

**Bruce Hinds**

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**From:** "Bruce Hinds" <brucehinds@earthlink.net>  
**Date:** Monday, January 26, 2004 8:06 AM  
**To:** "bruce hinds" <brucehinds@earthlink.net>  
**Subject:** January 04 Seabee letter

## *The Northwest Seabee*



### *Club*

*"I wondered what happened to my new Garmin"*

Hello everyone,

I've put off letting this newsletter out until now. I've been holding out on a big announcement that should excite all you Seabeast owners. It may be old news to you if you've visited the IRSOC's website lately, however I wanted to offer the opportunity for this announcement, as important as it is, to be in the owners own words and directed to this audience. See "news"... below.

I'm going to have to get out and fly more often I can see... I need to make some more screw ups so I'll have information for the safety section unless you all want to own up to some things you've done, or have even heard about. My

latest, happened over the new year's freeze... Click on this [brucehinds@earthlink.net](mailto:brucehinds@earthlink.net) , and drop me a note if you'd care to share something we can all learn from.

In the planes and parts section is an interesting option for partial ownership in a C-180 on straight floats. Most of the listings are getting pretty old, update your stuff and send me some new stuff. This letter might get pretty short soon.

Don't forget the Northwest Aviation Trade Conference, Feb. 21-22. And, come join to the Washington Seaplane Pilots the night before for the annual meeting and Ground Hogs Dinner.

### News -Big News Simuflight is Back in Action... by Scott Henderson

It has been a while since Simuflight has been able to operate because of my father's (Joe McHugh) death and all the estate issues but we expect to be back in operation beginning in February. Simuflight will be merging with KenAir Aviation Co. of Sonoma Ca. (Ken Thompson) and building a new facility in Fallon NV where we will offer a complete Seabee maintenance and restoration base.

Simuflight has a huge inventory of Seabee parts along with all the kits that my father developed through the years. My father salvaged every Seabee part he every came across through the years and if you can't find it in our inventory then it most likely doesn't exist any longer. We also have a number of critical parts that my father invested in having remanufactured before the originals were lost forever.

We will be completing a number of STC's that my father had started but never finished. So, keep in touch as we finish this work and make the kits available. We are pushing to fill all outstanding orders during the first two weeks of February before we pack to move to Fallon. We are encouraging all Seabee owners that need parts and kits to make sure we have these orders so we can ship them before we move. We will be operational in Fallon, NV no later than Oct. 1 2004 so if we can't help you before Feb 15th, we will be able to help you in Oct. We are now scheduling restoration and maintenance work beginning October 1, 2004.

My sisters and I have decided to continuing our fathers legacy by continuing his work and supporting the Seabee community. Our father had dedicated his life to the Seabee's that he so loved and we are not willing to let his work die. Through this effort and the support of the Seabee community our father's

memory will live on. I will be taking over the engineering and responsibility of operations for Simuflight. (I am an avid Seabee pilot and an ex-Boeing structural engineer) My sisters (Penny and Kris) will be handling the other aspects of the business. Ken Thompson will be running the Fallon facility and overseeing all Seabee work done there.

The long term goal for Simuflight is to be a complete resource for Seabee's regardless of what conversions or kits you want or already have on a Seabee.

We are also interested in Seabee parts that may still be out there that don't have a home. We don't want these parts to disappear. All inquiries and stories should be forwarded to the following contact information.

Scott Henderson

McHugh Aviation Inc., dba Simuflight

3763 Image Drive, Anchorage, Alaska 99504

Phone: 907.337.2860, Fax: 907.333.4482

[scott@finite-tech.com](mailto:scott@finite-tech.com)

That is Great News Scott, thank you for your efforts. I'm sure this will be appreciated by everyone concerned. Bruce

**Maintenance** I'm looking for tips if you will share them...

Does anyone have a great fix for the sticking tail wheel lock problem?

**Safety Section** Maybe " NEVER AGAIN!" should be the new title of this section... Perhaps if I get enough response I'll do that. Anyone want to own up to some bone head maneuver?

I guess this could have been alot worse, but it's one of those things that can really get your attention. We had been visiting friends for New Years in Friday Harbor and had the Beast tied down at the airport. The party was so much fun, we stayed for a few days, just long enough to get stuck in the ice storm and snow that swept through on or about January 3rd. With the cold temperatures, we didn't see being able to leave for a long time. We had about an inch of ice and a few inches of crusty snow over the entire airframe and temperatures were supposed to stay below freezing for days! I had to get home... We've all heard this before...

The perfect solution came together. A friend offered to move his airplane so we could get the Bee in his hanger. Even though it wasn't heated, we were

able to run a torpedo type kerosene heater to melt our block of ice. We left the heater on for the night and just let it run dry. The next morning when we arrived one side was clean and the other was well on the way. So we cranked it back up the for the other side. It was a big hanger and the temperature in the hanger never really got much above freezing for long, but the wings, tail, and tailboom were clean with only a little frost left on top of the cabin. We were ready to go. It was sunny and very cold, so we loaded up and blasted off.

Everything was normal until we leveled off at 2500 feet. I reached up to turn the trim, and the crank wouldn't budge! Fortunately, I had trimmed for a cruise climb, so the pressure on the yoke wasn't too uncomfortable to hold for the next hour. The setting wasn't too far off for landing either, when we swung the gear, that moved the CG forward and it was just about right.

We lucked out. But, where did it freeze? The horizontal stab was wet when we left, so for the hour enroute, my buddy's words rang in my ear, "I have a towel, you want to wipe it down?" Naw, it'll dry off as soon as we crank it up. Actually it must have, because when we landed, the trim tabs were clean! This is a mystery. The only thing I can think of is that during the defrosting process, water had made it's way into the airframe and then frozen on the linkage somewhere between the crank and the tail.

If any of you have the answer to this, I'd love to know. As it was, it worked out okay, but it could have been a hand full had I taken off out of trim(never done that before, right?) and if it had frozen sooner.

**Planes and Parts (new listings)** New listings will only be new for 2 months, then I'll run them in "old listings" (now listed after new products) for another 4 months unless I hear from you. After that, they will be gone...renew as long as you like!

**FOR SALE  $\frac{1}{4}$  SHARE** Cessna 180 Based American Lake/Tacoma, Washington  
1957 Cessna 180 Float plane based at American Lake, Tacoma, has a 1/4 share for sale. A well maintained aircraft, desirable 4 way corporate partnership. More Info Call Wiley Moore 253-988-4722 cell 253-671-0777 home **Wiley, send me the picture separately, I couldn't transfer it from Word!**

Wanted: Bill Lawson needs one good blade for a two bladed Franklin Prop.  
Blade model LV8433N Contact him at [wlawson@frontiernet.net](mailto:wlawson@frontiernet.net) or 715 247 3242 **2**

Where's all your stuff?

## New Products

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 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 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@intcd.com](mailto:jdickson@intcd.com) 360-701-1119 or 253 851-6315.

<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.

I want some of these... Second generation Seabee Guru, Henry Ruzakowski, has developed some leading edge wing tanks that will hold a least 15 useable gallons per side. They are made of carbon fiber and kevelar 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](mailto:amphibs1@aol.com)

## Planes and Parts (old listings)

This used to be Henry Ruzakowski's Bee and is again for sale... Super Sea Bee



AF 1200 TT, GO-480-B1A6 512 SMOH, Hartzell reversing prop 800 SNEW, Simuflight conversion (increased gross weight), STOL Amphib long wings, overhead controls, electric hyd. pump, wide spray rails, droop tips, landing lights, steerable tailwheel, Cleveland brakes, new tinted glass, cabin cover, GMA340 Audio Panel w/ intercom, KX-155 w/ LOC, SL30 w/GS, TRT250 w/encoder.

Contact Mark [mark@yachtcollection.com](mailto:mark@yachtcollection.com) 2

Super Bee with GO480 (275 hp) for sale. The aircraft needs some engine work. We found four cracked cylinders at last annual. We bought new cylinders, but as soon as we started to install the cylinders we found a soft lobe on the cam. The aircraft has about 1850 hours total time and about 500 SMOH. It has wide spray rails, wing tip extensions, droop tips, bilge pump, electric hydraulic pump, full electric gyro panel, dual nav com, transponder etc. The paint is about a 5 of 10. (not shiny, but all there) The interior is also about a 5 of 10. I have pictures if anyone is interested. I think the owner will let it go for around \$50,000. We can install a cam and the four new cylinders for about \$9,500.00. It will make someone a really good deal on a Super Bee. Contact [George@gesoco.com](mailto:George@gesoco.com) 2

My wife and I will be building phase 1 of our retirement home on San Juan Island next spring, shortly there after we will be in the market for a Super Seabee to get on and off the island. We think it will be a perfect fit for the area. I am a Delta 767ER Line Check Captain (with 16 hours of prop time) and my wife is a 767 First Officer with lots of prop and rotor time, she used to fly for Horizon Airlines out of Portland. We are just now beginning to do research on the Seabee, we saw one a couple years ago in Oshkosh and really liked it. If you could include us in you email newsletter mail list we would appreciate it. Thank you, Erik and Elaine Schumy, 1820 Parkside Dr. Marietta, GA 30064 770-426-0029 3

Seabee propeller items: I've had them for a couple of years now, and it would help on our Seabee travel expenses this year to sell them. 1) 3 propeller blades for a Franklin Engine- LV8433. 2) 3 Propeller blades for a Lycoming engine- VL9333C-3. 3) Associated for Lycoming engine- HC-A3VF-5AL. Prices are negotiable. Contact E.T. at (954)557-6340, or [etseabee@yahoo.com](mailto:etseabee@yahoo.com). 1

Daniel Furmanek has a ton of parts to sell in a single lot. If your address is on the IRSOC website, you probably received the 3page list of about 90 parts. Some he says are rare and valuable, some new in the their package. He estimates them to be worth over \$4000, and will sell the lot for \$1500. He can ship it all UPS in 7 or 8 boxes, but he says he lives on the shores of Lake Ontario between Buffalo and Rochester, and you can park on his door step. But, he doesn't say what the stuff weighs! You might need the length of the lake to get airborne! Call him in Appleton at 716-795-3540 3

Serial number 330, N6144K is a Daubenspeck conversion with top hatch access. Aircraft TT is 3780.



340 HP Lycoming GSO-480 Supercharged. 170 hours SMOH. Air wolf spin-on oil filter. 6 cylinder CHT. Prop AD done April '03. Prop TT 445. Hartzell reversible. New paint June '01. New droop tips. Dual landing lights in each wing which can flash inboard and outboard lights alternately via a Pulselite. Wing tip strobes. Custom instrument panel (shock mounted) with a new Edoair engine driven vacuum gyro horizon and electric trim coordinator, Garmin GNS-430 NAV/COM, Garmin GTX-327 transponder and a Standard Galaxy Marine VHF/FM Transceiver. Full IFR. Three David Clark and one telex ANR-1D headsets. Bucket seats mounted on tracks. Spare Piper pilot and co-pilot seats provided. Doors open 180 degrees. Wide spray rails. Heavy hull bottom. 24 volt system. 24 volt marine bilge pump which can pump any of the five hull compartments. Seven inch main wheels with Cleveland brakes recently rebuilt. Stainless steel brake pistons and sleeves. New starter and solenoids, April '03. New engine oil and gas hoses, new oil cooler, new vacuum pump, October 2000. Hydraulic system and elevator trim system refurbished April '03. New plane cover, anchor, full tool kit, new heater ready to install. Three spare propeller blades available for separate purchase. New tinted glass to be installed prior to sale. No corrosion. Annual done May '03 by Henry Ruzakowski who has been maintaining the airplane. Asking \$150,000. Will deliver anywhere in North America. [wjmcnamara@earthlink.net](mailto:wjmcnamara@earthlink.net) 252-634-9538 H 252-349-9538 C **Last, let me know**

1947 RC-3 Serial No. 1047. \$133,000 Airframe TTSN 1185, Lycoming GO-480 (295 HP) SMOH 921. Bendix fuel injection, August annual. Magneto OH 2002. New fuel bladder 2002. New tires 2002. Simuflight Cleveland brakes, Steerable tail wheel, Simuflight wing extensions, Simuflight droop wing tips. Nylon cockpit cover. Simuflight heated pitot, Inflatable life jackets (4), paddle, WE Aerotech custom bilge pump system. Electric hydraulic system. Annunciator lights - gear-up, gear-down, low vacuum, low oil pressure. Flush enlarged windows, Wing tip and tail strobes. Landing lights. Southwind heater, King 76A transponder, King KMA 24 Audio Panel. King 197 Com, King KX155 Nav Com. Northstar M1 Loran. ISOCOM intercom W/4 David Clark head



sets. Shadin fuel flow / totalizer. Insight Engine Analyzer. Simuflight wide spray rails. Flush fuel filler. Cessna 310 seats (front w/4-way adjust; back w/2-way adjust)Interior window frame covers. Overhead panel with 4 individual air vents. Extra insulation, Nice paint and interior, tan and brown. Always hangared since simuflight conversion, to see the airplane in Deer Park, Washington Phone: 509-276-4117 The owner is in Alaska, Russ Mager [Rkmager@hotmail.com](mailto:Rkmager@hotmail.com) 907 362-2370 **Last, let me know**

Viking Air in Vancouver, B.C. has a 1948(?) SEABEE They sent me a brochure that I can't reformat and it's over 2 megs! Sorry. But it looks sharp! AIRFRAME TTSN: 535.4 hours, Lycoming GO-480 (time?),Hartzell 3-Blade Reversing Prop PRICE USD \$115,000.00 OWNED AND MAINTAINED BY VIKING FOR LAST 16 YEARS Times and equipment subject to customer verification. Contact George Gee Sales and Marketing Co-ordinator Tel:(250)-656-7227 Fax:(250)-656-0673 Toll free 1-800-664-8444 email: [george.gee@vikingair.com](mailto:george.gee@vikingair.com) **3**

**Wanted:** I am looking for an original Franklin Bee to purchase. Please e-mail me on any information you might have on any project or flying Bee. contact Preston [plike@hotmail.com](mailto:plike@hotmail.com) **1**

Tod writes... "I was in the process of having a Seabee built with a 375 hp Continental GTSIO 520 with a new Hartzel reversing 93 in prop when WE Aerotech went bankrupt. Engine sold, but prop, turbo, and mounts (and partially completed airframe). Don Wallace has already done some engineering on this conversion." Contact [TodDickey@aol.com](mailto:TodDickey@aol.com) **Last, let me know**

## The Experts

**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! They also have free classifieds for members.

**Jim Poel's database and clearing house for all Seabee 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.**

**Steve Mestler has produced 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@bellsouth.net](mailto:smestler@bellsouth.net) **I have them both, they're a great reference!**

"Frankenstein Guru" Rich Brumm in Northport, 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 thing to fix other plagues that continue to give Bee owners headaches. Ask him about the "Double Lip Seal!"

[richkarenbrumm@prodigy.net](mailto:richkarenbrumm@prodigy.net) Phone: 631-757-2216 Office: 516-885-5879

<http://groups.yahoo.com/group/Seabee> This is a great Discussion group that gets lots of activity. If you post a question, you'll be sure to get a response with good experience behind it. 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. The author has also done a great job with his own **new web site, this is great**, check out <http://www.seabee.info/seabee.htm>

## Interesting Web Sites

<http://www.norcalaahs.org/> interesting pictures

[www.rcairplane.net](http://www.rcairplane.net) The flying Seabee model! This is cool! Easy to build with a 72" wing span, check it out!! Contact Bill Price [bprice@puc.edu](mailto:bprice@puc.edu)

<http://www.bcfloatplane.com/> **Interesting pending legislation in BC similar to our own Lake Isabel issue!**

<http://www.alertbay.com/eagleair/> Looks like a great place to go, **let's plan a trip!**

<http://www.canadianseaplane.com/index.htm>

Bee Sea n'ya,

Bruce

360-769-2311

360-710-5793