February 2009

Seabee Club Newsletter

When Seabees ruled!

Hello Everyone,

Man, I wish my retirement wasn't gone.... I'd love to buying some airplanes. There have seen some incredible deals, it looks like the Z-Bee I'd advertised is going to Ohio. Who was that guy? He said he's coming out this spring to learn to fly it and take it home. Then I get a call from a guy that bought one in Fla. and he is bringing it here(BC). Bob Estes' airplane is staying here, Yeah! It was sold to Rich Wais from Whidbey Island. You know, the world renowned instructor and master of the Franklin Seabee. Yes, he has upgraded to a SuperBee. Actually, once he gets Frankenstein back from Ritchie Brumm, he'll be a 2 Bee owner... No, No, wait... Actually, Rich and his partner have a twin Bee too. I guess he's the only one I've heard of that owns 3 Bees. Well, that's not true! Buzz Hale has 3... okay this is getting complicated. How many Seabees do you have? And/or, how many do you have that are legal to fly? I just have one/just one I think!

<u>On going power discussions:</u>

So, have you thought about last months discussion on cruise performance? I had requested information as to whether anyone thought gap seals may make a difference and we threw around some "performance" numbers. I guess the gap seals don't do much and the location of the pitot tube may have some effect. I've been told that "all the Bees are different!"

Let's start with normally aspirated G0-480 types, cruise speeds and power settings. What do you see?

Tim says... Mine will "cruise at 115+ mph" if I increase the power setting up to 26 square but the fuel burn goes up of course. I usually keep the rpm 100 or more above the manifold pressure, the engine sounds better to me. He suggests.....Ask a good cross section of people to give you speed vs power setting, see if we can determine what might be going on between the different planes. If anyone has a fuel totalizer that info would be helpful.

I'll go out and try 26 square and see what I get, I don't think it will show 115, what do you normally run as power setting and the resultant speed? Extended wing? What about your weight?

I'm usually close to 3000 lbs. which is 2-3 hours of fuel my wife and dog. 25" and 2550 will show 11-12 gph when leaned and indicate 105 mph with the piper style heated pitot out on the wing with short extensions. Tim elaborated with: I don't remember exact power settings. Weight is usually

1/2 to 2/3 fuel, 2 people, some fishing gear, lunch, so probably 3000 lbs. Original wings with Daubenspeck tips. Power around 2600 to 2700 and 24 inches, 105 - 115 mph with the original pitot tube on the cabin roof, elevation 2500 ft. We put the piper pitot tube on Bob Gould's plane and the indicated always seems to indicate a little low. I don't have a fuel totalizer. I have done a few really long cross country flights and I get about 13.5 gph airport to airport. Engine is GO-480-G2D6 with pressure carb. I never lean because it is an automatic altitude compensating system, plus I don't have full EGT setup. As I remember with mine if I set power same as you I get a little more indicated (5 mph or so). Cheers Tim

Scott from Simuflight wrote: In the last couple of years I have had 3 very long ferry flights 5+ hours each. I have a JPI and with nothing better to do with my time I was able to find some good cruise numbers on a IGO-480. Typically I found the most efficient cruise at approx 6000 ft and 24 squared. I was able to lean (Rich) to between 11.3 and 11.5 gph. Cruise was typically 105 Knots. These numbers were typical of all 3 ferry flights. Going lower or higher didn't really help this was the sweet spot.

I don't know that our Beast would even fly at 24 squared! Sure it will, but it won't break 100 mph, no where near 105 Knts? It's light and cold I'll give it a whirl, maybe I'll be surprised. But, I don't think Scott is talking AK numbers. Let me know what you see, I think everyone is curious. Of course, flying together is the key. How about you guy in the East. I see all these bees together, what kind of comparisons have you seen? Steve, Jim, Ritchie, Henry?

BTW Simuflight has been working on some interesting stuff. Here's Scott's list of what they've been up to. Plus, they have the new electric trim system ready to go.

* New PMA approved cable guides - No more torn up cables and these will last forever. No price yet, I am working on having the sets made now.
* PMA approved Stainless steel axles. No price yet but I am guessing they are going to be pricey.
* STC turbine conversion - At least 2 years away. This is based on a simuflight mount so any simuflight conversion will be eligible.
* New fuselage lift strut fittings - These don't require inspection other than at annual. They are similar to the old Simuflight fittings but have been redesigned to address the inspection issue. We are also going to add the other lift strut fittings to the STC in 09.

Safety Many of you have seen the TSA "Unannounced" spot searches at FBO's correspondence. WPA Membership Director, John Smutny, made some inquiries and received third party corroboration . . . way to go John...

Looks as if NBAA has convinced the TSA to **not** do these searches, but our continued vigilance is required.

"Good evening everyone--

I'd like to provide some insight as to what has been occurring over last few weeks here in Washington related to the incidents cited below and attempt to separate fact from fiction on this issue. NBAA was first made aware of TSA's heightened focus on general aviation after a tenants briefing at Bradley International Airport (BDL) in Connecticut. A TSA official indicated that due to a newly released document from TSA Headquarters entitled the Playbook, that local TSA officers would be conducting random screening at FBOs and at hangars. NBAA confirmed with the official what was said. We immediately raised this issue with TSA's headquarters leadership as a serious concern that required a quick response. Upon further consideration, local TSA officials decided not to implement the proposed measures for FBO's and tenants at BDL.

About a week later, we were informed of TSA officials at Nashville International Airport (BNA) who had set up a physical security checkpoint in the FBO's and checked a number of pilots and passengers with wands and actual baggage searches. I think everyone can understand the legal problems this raises. We have in fact confirmed with TSA headquarters officials that local TSA officials did in fact set up screening checkpoints at the FBO's at BNA.

Because of timely Member calls to our offices, we were able to intervene directly with TSA very early in this process and hopefully prevent more occurrences of this type of unauthorized screening. We can confirm that based on discussions held today with TSA that this kind of screening was inappropriate and should not have happened. The local TSA officials were acting beyond the guidance provided by headquarters. TSA is currently revising their Playbook that was distributed late last year to all Federal Security Directors (FSD). Until the TSA finalizes its revision to the Playbook, I ask all of you to please let NBAA know if you hear of or witness any type of random TSA screening at FBO's or private hangars. TSA has committed to working with us to address any reports we receive.
Thanks to everyone for their continued support!
Doug Carr
NBAA
Vice President- Regulations and Security
dcarr@nbaa.org

Maintenance My tailwheel odessy!

This has been interesting. My recent requests for a tailwheel has not caused parts to fall from the sky.(no real surprise there) Each time I thought I'd gotten lucky though, I'd find that the wheels were either not in as good shape as the one I had, some of the "not included parts" were not the same as mine(very interesting), and a new wheel was going to cost me 500 to 1000 bucks if I could find one. I did find a 337 form for use with a 4" wheel that actually came from an early Mitsubishi MU-2 and a few Helio Couriers. I thought I'd hit the jackpot. Try to find that wheel!
Having found a new source with the Helio crowd, I started shopping those guys. It seems that the MU-2 wheel was on used on the first 75 airplanes before they switched to the 5" and Helio 4" was only used on some of the later models, they are rare. The 10SC was used on the H-295 and many of the other Helios though. So this search turned up a really clean 10SC even though it was just offered on a long term loan. After what I'd been through, I was grateful to have something to put on my airplane. It was just a funny color where the paint was scratched off, kind of a brown. It seemed real light too. Our suspicions were confirmed, it's Magnesium. If you don't know.... Magnesium has no place on a seaplane and if it ever goes in saltwater you can expect a short life out of it.
What I did learn is that during the war when most of these wheels were produced, there were about 10 different manufactures that all had a little different way of doing things, the only thing common was that they used the same tire and most used the same bearing. Even though you find one that mounts in a fork like the Bee (some you'll find are made for different size bearings and are mounted on a spindle), most will use the same size bearings, but the seals may be different and the way the seals are retained may also be different. Bearings and seals didn't seem hard to find, but shopping the internet didn't reveal much in the way of retainer information. I didn't try taking the wheel and bearings to the Timken supplier to see about seal retainers, he may have them, but I got lucky. Les Christensen from Florida called and had one ready to go. SC wheel with the adapter rings, channel tread tire, bearings and pressed in double lip seals. All for a great price! HoooooRahhhhh! Thank you Les!
Even with something that would work on his airplane, I've spent a week making new spacer bushings, seems his wheel is just a little wider than mine. His wheel also has a window where the valve stem is hidden in the recess. I wanted it to protrude so I wouldn't have to put an extension on it every time I wanted to check the pressure or add air, so I change the tube and made a cover plate with hole. Then I find out that the grease fitting on one side and the valve stem on the other are wider than the fork by about 2 nanometers. Hell, I don't need the Zerk, I have one on the axle. Ever try to

find a plug for a Zerk? Here's a tip. Grind the head and ball off and remove the spring. Then fill it with hard solder. Here's another tip.... remove it when you fill with grease to relieve the pressure or you'll blow out the pressed in seals.(I really did like the screwed on retainers on the old wheel you could really pack in the grease and blow out any water.)
Okay, so here's my last lesson for the letter and that's concerning the Russ adapter rings. When I'd installed them on my first wheel, I sealed the rings to the wheel halves prior to installing the tire. When I received Les' wheel the tire had already been mounted and the bead was well sealed on the adapter rings. No sealant had been used on the rest of it so the wheel was easily removed. So, when I put this together I used RTV to seal the rings to the wheel and then after inflating it, I put a bunch of RTV in the window around the stem to keep the water out. I was pretty proud of my work and it looked great.
After 3 landings I was having a hard time pushing it in the hangar, CRAP, it was almost flat! I was sure I put plenty of pressure in it. Glad I don't have to remove that window and find an extension! 30 psi, 40 psi, 50 psi, 60 psi, BOOOOOOM!!! Sure glad that cover plate was there, but I still had a thousand little blobs of copper RTV all over my new flight jacket. What the S*i$ happened?
When using the adapter rings, make sure you mount the rings on the wheel halves before you mount the tire. The tire had already been mounted once and the tire bead was really stuck on the adapter ring. Instead of try to remove the rings from the tire, I just put it together. Consequently, the tube got pinched, I got blasted and my new jacket smelled like mineral spirits. The good news is that the tube from Desser tire is only $13.50 and the mineral spirits evaporate!
I know most of you really like that 10.5-4 6 ply channel tread tire, it's expensive like the SC was, but Desser now sells a tire similar to the channel tread without the expense. They now have what they call the 10/350-4 Rib. It is also a 6 ply for and it's only $39. It looks to me to be a square shouldered tire just like the channel tread but with 4 deep groves. See it here.... http://shop.desser.com/IW_Products.m4p.pvx?;MULTI_ITEM_SUBMIT I've been using the 10/350-4 Specialty (McCreary) 4 ply that came with the adapters and it has worked great. We'll see how much difference there is this summer on the beach.

History

If I had some Seabee history I'd certainly share it, but this is flying boat stuff, it's almost as good! (not really)

Flying-boat pioneer who ate snake sandwiches while patching up a crashed aircraft in the Congo jungle. Last Updated: 6:33PM GMT 20 Jan 2009

Hugh Gordon, who has died aged 97, was an adventurer in the bygone world of the flying boat. His whole career was a distinguished contribution to the British aviation industry, from seaplanes to wartime bombers and finally helicopters, but it is for his heroic part in one of the most incredible episodes of flying-boat history that he may be best remembered.
In the 1930s Gordon was the chief troubleshooter for Short Brothers, the Rochester manufacturers which had just delivered to Imperial Airways a fleet of state-of-the-art flying boats for services to Africa, India and Australia. The luxurious accommodation of the C-Class, or "Empire" flying-boats, was modeled on ocean liners, and transformed continental air travel into an aerial voyage or safari, the romance of which has never been recaptured. But several of the Empire boats – all individually named – were soon lost or damaged.
In 1937 and 1938 Gordon found himself near Lyons, sifting through the wreckage of Capricornus, which had crashed into a French hillside, and later repairing an Empire boat that had taxied into a submarine in the harbour in Naples, at the time

besieged by crowds welcoming Hitler as a guest of Mussolini.

Then, in March 1939, still only 26, Gordon was sent out to the remote eastern corner of the Belgian Congo. The Empire boat Corsair, straying off course in fog on her way from Kisumu on Lake Victoria to Juba in the Sudan, had been forced to put down on the narrow River Dungu. The landing was a remarkable achievement by the captain, though there was a 26ft gash in the hull after she hit a large rock. With aircraft production at Short's already turned over to military Sunderland flying boats and Stirling heavy bombers, there was no question of abandoning Corsair to the bush and ordering a replacement.

Gordon and his team of young fitters laboured for three months near the small town of Faradje to haul the giant flying boat ashore, patch her hull and refloat her – organising hundreds of locals as labourers and drilling every single rivet hole by hand. "It was very wild," Gordon remembered.

Until the local American missionary took them under his wing, Gordon and his team had to eat snake sandwiches, and Gordon remembered the local Belgian health official being carried through Faradje on a sedan chair, followed by his African mistress who was carrying a tin kettle and naked but for a trilby hat.

By July 13 1939 Corsair was finally airworthy, but a misconceived take-off attempt before the rainy season had raised the level of the river sufficiently saw all Gordon's hard work undone as the flying-boat was holed by another rock. It would not be until January 1940, after an epic civil engineering effort to dam the entire River Dungu, that Corsair finally flew out of the Congo and back into Imperial Airways service.

Gordon, meanwhile, had been called back to Britain on the outbreak of war to set up a factory in Cambridge to repair battle-damaged Stirling bombers. It was here he met his future wife, Irene, who had been assigned to him as his driver by the Ministry of Aircraft Production. Subsequently he moved to Saunders-Roe, Britain's other flying-boat manufacturers, on the Isle of Wight, to work first on their Wasp and Scout helicopters and then on hovercrafts. To his surprise he never flew on the company's colossal but ill-fated Princess flying boat.

When Saunders-Roe was taken over by the helicopter-builders Westland, Gordon moved to their base in Somerset, and by the time he retired was the company's sales director and had been appointed OBE in 1973 for services to the aviation industry. Like many flying-boat veterans, he became a keen sailor, keeping a boat at Lyme Regis, where a chance encounter renewed a friendship with Sir Roy Sisson, who as a wartime ground engineer for Imperial Airways in Alexandria had been sent down to the Congo to work on the second, successful salvage of Corsair.

Born at Gillingham, Kent, on November 11 1911, Hugh Gordon was a spry, witty, urbane man, who even in childhood had been obsessed with making and flying model aeroplanes. He joined Short's as a 16-year-old apprentice in the 1920s and could remember eccentric seaplane pioneer Oscar Gnosspelius and the Kent biplane flying boats, which had opening windows and lavatories which evacuated their contents so as to give startled passengers a view into the void.

Called out to Sharjah in the Persian Gulf, he remembered isolated Imperial Airways station staff desperate for the weekly Empire boat to bring the ice for their gin and tonics. "It amazes me now," he reflected in old age, "that the firm used to send me to all these places, and they left me to my own devices." Gordon's attempt to salvage Corsair was commemorated in two books, Corsairville and Adventurous Empire (both published in 2000). A sprightly, dapper man even in very old age, he donned evening dress to reminisce about flying boats for a television documentary.

Hugh Gordon died on December 31. His wife predeceased him.

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!

Opportunity to make a few bucks? Sightseeing flights that takeoff and land at the same place can be done part 91!
David D. Hagen writes:
My daughter is getting married (finally) in August at Rosario resort. I would like to hire someone to pick her and her then new husband up and take the two of them on about a ½ hour ride around the San Juans? Please call toll free 877 232 9757 2/09

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! In our conversation he said it's a GlassGoose, in a later email he mentioned SeaHawker. Buyer beware....
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

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 01/09**

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, splate 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 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

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

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

Other Interesting Web Sites

http://www.tanignak.com/More Amphibian Adventures.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.comwww.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.floatplaneflyin.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 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/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!" **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.

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 crea te 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 wi nds with no chance of gusts.

In good light and with at least a ripple on the water use normal approach at approxi mately 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 immedia tely 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 beca use of extreme gus ts, 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 avera ge 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 propellor in neutral or slightly forward of neutral. Note - To leave the propellor 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 torgue. If this is not done and the right float tends to go under water -- clos e throttle and begin take off again.

The aircraft will offer to "porpoise" under certain load, water and wind conditions. Immediate, deliberate action should be tak en 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 dra gs in the water aga in.

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