

# Seabee Club Newsletter

December 2011



*"Formulating" is just "plane" fun!*

Hey Everyone,

Whether we're "formulating" in the air, or just moving together in sync through our communication links, our Seabee family has done a fantastic job of "flying" together. This past month, J.R. Ranney needed help with the FrankenPump. Even though we fly the Lycoming, I know many of you have been plagued by that little pump. Just one of the many unique characteristics of our unique aircraft.

For those of you that have messed with the pump or facing what to do, I've copied the discussion from various emails and our Yahoo Discussion group. Also this month I've thrown in a discussion on tailwheels and long time club member Stan Edburg from E. WA shares his Engine Dryer with us.

Many of you may know another long time club member Ed Clark who flew west not too long ago, we met with his wonderful widow Connie a few weeks back. As you may know, Ed had a long wing Lycoming Bee. I didn't know him but from what I've been told from those of you that did, he never sat still regarding ideas that would make the old Seabeast a better airplane. Connie met us at Hawthorne airport near LAX sharing stories of their flying adventures and seeking ideas about her options of what to do with her late husbands other love.

N87537 serial number 97 is in sad shape and the registration expires the end of this month. The airplane has been sitting for a long time, about 10 years. The struts are flat, can't move the ailerons, it sounds like crushing bird nests as you make the attempt to do so. I couldn't see in the wings since it has the gap seals only found on early models. Years ago someone put a quick, really poor paint job on it getting over-spray on the windows. Connie mentioned that one of the last things Ed had done was to have a complete top overhaul. In fact, the engine has not even been broken in yet. Who knows what condition it's in now. Although I did not inspect the logs, she remembers they spent a bundle of bucks on the prop and the time frame would be about right for having the AD completed. The prop has been covered and looks in pretty good shape. Unfortunately, the rest of the beast doesn't look so well.

On a good note, the southern California environment is kinder on airframes than other areas, the airplane has lots of mods to include the ailerons and flaps moved outboard on a long wing, with the Simuflight conversion. I didn't see any areas of major paint bubbling, just a little on top of one the ailerons.

Connie would like to sell the Bee. She doesn't know what to do, sell it as is or have a mechanic do something to it, and not knowing how deep to go. When we had first spoken, I'd suggested it might just need a ferry permit. Unfortunately, it needs no less than an annual and then some... For someone looking

for a Lycoming project this could be a find. Let me know, I'd be happy to put you in touch. I've got some pictures I can send along too.

**Maintenance**... Last month I'd asked, "What are you doing for winter lay-up?" Stan Edburg writes...

*I built an experimental PA18-95 Super Cub and was test flying it yesterday near Deer Park. I heard a guy in a Seabee call in for landing, so I followed him in. Saw his beautiful Bee and visited for awhile, his name escapes me as I am writing this, too old I guess. I am sure you know him, he had or has a tour boat business in Alaska. He has had several Bees and this one was done by Wallace. Made me melancholy about selling mine!!*

*Anyway, about winter engine ideas. I made up an engine dryer by using an aquarium pump that I sealed with silicon then attached plastic tubing in the inlet and outlet. This connected to a 1 liter pop bottle which contains moisture absorbing silicone and a two hole stopper. One tube goes to the breather tube the other to the oil filler inlet. This circulates air through the dryer material and into and out of the engine. I block the exhaust with tennis balls and cover the carb. Not sure how much moisture it keeps out or absorbs but it makes me feel good. I dry out the media in the oven when it changes color. Found the plans on the internet and use it after each flight. This is the link showing how to make the engine dryer I use*  
[http://home.comcast.net/~r123rs/Documents/Engine\\_Dryer\\_Sport\\_Avi.pdf](http://home.comcast.net/~r123rs/Documents/Engine_Dryer_Sport_Avi.pdf)

*Everything is easily sourced locally, it does absorb moisture as I need to dry the media periodically. The tennis balls fit in my Cessna 205, didn't think about the Seabee being a different size.*

Stan, does it matter whether the oil fill or the breather is the air in or air out.

**Franklin Fuel Pump** JR Ranney wrote...

Whoever you distributed my request to (that would be all of you, what a great club) for fuel pump info, it got a great response. I must have received 8 or 9 emails on the subject and one of them from Walter Windus told me of a place where overhaul kits are available. "Then And Now Automotive" is the name of the place and they do indeed have overhaul kits for the Franklin fuel pump, \$44.50 each. I have 2 on order and as soon as I get them I'm absolutely certain they will correct the problem.

Walter wrote....

I presume that you are talking about rebuilding the AC mechanical fuel pump, and the gasket in question is the one between the top and bottom half of the assembly (not the gasket from pump to case). The pump to case gasket is readily available from any overhaul parts supply facility or better yet an aircraft engine overhaul facility. The trick is to get them to sell you JUST the single gasket.

I have rebuilt these AC pumps in the old days with pump rebuild kits which I think I bought from JC Whitney or one of the other auto parts catalogs. There also was a catalog I saw for FORD Model As and Model Ts which I would also look at to see if they had these rebuild kits. [www.snydersantiqueauto.com/](http://www.snydersantiqueauto.com/)

Another approach is to send the pump in and have it rebuilt by a FAA certified shop. You might give Aero Accessories, Inc a call at 800-822-3200, they probably can do the overhaul and re-certify it for you, even if it is some other kind of fuel pump. They overhaul just about any aircraft accessory.

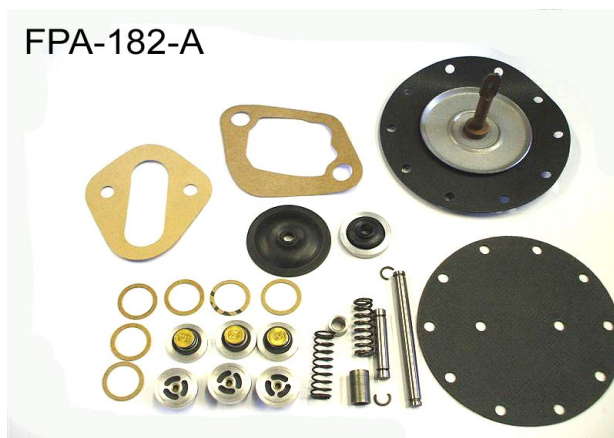
**Someone had suggested a rubber gasket would work. NO!**

Our expert Bob Porter responds....

I think the guy is making a mistake using some type of rubber gasket. The pulses of the pump may or will:

1. Make the pump move slightly every pulse damaging the mounting surface the stud and nut or bolt tighten against.
2. Warp the mounting surface of the pump.
3. Break the stud or bolt that is used to secure the pump to the engine.
4. Damage the machined pad on the engine itself.

It seems the best thing to do is use the gasket and mounting hardware the engine or pump maker calls out. That said maybe that needs updating itself. On the Franklin engine it has been some sort of an issue and I know it can be



corrected by necking down the mounting hardware making a stretch fastener which holds better with the varied load of the pump operation. I know this is used in the Bell 47 Helicopter rotor head where the pillow blocks mount to the main yoke.

### Tailwheels...

Much has been written about tailwheels, tires, which is better, cheaper, adapter rings and of course Desser's new 10SC with the channel tread, but have any of you ever used one of these? You're right, that's not a Seabee fork, but it's about the same size.

The picture is actually of a Helio Courier setup. I believe the wheel and tire combo are what's offered by Duster & Sprayer Supply in Oklahoma. Under airframe parts they list the solid rubber tire for the Stearman and BT-13, but the picture shown is not this. I have heard this is a 5" wheel and solid rubber tire. Please let me know if you have any experience with this set up.



### Too cold to work in the hangar.....

I know many of us spend too much time on the computer, but sometimes that's because there is so much cool aviation stuff out there and just not enough Seabee or even seaplane stuff. Our Seabee Yahoo group sure is a good source as JR has demonstrated once again. Another great seaplane form if you've not been there Jason Baker's [seaplaneforum.com](http://seaplaneforum.com)

Although I've mentioned this forum before it's been pretty active since it's inception and he has uploaded a great promo video(slide show) in his General Discussion Area and also on YouTube. There is a ton of information on his forum and he invites you to visit. Enjoy.

[Link to Video on Seaplaneforum.com](http://seaplaneforum.com)

[Link to Video on Youtube.com](http://seaplaneforum.com)

### Speaking of computers

This past summer I had the opportunity to meet a young lad many of you have been helping on the Yahoo site to develop his Seabee modeling for use on Flight Simulator, what fantastic work. Kevin Miller writes the following and has a special offer for you.

I just wanted to give everyone here a bit of good news!

First, let me personally thank everyone here who has helped me out. Having this group has been a tremendous resource and has helped me out a lot! The information I got from here has made a massive and positive improvement on the FSX Seabee! It would not of turned out nearly as good as it did without everyone's help!

Soon we will release the first of a two part series. The first being a classic "early" RC-3 Seabee with vintage cockpit, radio, and Franklin engine! This is not a factory re-creation as I did not have enough information on the factory furnishings, but something close with custom furnishings. I hope the product goes on sale around mid to late December!

The second part of the series will be a "late" Seabee with a more modern IFR panel, extended wings, and Lycoming engine based mostly on Bruce Hinds lovely Seabee! This will be a free add-on for people who purchased the "early" Seabee and should be out early Spring.

With that said, my need for help is far from over! Now is the fun part! I need some pilot/owner's to TEST the Seabee! If anyone on this list has a copy of Flight Simulator X and a PC to run it on, please E-mail me! I would love to get some people who know the Seabee well to test it. There are also little things other then flight, like throttle knob travel, how far does the yoke rotate to the stops, and things like that.

Also, if there is a Franklin Seabee owner in the Puget Sound area that's willing to volunteer, I need to record the engine sounds. Right now I don't have the money to pay for fuel, but I hope to once the product starts selling and include the sound pack later for free, but I would like to set things up well in advance. As anyone in the PNW knows, planning is key out here. Not a lot of flying friendly weather this time of year!!!

For those interested but don't have Flight Simulator, here are some screenshots. Please note the blank gauges! That has been fixed, but these are early screenshots.

[http://www.kcflightshop.com/wp-content/uploads/2011/11/seabee\\_33.jpg](http://www.kcflightshop.com/wp-content/uploads/2011/11/seabee_33.jpg)

[http://www.kcflightshop.com/wp-content/uploads/2011/11/seabee\\_34.jpg](http://www.kcflightshop.com/wp-content/uploads/2011/11/seabee_34.jpg)

[http://www.kcflightshop.com/wp-content/uploads/2011/11/seabee\\_37.jpg](http://www.kcflightshop.com/wp-content/uploads/2011/11/seabee_37.jpg)

[http://www.kcflightshop.com/wp-content/uploads/2011/11/seabee\\_39.jpg](http://www.kcflightshop.com/wp-content/uploads/2011/11/seabee_39.jpg)

Also, if you own a Franklin powered Seabee and want to see your livery painted, feel free to send me photo's! I cant promise everyone's seabee to get painted as each one takes a full day, but I will do what I can. The more photo's the better! Send them to [gibbage@lycos.com](mailto:gibbage@lycos.com) to keep from flooding the group.

Thanks again and I look forward to some feedback!

Send me your stories, hints, tips, tricks, and news so we can all share in the thrill of what we're messing around with. I'd also like you all that have ads to let me know if I need to remove or change them. I'm going to weed this stuff out soon since little has changed and I've not heard from most of you.

Have a great Christmas and a safe holiday season everyone.

Bee Sea n'ya,

Bruce

**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!

**THUNDER BEE AMPHIBIAN VERY HIGHLY MODIFIED REPUBLIC Seabee**

**THUNDER BEE AMPHIBIAN**

**Fred Austin**

**Golden Age Aeroplanes**

**325 E. Washington St.**

**Sequim, WA 98382**

**Phone: 360-457-6174 Cell: 360-477-3100**

**Email: [goldenageaeroplanes@gmail.com](mailto:goldenageaeroplanes@gmail.com)**



[cgi.ebay.com/ebaymotors/...BEE...-/180723636682?...](http://cgi.ebay.com/ebaymotors/...BEE...-/180723636682?...)



## **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](mailto:stevellantz@hotmail.com)

### Seabee Project

Last Annual Inspection July 1, 1998

Not currently ferryable per mechanic (Don't what needs to be done but will follow up with mechanic.)

Located in Southern California

A/F TT = 385.3

Engine TSMOH = 573.8

Zero STOH

Engine is Franklin 6A8-215-B8F

Currently listed at \$85K but will consider offers

Contact is Katherine Kunnes at

[kunnes@sbcglobal.net](mailto:kunnes@sbcglobal.net) 03/10



know

### Original Seabee Propeller

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

Richard Ries

817-301-9312

[usnavy\\_n3n@yahoo.com](mailto:usnavy_n3n@yahoo.com)



like to sell. know it's thought it its value, here, I



Richard Ries' Prop 03/11

New Price on Roger Duke's Super Seabee

Serial #56, Simuflight GO480-B1A6, 270 logs since new in 9/16/46. Hangared, TTAF Engine only 600 since overhaul. Reversible 322 since overhaul, 5 yr. AD last year (same overhaul), Landing light each wing tip. Overhead engine controls, Large spray rails, tail wheel, Cleveland brakes, Whelen strobe system, Daubenspeck droop wing tips, KT 76A transponder, KR 86 ADF, KY97A Comm., 122 Nav., Northstar M2V Loran/GPS, **\$87,000**. Contact Roger Duke 360-321-1537. email [rduke@whidbey.com](mailto:rduke@whidbey.com)



HP,  
2188,  
Prop  
as

Locking

Narco

### Airpark Home on Whidbey Island, WA

Roger is also selling his home. If the following link doesn't work, go to Windermere's website and type in the following MLS # 27025608. WOW What a set up he has. Here's a new link to a website for the [Listing Details](#) 02/11

### Seabee Project for sale

1947, S/N 907, N6634K. Original logbooks/not flown since 1968, no major damage listed. Have new skin for the hull bottom, intermediate skin damage approximately 5"x 10".... Fuselage and one wing stripped other wing stripped and primed. New lift struts and fuel tank in 2001 extended wing tips with spill plates. B9F engine S/N 23965 and the original Hartzell HC-12x20-2 prop, S/N 2131.

Many refurbished smaller parts.... landing gear, yoke, control wheels and column, rudder pedals and control assemblies etc Asking \$18,000 and I will entertain any reasonable offers, consider full or partial trade: motor home, boat, car, motorcycle, etc. Can Email extensive list of pictures! Contact: Bruce Novotny [cindynovotny@centurytel.net](mailto:cindynovotny@centurytel.net) Hm 507-872-5110 Wk 507-537-8114 10/10

### **SuperBee! GO 480 Simuflight Conversion NEW fuel injected ENGINE and PROP!**



Recent engine overhaul. New 3 bladed Hartzel propeller with Beta Ring pitch control, fully reversible. Droop tip extended wings. Collins microline VHF, transponder, ADF. VIR and Morrow Apollo Loran C. Digital fuel management system Miniflo – L. Steerable tail wheel. To inspect airplane,

call (253)752-4987 to arrange an appointment. Ben Blackett [wbnsurgconsult@comcast.net](mailto:wbnsurgconsult@comcast.net) 02/10

### Lycoming Prop. and Parts



I bought this new HC-A3VF-SAL / VL9333 CH-4 as a spare propeller for my Sea-Bea in 1980, later I cannibalized hub for few parts namely one clamp. There are three new blades and partial hub for sale. Asking \$9 000 -OBO.

Also have pair of prefabricated longitudinal steps - STC - SA 575NW. No paperwork, \$200 8 feet of keel extrusion asking \$100. Location Miami

JAN BEM Tel# 305 866 1408 Cell: 786 999 9829 e-mail: [janbem@centrum.cz](mailto:janbem@centrum.cz) Tel# in Czech Rep. 011 420 602 203 660 01/10

### Right Wing Needed for Seabee!

AS MENTIONED I NEED A RIGHT WING....., FOR NOW? RICHARD LAWRENCE

250-675-3008 or email [richard@airspeedwireless.ca](mailto:richard@airspeedwireless.ca) 11/09

### G 21A Grumman Goose

Serial Number B 32 is one of the best fresh-water Gooses in existence. It is a straight, corrosion free, always-hangared and well maintained aircraft perfect for long-range exploration. It has only 4,000 hours since it was rebuilt in 1982 for the late Bob Richardson of Seattle.

Total airframe time: 8,638 hours.

Clean, smooth-running P&W R985s with 890 hours and good compression.

Heavy Hartzell props and Twin Beech cowl.

Retractable water rudder and McKinnon retractable floats

Electric up and crank down landing gear.

Mallard Goodyear wheels and brakes (Great!)

Electric fuel pump and long-range fuel tanks

Bubble windows in cockpit, picture windows in cabin.

One-piece front bow hatch.

Full King IFR package including HSI, RMI, and Radio Altimeter

New interior with six quick-release original Goose seats on tracks.

Original paint since 1982 rebuild. Still has good gloss.

Complete logs, beginning with original 1943 delivery logs.

For more details and pictures, please see <http://www.tanglefoot.org/gooseforsale.html>

Price: \$650,000 with new annual.

Editor's note: This owner KNOWS Grumman's. If he says it's one of the finest, you can count

## Interesting Web Sites

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

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

<http://www.flyingclippers.com/main.html> or <http://www.rbogash.com/B314.html>

<http://web.mac.com/chankwitz/BlueHorizons/Movie.html> Carl Hankwitz's republished 1949/50 family Seabee movie.

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

[www.dunk-you.com](http://www.dunk-you.com) emergency egress training.

[www.sfahistory.org](http://www.sfahistory.org) Society for Aviation History

[www.clearlakesplashin.com](http://www.clearlakesplashin.com)

[www.aerocheck.com](http://www.aerocheck.com)

[www.hu-16.com](http://www.hu-16.com)

[www.SeaPlaneOps.com](http://www.SeaPlaneOps.com)

[www.flightcontractservices.com](http://www.flightcontractservices.com)

[www.rcairplane.net](http://www.rcairplane.net) Easy to build Seabee with a 72" wing span, other great models too. Contact Bill Price [bprice@puc.edu](mailto:bprice@puc.edu)

## Canadian Information

<http://www.bcfloatplaneassociation.com/>

## Seabee Products And Information

**Robinson** V8 Aircraft has a full service maintenance facility 75 miles north east of Toronto. We do work on certified airplanes, including Seabees, as well as amateur built aircraft. We also have a 3D CAD design capability including a virtual wind tunnel (CFD flow simulation) for evaluating potential modifications. Our website has a list of Seabee modifications we have done to date. We would be happy to perform Seabee maintenance for anyone. Contact: Brian Robinson 705-878 4900, 705-340-2408 Cell and visit [www.v8aircraft.com](http://www.v8aircraft.com)

**Bubble Windows** Aircraft Windshields in Los Angeles is run by a lady named Judy. They do a great job according to Steve Lantz. The bubble molds are there and all she needs is your old windows as pattern for size. Call 562-430 8108

**Walk Around Inspection** <http://www.aircraftwalkaround.com/seabee/seabee.htm> is an interesting series of pictures of a walk around. Note the high polish job and a very interesting water rudder.

### Leading Edge Wing Tanks (I want some of these...)

Second generation Seabee Guru, Henry Ruzakowski, has developed tanks that will hold at least 15 useable gallons per side. They are made of carbon fiber and Kevlar and will gravity feed to the main tank with the operation of one lever. They will be done on a field approval, so you'll have to take your airplane to him in Florida. **So, let's plan a trip to Sun and Fun!!!** Call or email Henry for more information. 561-573-0668 [amphibs1@aol.com](mailto:amphibs1@aol.com)

**The Seabee CD and the new Newsletter CD!** The Seabee CD contains all the Bulletins, Flight Manual, Parts Manuals, etc.. He states ..."Everyone I have sold this CD to has found it most useful. I have re-typed all of the Service Bulletins and reformatted the parts manuals for easier reading. The **Newsletter** CD contains most of the old Seabee news letters by George Mojonier, and Richard Sanders. No special software is required. All files are in Adobe Acrobat format and I include a reader with the CD. Once the Acrobat Reader is installed,

just put the CD in the computer and it starts automatically! Contact Steve at [smestler@pbtcomm.net](mailto:smestler@pbtcomm.net) I have them both, they're a great reference!

## The Seabee Experts

### Simuflight

Ken Thompson runs the 6000 sq ft facility in Fallon NV and their engineering and operations are run by Scott Henderson out of Anchorage Alaska. They also offer a traveling A&P/IA Seabee expert supported by their shop that can handle anything that is wrong with a Seabee. Simuflight's Fallon facility is a complete Seabee maintenance station. Please contact Scott Henderson ([scott@simuflight.net](mailto:scott@simuflight.net)) 907-339-8085 x6101. You can also visit their website at <http://www.simuflight.net> for more information. In addition to Simuflight's many STC'd and non STC'd kits they are also working with the FAA to begin producing replacement parts for the Seabee.

Scott is looking for interested 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 straightening 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. Jerome 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 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](mailto:scott@simuflight.net).

Scott Henderson, McHugh Aviation Inc. <http://www.simuflight.net>

**IRSOC** (International Republic Seabee Owners Club) Now at [www.republicseabee.com](http://www.republicseabee.com) It's still the best source of information and experts on the old beast that you will find. If you haven't checked out the IRSOC

and Joined? Go ahead, it's free, with free classifieds for members. The 337 database and clearing house for 337 forms and field approvals is also a free service to IRSOC members. For the time being all forms would have to be faxed to Jim: May to November (315) 531-9168; November to May (386) 767-0706.

**"Frankenstein Guru"** Rich Brumm on Long Island, N.Y. is also one of the experts. If you ever heard of a problem with the Franklin, he has the fix for it! He's also done some interesting things to fix other plagues that continue to give Bee owners headaches. Tired of changing wheel bearings? Ask him about the "Double Lip Seal!" [brummrchikaren@aol.com](mailto: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.

**T.A.C. Transition Aircraft**, Randy Komko's business is now at <http://temp.seabee-transition.com.officelive.com/default.aspx>

Remember Procrastination is the key to flexibility!

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