

Bruce Hinds

From: <denieman@comcast.net>
Date: Monday, December 1, 2008 9:23 PM
To: "Bruce Hinds" <brucehinds@earthlink.net>
Attach: Dec'08 Seabee Newsletter.eml
Subject: Re: Dec'08 Seabee Newsletter

The wrecked Bee was flipped by hurricane IKE. I have been trying to buy part form the owner. He had the plane on EBAY a while back with no luck.

Dave

----- Original message -----
 From: "Bruce Hinds" <brucehinds@earthlink.net>

December 2008

Seabee Club Newsletter



"Check out my tips! " What, no floats?"

Hello Everyone,

Hi hate to start of a newsletter with bad news, but I receive some google alerts for different items, this one came through for the Seabee. I didn't know him, but my condolences go out to those of you that did. There are a lot of you out there with some history behind you, and many of you from Canada that may have known him. Roy Hugh Chester passed away peacefully Tuesday, November 25, 2008 in Penticton. He is survived by his wife, Olive; children, Colin (Kerry) Chester, Jeanette Chester, Janice Chester, Katherine (Gary) Ford, Deborah (Wayne) Knight, Judith Chester, Richard (Lynda) Chester; grandchildren, Evan, Kristen and Lielen; brother, Jack (Pat); sister, Sheila (Jeff) Syphus; special friends, Rachel and Jordan as well as numerous extended family and friends.

Roy enjoyed flying his beloved "Republic Seabee" for many years. No Service by Request. Memorial Tributes may be directed to the BC Cancer Foundation (399 Royal Ave., Kelowna, BC, V1Y 5L3). Arrangements in care of Everden Rust Funeral Services 250 493-4112 515024

The wing tips on the Bee at the top are actually retractable sponsons. I know Don Wallace was working on some about 10 years ago, but I'd never seen any on a flying Bee. Check this out.... the mechanism looks a lot like the Riviera.



I don't have any information except that the current owner is Henri Briaco, of Quebec.

I also find the Bee interesting on the tail. Does anyone know anything about Henri's retractable floats or his logo? The Bee logo is identical in the following photo of a wreckage spotted in the British West Indies.



Another question I have is concerning the space between the back of the wing and ailerons and flaps. I saw Tom Hillier's Seabee, formally Jim Sorensen's airplane which has a curved piece going from the top to bottom of the trailing edge of the wing. It's not a gap seal, but it follows a similar contour of the flap/aileron leading edge and would really smooth out the air flow. I was told that these appeared on some of the early production airplanes. I'd like to hear from anyone that knows more about this. They are held in place with sheet metal screws so they are fairly easy to remove for inspection. They also look like they'd be easy to make up, I'd like to get a copy of the contour of the piece.(end view) Please let me know if any of you know about these.....



Seabee Sales

I've been watching the prices fall on airplanes and I've seen some unbelievable prices! I wish I hadn't taken such a bath in the market, I'd love to be buying airplanes, wow!

N6585K that I've dubbed the ZeeBee in my ads because of the paint scheme has been sold to Steve Hovest from Ohio. I've had a nice long chat with him and he's truly excited about learning to fly it and will be taking it home this winter or

spring. As low as the price was going, I knew it wouldn't last long.

Speaking about low price, Bob Estes' Bee that's been tied up in paper work at Bremerton may just have been the deal of the century. It has a low time GO-480 and a new "Q" tip prop. At least this one will be staying in WA. Rich Wais has decided to restore his Franklin Bee after he gets his Brumm engine back, but in the mean time he's purchased this low time beauty and will be taking it home to Whidbey Island.

Resurrection

Crazy Harry from Florida has been in contact with me during the long process of rebuilding his twin Bee. I hope he will share the whole story with us sometime, it's been a nightmare. Apparently he didn't get all the parts he thought he was buying and it's cost him a fortune, not to mention the head aches. He just wrote recently to say... "We started it several weeks ago and everything went fine, and we are going to taxi the twinseabee this Tuesday. It's been 21 years since plane has been in the air....we might be getting close! Sincerely, Harry and Debbie Copeland N950CB"

Corvette Bee

Ken Kunz has an interesting offer for someone wanting a VetteBee.(who doesn't?) As you may know, the problem is getting the FAA to sign off on it. At this point the 51% rule is history and Experimental Exhibition makes it next to impossible to fly it for fun. When Ken sent his ad which appears below in the classifieds, I asked him about how someone in the US could get it registered here. He writes.....

Bruce;

Thanks for all your feedback. The facts will only be evident when "the system" is tested. I understand that the rules have changed on the US side of the border. It appears that those same rules are going to come into effect on this side of the border too. That being said, Transport Canada/FAA & the Canadian/US governments do have, likely as part of the free trade deal, a mechanism that still allows import/export of Amateur Built Aircraft, especially those Grandfathered in under being built before the rule changes came into effect. The rules have not been changed here yet. I spoke to the people in Arlington, & they suggested that if it is Amateur built registered in Canada, it should be acceptable as is, pending the proper AB-DAR inspection is passed, and my understanding is that the inspection is an AIRWORTHINESS inspection. This VeeBee passed the 51% rule here at over 60%. ;

If someone wants to own this Corvette VeeBee, and is willing to put the purchase money in escrow till the inspection & "N" are completed & in place, I would be quite willing to make that deal anytime. The import & inspection costs as well as the "N" number costs are payable by the importer of course. Any work done to satisfy the inspection would be on the sellers billing. Lets find out once & for all by testing the system when we find a serious buyer down that way. Please keep in touch. I'll do the same if I hear anything in this regard.

I will be away from the Vancouver area all of January & February, but anyone interested can contact me by E-Mail & I will make arrangements for anyone to see the bird if they wish, before I come back home at the end of February. The aircraft is in a hangar at Boundary Bay airport in Delta B.C. Lets see what transpires. Best regards- Ken.

So, this looks like a money back guarantee to me. If you are interested in a Corvette Powered Bee it would be worth contacting him and his sources to see if you can make it happen.

Fun Stuff

If you are anything like me I can get lost in the internet when I find any videos that pertain to seaplanes. Here is a list of them from David Quam. David's history goes way back and he's a member of the SPA's board of directors. You should probably put it on your favorites list before you delete this newsletter. There are quite a few to watch so you may not be able to do it at one sitting.... enjoy..... <http://www.paulbunyan.net/usspa/>

History

David and Hellen Patchett are new Seabee project owners near Boise. Their airplane came with a little history too. The following letter is from the daughter one of the former owners whom they uncovered while looking for the aircrafts log books. "Hello Bruce

It's very nice to hear from you. I would be very happy to have Dad's writing in your Seabee newsletter, and I'm sure he would be delighted to have a new generation of Seabee lovers benefit from his experience. I will try to dig up some pictures for you as well. My father's name as it appears on his pilot's license was Ernest F. F. Hope, and he learned to fly in a Gypsy Moth in 1936. Many of his flying friends called him "Ernie", although he preferred the more formal "Ernest" or "Ern".

Dad co-owned Seabee CF-DKS from 1949 to 1954. He and his brother, George Hope, had previously owned a Rearwin and a Cub Cruiser, and later had a Piper Tri Pacer, a Cessna 170, and finally a Piper Apache. Dad held a Class One instrument rating from the early 50's until he stopped flying in the late '60s. He died of Parkinson's disease in 1981 at the age of 70.



I remember fondly many memorable flights in our Seabee when I was growing up.....it was my favorite aircraft! I was born in 1945, so you see the Seabee is my earliest memory of flight! I did some digging and found both the old log books and some articles my dad wrote. The first entry I find in his log book for DKS is February 26, 1949, listed as Malton local. Prior to this entry is one from January 9, 1949, for 20 minutes of dual time in a Seabee registered as DKB and noted "W. Leavens" so that would presumably be his check ride on the aircraft type. There is another hour of dual time in DKS with "W.T. Leavens" on April 9, 1949, preceded and followed by lots of short solo trips. My first DKS ride seems to be April 10, 1949, so I would have been 3 years old at the time. You might be interested in this draft of an article Dad wrote for a flying magazine (not sure which one....I have correspondence about another article on purchasing a used aircraft from "Canadian Flight", so perhaps this article went to the same publication)

Hope you enjoy the article! I know it was fun for me to dig up all those memories from the past
Shirley McCann

The articles she speaks of were sent as pictures(.jpg images). I've included them at the end of this newsletter. It's always interesting to see early discussions on operations be them land planes or seaplanes. Most of the discussion pertains to safe seaplane operations and not so much Seabee, but they are interesting none the less.

Safety DHS Finalizes GA Border-Crossing Rule (from the AOPA website)

A final rule issued by the Department of Homeland Security this week is not as bad as it might have been for GA pilots, but it still will have an impact on all across-the-border operations. That's the bottom line from [AOPA's analysis](#) of [the rule](#) published Tuesday by the Bureau of Customs and Border Protection, which is part of the DHS. As [initially proposed](#) last year, the rule would have required pilots to file passenger manifests and other information via the Internet an hour before the flight, a problem for pilots who operate from remote and undeveloped airports where Internet access is not available. More than 2,900 comments were filed. "Thanks to pilot input, the CBP better understands the nature of GA operations and the remote areas that pilots often travel," Andy Cebula, AOPA executive vice president of government affairs, said on Tuesday. The final rule offers various options for pilots to file the required information. "Pilots didn't get everything they wanted," Cebula said. Concerns remain over the type of information required and possible delays in approving flights. But, Cebula said, the revisions in the final rule are "proof of how influential general aviation pilots can be when they unite."

The rule will take effect on Dec. 18, and pilots will be required to comply with the new regulations starting May 18, AOPA said. DHS Secretary Michael Chertoff [said on Monday](#) that GA pilots can also expect further rulemaking that will require GA flights to be screened and scanned for radioactive material at an airport outside the U.S. Although such screening is now required upon landing in the U.S., doing it on departure instead will prevent an attacker from flying a bomb into the country and detonating it in the air, Chertoff said.

Maintenance

I still need a tailwheel or some knowledge if you know the difference between some of the approved 10SC wheels. As you may recall, I pulled mine apart to change the tire and found a bunch of corrosion on the hub. It's okay for now, it cleaned up fairly well, but I should change it out sometime soon. My wheel was made by Bendix and another Bendix wheel would be my first choice. Please let me know if you have a good one you can part with.

There are at least three manufactures of the 10SC wheel and I've found that there are some differences. I also found a Goodyear wheel that I suspect is Magnesium.(the part # ends with an "M") The biggest difference I've noticed is that the manufacturers will use different methods of sealing the grease in and how those retainers are held in place. Some of the wheels too appear to have been modified. In one wheel I looked at, a grease fitting was inserted into a location where the seal retainer ring looked like it was originally held in place.

This is so very important in the Bee because that wheel is under water all the time. When we first got our airplane, there was nothing retaining the seal on one side and the seal had been pushed out onto the spacer exposing the bearings. No surprise they had to be changed often. Since I've found a way to retain those seals and switched to marine trailer grease, I haven't had a bearing change in the last 6 years.

So if any of you have some tailwheel knowledge and can shed some light on the subject for me I'd greatly appreciate it.

Bruce 360-710-5793 or Brewster@wavecable.com

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!

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



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

Needed: Mixture control for my Seabee? The things are nearly 20 feet long. Anyone know where I can get one? contact J. R. Ranney wranny@hotmail.com

Needed: Exhaust retention clips Lorne McLean would like to know where to find them for the Franklin Engine? The clip that holds the exhaust to the cylinder? Any help would be appreciated. Contact lornemclean@rogers.com 905 989 2798, Cell 416 434 0091 3

Roger Duke's Super Seabee (New Price) and Home 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, \$107,000. Contact Roger Duke 360-321-1537. email rduke@whidbey.com 3

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>

Deal of the Century...**sold** Price reduced, drastically.....



1946 RC-3 Lycoming Superbee. Airframe TT 1984.2 SMOH 234.8. GO 480 New 3 Blade Reversing prop, All up Grades, Overhead Controls, New Glass, IFR.GPS and More..... **ASKING \$75,000.** Contact BOB @ 360-304-7621 or ESLNM33@AOL.COM **SOLD** Staying in WA.

FOR SALE



1947 SEABEE, RC3 SN395, TTAF 1463, Franklin B9F, TT 629, 12 STOH, 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 2

Super Seabee \$99,000 wow!



Sn 78(1946), Simuflight STC'd 295 Horsepower Lyc GO-480- G1B6 serial # L-1133-35 mfg 1964, overhauled Nov 1983, Total time since overhaul 85 hours. Hartzell 3 blade reversing Propeller Total time since New 55 hours. Total time on airframe since new 2040 hours. Extended Wing Tips, Large Spray Rails, Jasco Alternator 12Volt 50 Amp, Whelen Strobe System, Transponder- Garmin GTX 327 with encoder King KX125 Nav/Com, FlightCom 403 MC 4 place intercom, Cleveland Brakes Garmin 295 GPS New Interior (seat covers, side panels (photo forthcoming, please email), headliner & seatbelts), All new windows (with vents) New Paint (needs minor touch up), All Ads complied with, New Keel 2007, New Battery 2007, Complete 337s, STCs and Log books. Plane is in excellent condition, with tens of thousands of dollars put into upgrades NOTE: Seabee is located in Daytona, Florida area. Contact Lou Fitzpatrick Loufitz@aol.com 610-647-3255 **Contact me Lou to let me know if you want to keep this going.**

Super Seabee for sale in northern IL. He wants to sell it quickly and lowered the price to \$100,000. N3263G has 2100 TTAF with a Lycoming 480; 330 SMOH, new 3-blade prop, STOL wing extensions w/ drooped tips, 3 bilge pumps, electric hydraulic gear and flaps. More info at www.MotorcyclePilot.com/Seabee You can reach Ken at (847) 724-0000 or KenK@mc.net 3

SEABEE Ground-Up Restoration



\$79,000 • **AVAILABLE FOR SALE** • 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 - located Wilsonville, OR phone: 503 678-5114 **Last time Sam, let me know....**

"ZeeBee" Estate Sale! Price Reduced AGAIN ! NOW SOLD



The aircraft is located in Sequim, WA and the owner had flown it to BC each summer. It looks clean and straight and it has the IO-540! N6585K could be a great deal for someone, asking price is \$85K (make a reasonable offer!)..... Contact Kurt at 360-457-3651 or 360-461-4481, he's not the owner, but has all the information and can put you in touch. **On it's way to Ohio.**

< FONT face="Comic Sans MS">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 Grumman's. If he says it's one of the finest, you can count on it. **Last time Loel, let me know if you want to keep it going.**

Other Interesting Web Sites

[http://www.tanignak.com/More Amphibian Adventures.htm](http://www.tanignak.com/More%20Amphibian%20Adventures.htm) which has some wonderful Widgeon, Goose and other amphib stories,

More history from our friend Andy Shane if you are interested in the Pan Am flying boats. Check out....

<http://www.flyingclippers.com/main.html> or

<http://www.rbogash.com/B314.html>

Carl Hankwitz has republished the 1949/1950 movie featuring his family's Seabee. You can view it online at

http://web.mac.com/chankwitz/Hankwitz_Films/Movie.html if you'd like to contact him, he can be reached at chankwitz@mac.com

www.alaska.faa.gov/flyak/

<http://shaunlunt.typepad.com/shootings/>

www.dunk-you.com emergency egress training.

www.sfhhistory.org Society for Aviation History

www.clearlakesplashin.com

homepage.mac.com/gottalder/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.bcfloatingplaneassociation.com/>
<http://www.floatingplanepilots.com/>
<http://www.floatingplaneflyin.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

Don Kyte's book *"Flightseeing S.E. Alaska's Glaciers and Whales"*

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 Mojonner, 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>

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!"** brummrchikaren@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..ect he'll be updating it with 2007 prices soon.. <http://www.seabee-transition.com/>

Please feel free to submit any information that you feel may be of interest to other Seaplane pilots. Also, please print and/or forward this to any others you may think are interested.

Thank you one and all for your support of our organization.

Ernest's Articles

THE SEABEE ON WATER

Approach

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

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

Check for obstructions that might hinder a possible pull up.

Check for obstructions that might create possible cross wind gusts.

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

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

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

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

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

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

THE SEABEE ON WATER

Taxi

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

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

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

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

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

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

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

THE SEABEE ON WATER

Docking

Always remember where there is any possibility of wind reaching the aircraft by direct exposure or by gusts through trees, around rocks or around buildings -- the aircraft will "weather-cock" when the slipstream of the prop is reduced or removed from the rudder. Consequently NEVER approach a dock in any manner except into wind unless you have experienced help on shore.

ALWAYS approach a dock as slowly as possible, keeping in mind that the reversing feature of the prop is not mechanical but rather hydraulic -- and hence can not be controlled exactly. Use approxi mately 1200 R.P.M. when operating the reverse lever.

Do Not operate engine any longer than necessary in neutral or reverse pi tch -- overheating may occur.

When Leaving Dock

If backing away -- check to see that aircraft is pointed in such a way as to avoid obstructions even though a gust may hit it. Start your engine before pushing or being pushed from the dock.

In warm weather, if only a few minutes have elapsed since your arrival, do not use throttle pump to prime.

If the Dock is so constructed that it may be straddled between the wing float and the hull, Do not exert pressure on the wheel hydraulics by jacking the wheel down on the dock. It may break the operating lug in the hull. It is permissible though to re s t the wheel on the dock and apply the wheel bra ke to steady the ship.

For this purpose, after resting wheel on dock, be sure to flip selector to "up" position so that boat swells, etc, will not tend to exert too much pressure on hydraulic lug.

If the wheel Brake is ever used in this way, always be sure to check to see that brakes are "off" before attempting a wheel landing.

THE SEABEE ON WATER

Take Off

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

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

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

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

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

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