ugliest Bee question. Actually, I should say thank you for not berating the old girl. Wouldn't that be like calling your own child ugly. We do love our Ms.Beasley and actually feel much of her beauty is inherent in her design. I guess you could say we're crazy about her. 🧡

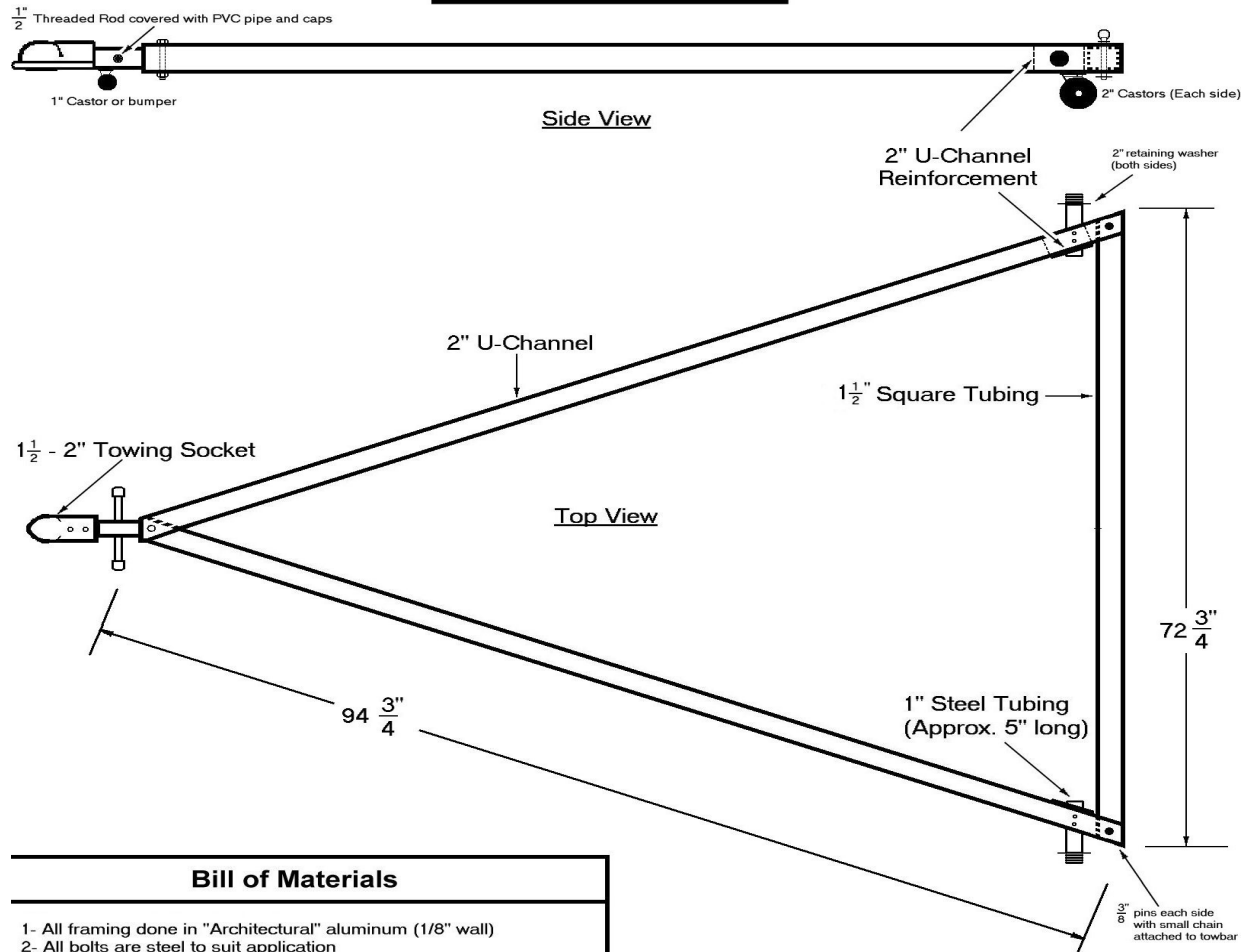
We are always asked about how many Bees are still flying, does anyone really know? It seems a few facts were miss quoted on the Seabee stories that came out of Oshkosh so I figured I'd try to do some homework. About the best place for the most current data would have to be Steinars website.(<http://www.seabee.info/seabee.htm>) I looked at his production lists and did a manual count. He notes that there are 216 Seabees that are still "registered." Then I was really shocked to find that there are only 65 confirmed to still be flying. Can that really Bee?

Robert St. Louis wrote the he was looking for tow bar plans or pictures. Tod Dickey our Widgeon buddy from AZ sent some photos of a nice set up, it looks like it is similar to the one from Lake and Air. Tod writes.... [Attached are photos of my Widgeon towbar, which is the same one they make for the Seabee. This one breaks down into 4 ft pieces and weighs about 30 lbs. It's made by Brackett Aircraft \(520\)757-4000. I don't remember the price.](#)



Our Pal Steve Mestler also sent a drawing of his main gear towbar, made of aluminum channel. This looks pretty easy to make. The picture's pretty good so you can zoom or blow it up for the details of the fine print.

Seabee Towbar



Bill of Materials

- 1- All framing done in "Architectural" aluminum (1/8" wall)
- 2- All bolts are steel to suit application
- 3- 1" Steel tubing used for axle inserts
- 4- Fit spreader bar to fit when Seabee is in normal empty attitude
- 5- Angle of 2" channels from forward pivot point is approx. 53°
- 6- 3/8" Pins used in each end of the spreader bar for ease of removal

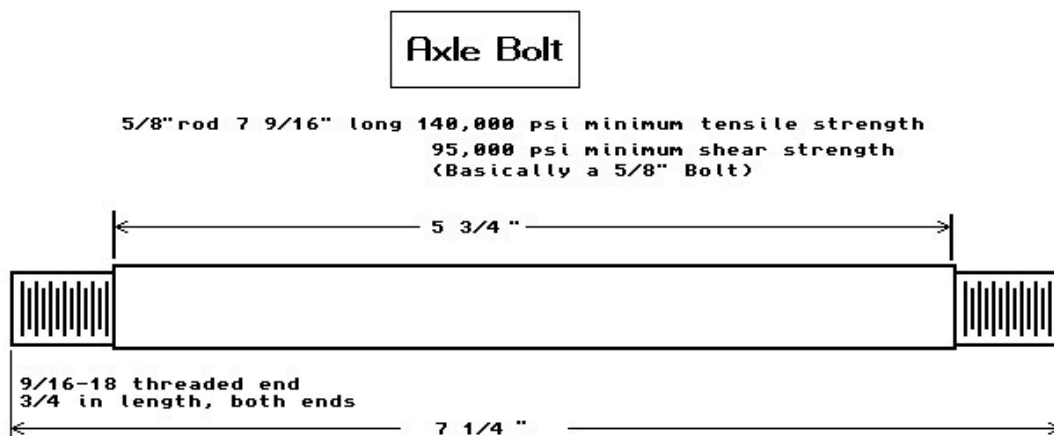
Note: Attach a colored line to the towbar and secure it to the control wheel as a reminder to remove the towbar!

Bob Gould from Hawaii chimed in too and sent his set up for towing by the tailwheel that he created... I made my towbar from galvanized pipe. 1.5" tow bar with a reducer to 3/4" at the end and a nipple, then a Tee, and a few more nipples and elbows. I bought some stainless nuts with big rings on them in Osaka years ago, retapped them for the axle threads, and put one on either side of the tailwheel in place of the axle nuts. The ends of the pipe towbar have the elbows down and they drop into those rings very nicely. If the tailwheel is locked by accident, the first nipple breaks but doesn't hurt the tailwheel. I put two more on the main gear leg/axle bolts so I can tow it from the front with a rope bridle. I've towed it out of the water with my garden tractor with that method. Shearable nipples?



I can't imagine the gas pipe nipples would shear, what are they made of Bob?

Here's a drawing for Bob's axle, I've not seen one like this, mine is a large AN bolt.



For Robert Gould
44-365 Kaneohe Bay Drive
Kaneohe, HI 96744-2664
254-5242

At times I've considered a tow bar, but with the tailwheel locked and parked on the lines painted on our nearly level apron, it's not too hard to push into the little hangar. Our airport was one of the last one's to raise fuel prices and just before they did I tanked it. Amazing how much heavier it was! It's times like this that I've been working on a scheme for a tow bar over the years myself.

I'm a hack though and too much of a tight wad to spend any money on things that may not work out, so the challenge is to use things I can find in the shop(or at the dump). There's no room behind the rudder to pull in the bee with a tractor, a tow bar for the main gear would be a trip-over hazard in the hangar and may have to be disconnected to close the doors, besides, I'd have to buy an old mower for a tug...

What I came up with is a floor mounted winch made from an old hot tub motor, boat hand winch, some mower deck parts and a tow bar made from some old weight bench parts. It works pretty well so far, even fits under the tail feathers so it's not a hazard, but you'll have to wait until next month to see it....

I'm going to quit for now, there's an August 1969 issue of Private Pilot that Rich Wais loaned me sitting on my night table that I can't wait to get to. It's a special issue about "Splashing Around With Float Flyers" and features a couple of stories by our buddy Don Kyte. When I opened the magazine some newspaper clippings fell out.... Yep, Seattle Seabee Club stuff from '69 and '70.

If you need larger pictures of of any of the above items, let me know, I can email you the images.

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!

THE TAHOE SPECIAL CORVETTE POWERED SEABEE IS FOR SALE \$85,000.00

GRAND CHAMPION OSHKOSH & SUN AND FUN - 405 HP CORVETTE V8 LS-6 POWER

MT FOUR BLADED REVERSABLE PROPELLER, CUSTOM SPINNER

ROBINSON REDUCTION UNIT AND MOTOR MOUNT

CORVETTE AIR CONDITIONING AND HEAT

FULLY INSULATED - EXTENDED WINGTIPS - LANDING LIGHTS - ELECTRIC BILGE PUMPS

CUSTOM SPRAY RAILS - NEW TIRES - LARGE BRAKES

CUSTOM UPOLSTERY BY PAUL SHEPHERD - CUSTOM PAINT

120 GALLON FUEL CAPACITY

FUEL BURN IN CRUISE UNDER 10 GPH AUTO GAS

OVER \$250,000.00 AND 2000 MAN HOURS BY PAUL SHEPHERD AND STEVE LANTZ IN CONSTRUCTION

FIRST PLACE OR BEST OF SHOW AT MANY AIRSHOWS

EMPTY WEIGHT 2650# - MAX TAKEOFF WT 3800#

CRUISE 100 MPH @ <10 GPH - CRUISE 120 MPH @ 15 GPH

On January 21 2011 the Tahoe Special struck debris while landing on Shasta Lake. The right float, and the right wing were damaged in the accident. The right passenger door and the nose door were damaged when the aircraft was towed in . The aircraft sunk in 40 feet of water but was recovered with no additional damage. The engine was not running when the aircraft sunk and it has been torn down to the extent necessary, cleaned and inspected. It is running perfectly and the compression is the same as when it was installed new. The GM engine analyzer shows no faults.

The propeller was sent to Precision Propeller, disassembled, inspected and necessary parts and seals replaced. It has been signed off as inspected and serviceable.

The upholstery was removed, properly dried and reinstalled. It is perfect.

Items that will need replacement for sure are Radios and Transponder, the Dynon EFIS, flight instruments and auto gauges, the right float and the right pax window and the nose door window. The damaged items will need to be repainted after repair. The electrical system from the engine to the ICU and from the ICU to the cockpit will need a thorough inspection. Circuit Breakers and relays should be replaced.

Items that might need replacement but are repairable are the right pax door, right nose door, and right wing. Ken Thompson at Simuflite estimates he could repair the wing for about \$10,000.00 with new, never installed skins. The doors could be repaired or replaced for about \$1500.00. Radios, Dynon and instruments, depending on your selection, will be about 4-\$6000.00. Paint has been estimated at \$2500.00. The airplane could be back in the air for under \$25,000.00 easy.

Own one of the finest single engine, four seat seaplanes in the world. This airplane has been a joy to fly.

The performance is excellent even at 6200 feet MSL at Lake Tahoe. I have flown it a total of 560 hours since it was new without a glitch. It has crossed the country twice in quiet air conditioned comfort. The last condition inspection was October of 2010. FAA certification goes with it. Operations specifications include the entire USA as a proficiency area but will need to be reissued by your local FSDO.

Contact Steve Lantz 775 720 4157 stevellantz@hotmail.com

Lycoming GO-480-F1A6 w/ 133.5 S.M.O.H by T.W. Smith 11/18/77. Low Total Time since NEW (1391.2), Serial # L-331-29, ALL accessories, engine mount, exhaust, great log history and well documented. \$10,500.00.

Lycoming GO-480-F1A6 w/ 831.7 S.M.O.H by T.W. Smith 7/3/70. Low Total Time since NEW (1082), Serial # L-396-29C, ALL accessories, engine mount, exhaust, great log history and well documented. \$5,900.00.

Lycoming GO-480-G2D6 w / 1300 S.M.O.H. bt Robert M. Frakes 9/20/74, Serial # L-120-34. Includes all accessories, engine mount, exhaust, baffling, log book. Still installed in Twin Bonanza, \$7900.00.

King KX-155 with Glideslope, tray and backplate, wiring harness (partial), recently beech tested and yellow tagged after being removed from a Twin Bonanza for upgrade. \$1600.00.

Lycoming Supercharged GSO-480 Core. Former Military use, with No log but has both Data Tags on Nose case reflecting overhaul history by Columbia Aircraft Services. VERY CLEAN ! No accessories asking \$2,750.00 / OBO.

Set of factory NEW McCauley Spinners and Backplates still in factory boxes. Make offer !
Gregg Cadieux, located Scotia NY Telephone: 518 424-8235 twinbo550@aol.com

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 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 03/11

Original Seabee Propeller

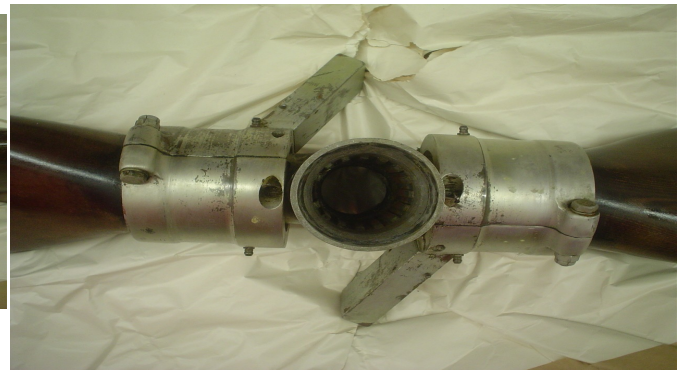
Attached are photos of a Seabee propeller I'd like to sell. I've had it in storage for several years and don't know it's history. I have no logs or records for it, but thought it might be useful to someone. I have no idea of its value, but based on the value of the two blades I saw here, I guess I'd let it go for \$850.00.

Richard Ries





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



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 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 this is a great deal folks! 6/10

HARTZELL 3 BLADE PROP • \$2,500 • ACCEPTING OFFERS • 3 Blade prop for GSO-480
Lycoming, Splined 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 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 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 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 emergency egress training.

www.sfahistory.org Society for Aviation History

www.clearlakesplashin.com

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

<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

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

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 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) 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.

Scott Henderson, McHugh Aviation Inc. <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 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 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