

**Bruce Hinds**

**From:** "Bruce Hinds" <brucehinds@earthlink.net>  
**Date:** Monday, January 10, 2005 8:31 AM  
**To:** "bruce hinds" <brucehinds@earthlink.net>  
**Subject:** January'05 Seabee Newsletter

*The Northwest Seabee Club*

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I'm glad we didn't take the Bee to Arizona for the holidays because this is what we would have needed to get all our stuff home !!

Hello everyone,

I hope this finds you all well, warm and ready to take on the new year. We are soooo looking forward to getting the Beast out. I thought I had withdrawals before. We've been gone for the holidays, since Nov. 18th, and as you may recall, my old faithful lap top finally gave up the ghost. I had some trouble with the new one too, mostly operator error. But, we should be ready to go now. Just in time too. I was asked by the advisory board of the Washington Seaplane Pilots Association (WSPA) to help out as the Vice President. This happened just prior to us leaving for AZ and I'm thankful for the travel time to get the new computer up to speed. It looks like we will have quite an agenda this winter with American Lake, Lake Whatcom and just at a time when I wanted to get back with Bremerton on the float pond issue. I've added most of the active members of the WSPA to my addressbook and may have to devote some space here to our Float friends. While the Bee is our love, the seaplane community really is family. You may recall when we got stuck at Cushman last year. Three of our float brothers piled in a 180 with jacks, boards and shovels to come to our rescue. I can't tell you what a relief that was, just knowing someone cares.

When we started the Northwest Seabee Club, we were seeking knowledge and information concerning the operation of the Bee, seaplanes in general, and local knowledge of the area. The members of the WSPA have been there for us time and again. I don't feel the dues are enough, so I stepped up to the plate and will try to help where I can. I'd encourage any of you that haven't joined to do so, and any that have dropped out to renew. I know it may seem that very little goes on, but there really are some concerned people, doing a very lot for our love of water flying that get absolutely nothing (\$) for it.

We are so very fortunate to have such a wonderful area to fly in and we could loose it very quickly. If you'll recall the San Juan issue of just a few years ago, that should have been our wake up call. Lake Isabel is a continueing issue too. This came in from SPA... The Wild Sky Wilderness proposal, which would designate a section of the Cascade Mountains in Washington (including Lake Isabel) a wilderness area, failed to reach a vote in the House. This is the second legislative session in which the proposal has failed. The legislation as proposed included a provision to protect seaplane access to Lake Isabel, which ordinarily would be prohibited as part of the wilderness designation. However, the proposal grants authority to the Secretary of the Department of Agriculture to regulate seaplane operations on Lake Isabel, a provision that may ultimately nullify the protection granted by the legislation. The proposal will almost certainly be revived in the 109th Congress next year.

The latest on American Lake is that John Sibold is in private discussions with the City of Lakewood to see if anything can be done to preserve the base. As guardian of our state airport system, he has both the interest and

capability to open a dialogue and negotiate in our best interests. I'll let you know what's going on, when I hear anything.

Lake Whatcom barely slipped though the cracks this year, but what if they get the vote next year? Will we be there? The WSPA will be seeking help from anyone that has a little time, interest and perhaps some working knowledge with local governments. We need a showing of concerned Seaplaners that can work together on some committees to follow this stuff.

The Grounded Hogs Dinner will be in conjunction with the Northwest Aviation Trade Conference again this year. We hope to have some things underway by then and we hope to see you there toward the end of next month. Reservations will need to be made in advance, walk-ins won't be allowed as seating will be limited. You should have the WSPA newsletter by now which has the registration form. Please come and give us your support.

If you didn't get the newsletter from WSPA, you can join by sending your annual dues of \$25. If you would like to attend the Banquet/Annual Meeting, alias: Grounded Hogs Dinner. It will be at the Museum of Flight on Feb. 25th you will need to include \$35 per person. You won't be disappointed. Make checks payable to WSPA and send them to the Washington Seaplane Pilots Association, 550 Airport Way, Renton, WA 98055 See you there!

SeaBee Book? I just heard from a friend who wrote... I'm reading *Success on the Step*, by Marin Faure, the story of Kenmore Air Harbor. There's a lot there about the Bee when Kenmore had some two dozen of them, some quirks and fixes and stories. This long-awaited profile and history of Bob Munro and Kenmore Air Harbor is finally available. The book's 400-plus pages feature many black and white photographs, a selection of color photos, a forward by Harrison Ford, and a detailed look at the rise of Kenmore Air Harbor, one of the seaplane industry's most recognized companies. Available from Kenmore Air Harbor (425/486-1257), the hardback edition retails for \$25. I can't wait to get it.

This came in December 10, 2004. It's the end of this month and should be interesting, I'd love to get down there.

Dear Albatross Owners, Pilots and Friends,

Ray Wolfe and I have spent the last few years working with American Warbirds to help organize the Annual Boulder City Albatross Seminars. This e-mail list that I maintain is a part of that effort, as are the websites that Ray has built for the 2004 and 2005 events. (See [www.Boulder2004.info](http://www.Boulder2004.info) and [www.Boulder2005.com](http://www.Boulder2005.com)).

We have greatly enjoyed this opportunity to contribute to the Albatross Community as a whole as well as to repay in some small measure the innumerable generousities extended to both of us by so many of you all.

At Dennis Buehn's request, American Warbirds will now resume the organizational responsibility for the annual Boulder City Albatross Event. Ray and I are keeping our personal commitments to run the HU-16 Ground School Jan 30 - Feb 1 and, with Bob Ryan's vital contributions, to put on the Tony Saenz - Chuck Manning Air Rescue Oral History Presentation Wednesday Evening, Feb 2. Information regarding both of these events is available on the [www.Boulder2005.com](http://www.Boulder2005.com) website, as well as the usual information about lodging, attractions, Lake Mead and local aviation resources.

We look forward to future adventures, fun and continued contributions to the Albatross Community through our many relationships in that community. We will also be maintaining our HU-16 resource websites, [www.HU-16.com](http://www.HU-16.com) and the new [www.SeaPlaneOps.com](http://www.SeaPlaneOps.com) site under development now.

Keep 'em Flying!

Chuck Kimes and Ray Wolfe

## Maintenance & Safety Please feel free to offer any tips or experiences that you feel could help others. I'll keep all confidential if you like.

Ah yes, there is still the continuing saga of the starter. We thought we had it fixed, yes, twice. It continues. Most aircraft have the battery closer to the starter I'm sure than we do in a converted Bee. The nose battery box is a long way from the starter which leaves that many more places for trouble. I know, I thought it was the solenoid. And yes, it did seem to fix the problem. Lucky for us the problem surfaced again right at home.

There happens to be a bus bar built into the overhead, behind the headliner in the cargo compartment. There is a short lead from the starter to the outside terminal, and the long lead from the battery passes behind the headliner all the way back behind the spar to the bottom side of this bus.(think this wire could get warm) When the aircraft was rebuilt in 1993 Nyloc nuts were used. While this is perfectly acceptable, Drake's would never have done it this way. Perhaps there has been more heat developed on some of the long starter cycles with the fuel injected engine when it's hot than would be experienced with the Franklin or Lyc with a carb. But, this could catch you by surprise in the field. Check out my nuts....



The one on the left was on top, and the one shown on the right was on the bottom of the bus. The nylon melted, causing the connection to become loose. Pretty simple, but I can't tell you the countless hours I've screwed around with this. I don't care if Nylocs are approved, I don't feel they should be used in the engine compartment or on electrical stuff.

**Planes and Parts (new listings)** Normally... New listings will only be new for 2 months, then I'll run them in "old listings" for another 4 months unless I hear from you. After that, they will be gone...renew as long as you like! See other Bees and parts for sale on the IRSOC's website, here's the link <http://www.republicseabee.com/Buyseabee.html>

**IO-360-C1E6**, 0 SMOH, 3178 Total, Cerminil Cylinders, Injection system and mags. This engine was rebuilt for an RV project but was never installed. \$18,500. Located in Woodenville Wa. Contact: Scott Henderson Phone: 907.337.2860 e-mail: [scott@finite-tech.com](mailto:scott@finite-tech.com)

Attention Float Pilots.... how about strapping a Porta-Boat to your float struts? It folds to just 4 inches flat !



Carry it under your arm like a surf board and you can attach it to the struts, almost no drag. See their website <http://porta-bote.com/> they even have a picture of a Helio on floats with one tied on! This is the smaller one, the two seat model, it's actually 9'3". It only fits in our Seabee because we've removed the bulkhead, but even then we have to take out all but the pilot seat. Janie wasn't too keen on the idea of making her sit on the cooler, even though her seat belt was tied to the floor. This boat is NEW, never in the water. It's a \$1200 value, How about \$950 ?? Call Bruce 360-710-5793 or [brucehinds@earthlink.net](mailto:brucehinds@earthlink.net) Northern Pilot had a write up in their June/July 2002 Seaplane Special issue. I've only unfolded it twice. The second time I put the seats and transom in it only took me 4 minutes to have

it ready for the water. And it weighs less than an inflatable canoe.

## Planes and Parts (old listings)

Ben and Gail Brower are new Seabee owners this past year. They are looking for a pair of rudder pedals with toe brakes they'd like to install on the right side. If anyone can help them out, they're at 1325 UP Trail Ln, Camano Island, WA 98282 360-387-1448 [gbear@whidbey.net](mailto:gbear@whidbey.net) 1

**Tod writes...** The Seabee project for sale was started by Don Wallace at WE Aerotech and intended to be a new (totally reconditioned) airframe to be fitted with a 375 HP Continental GTSIO-520M engine and a new 93" Hartzell 3 bladed reversing prop. Many of the structural parts are new since Don had an agreement for the PMA rights. The fuselage and tail surfaces were disassembled stripped and inspected before repriming and reassembly. The wings disassembled inspected and primed but not reassembled. The project appealed to me because I could not see putting a new, higher horsepower engine on a 60 year old airframe without totally going through it first. The project was halted when WE Aerotech went bankrupt in 2001. I recently sold the engine because it was going on 5 yrs without having been run. I retained the prop and custom engine mounts so that they could be used in the same application if anyone was interested. Don Wallace is still around and has done some engineering work on the project with the FAA. I have about \$60,000 into the project and will sell it for \$25,000.

For more information contact [TodDickey@aol.com](mailto:TodDickey@aol.com) 2

Tim MacEwan has a Sea Bee Project for sale. Ser.# 612. It's been in a heated shop since 1969. he has a brand new Lycoming GO-480 G2D6 and New Hartzel prop. (Not Rebuilds- Brand New in the crates). Everything is complete, a pristine project, he reports that only needs final assembly. (250)991-6429 Canada. \$75,000.00 Canadian Contact Tim at [tmacewan@telus.net](mailto:tmacewan@telus.net) Last

**Hartzell Prop:** Model HC 12X20-3, Serial 5114, Blade design L8427, Blade #s55011/205 and 66092/205. Complete with reverse valve and ring. \$6500 **Franklin B9F**, Mark 15, serial 23580. Complete \$2000 **RC-3 Seabee**, Complete, disassembled, Serial #172, Hull sealed and painted inside, All exterior paint removed. No engine. Good panel. \$21000.00 Molded fiberglass headliner panels for RC-3 Seabee. \$500 Contact Steve Lantz, Carson City NV (775) 720-4157 Last

## Seabee Products

FLIGHTSEEING S.E.ALASKA'S GLACIERS AND WHALES. sub titled: A CLOSE UP VIEW OF S.E.ALASKA'S SPLENDOR WITH ONE MAN'S VINTAGE AIRCRAFT. by Don Kyte It is about 50 pages plus some pictures. It is soft cover and more booklet than book. It is about the 10 years he flew his Seabee in his one man, one airplane company, Glacier View Airways. He is selling it now for \$9.95/per booklet plus a more reasonable shipping and mailing fee of \$1.50. Send checks to: Seabee Publishing, 257 Ostego Dr., Ft. Myers Beach, FL 33931

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 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@intd.com](mailto:jdickson@intd.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.

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

## The Experts

Simuflight's coming Back Joe McHugh's family has joined forces with Ken Thompson of Kenair in northern California to recreate Simuflight. 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. They are also interested in Seabee parts that may still be out there that don't have a home. They will be setting up shop in Fallon, NV and are accepting work as of October, 2004. All inquiries 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)

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.

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.

"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 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](mailto:brummrichkaren@aol.com) 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 on a **new web site**, check out <http://www.seabee.info/seabee.htm>

## Interesting Web Sites

<http://www.hu-16.com>

<http://www.aerocheck.com>

<http://www.americanwarbirds.com>

<http://www.flightcontractservices.com>

<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>

I hope you've enjoyed this. Feel free to pass it along to anyone who may be interested. Please call if you get to the Seattle Area, or want to go out and play!

Bee Sea n'ya,

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