

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Thursday, July 1, 2004 9:38 AM
To: "bruce hinds" <brucehinds@earthlink.net>
Subject: July '04 Seabee letter

The Northwest Seabee Club



Hello everyone,

The War Bird Fly in was fun as usual. Tom Hoag said he would meet up with us to fly down. I waited for him while we sat on Long Lake. We took off when he was about 5 north of Blake Island and we flew to Olympia as a flight of two. We couldn't have asked for a better day. But, some of us did actually have one.

The first monthly fly-out was a great success. As I'd mentioned I wanted to designate one day a month to pack a lunch and spend the day. I'd planned to call it the Last Saturday. (the last Saturday of each month) Of course that won't work for me right off the bat... I get home about 2am on Sundays in July! Work sure gets in the way! Sunday the 26th could work, how about Lake Shannon or Baker Lake? Or if I can get you folks out on a Monday, we can utilize a place that has a boat ramp and not worry about the weekend crowds. Cle Elum Lake has a great wide ramp with room to park a few amphibians. I'm open to suggestion here and there are a couple of great looking lakes on the east and south sides of Mount Rainier!

Anyway... back to the fly-out. I got a call from Ross, who is doing the Gweduc project. He had heard about the possibility of going to Lake Isabel. Well, we finally got there. As it turned out, we had four airplanes! Bob Dempster flew up with Ross in a Beaver. Jim decided to fly his Champ up to spend the night, and as we were gathering at the Renton Dock, Richard and his wife Sabryna just happened by. They said they'd love to join us, so they flew up in their Widgeon. We only left after we had a visit of Ross's project. What's a Gweduc you say? - a all composite version of the Grumman Widgeon. For more information and a lot of pictures see their website: www.gweduc.com.



It was such a great afternoon, the weather was perfect and great company to spend the day just sit'n on a log discussing nothing real important. Actually, that is the important thing.... What a wonderful spot! Let me know if any of you want to go up and do that... I can't wait to go back.



You won't believe who we found in a pile of trash up there... the homeless are every where. But you'll have to wait for the next newsletter to see who it is....

I've corrected Jim Dixon's email address if you've tried to email him about the "wing walks." I had the address off just a little... They really are a handy tool if you don't have something like that and I don't know how you could build them for the price.

George Papich, though he may not know it, shares his maintenance tips with us this month. I actually received it off the Yahoo discussion group. That's as handy a tool as I've come across. Post a question and you will get nearly instant answers.

Here's a question for all of you, I haven't posted it on Yahoo yet... Does the larger tailwheel tire,

the channel tread we've discussed, cause significant drag in the water? We met up with another Bee pilot who claimed the larger tire took him longer to get up on the step because of the extra drag in the water!

News

Some of you had asked about a Bee from eastern Washington that went into Newman lake with the gear down. I'm anxious to know more. But, I did find out that the airplane wasn't damaged too badly. In fact it's ferriable. They flushed the engine and were able to run it and best of all, the Pilot survived undamaged!! If anyone knows him, I'd love to have a contact for him.

Maintenance & Safety Section Tips from the shop, and things you've learned are always appreciated. Some other lessons we've learned, such as... "IT WILL NEVER HAPPEN TO ME!" Please help out and share your mishaps too. I'll keep it confidential if you wish.

The clevis on the gear piston doesn't last forever. Check clevis (mine was original). Not only does your gear not operate, it punches a jagged hole in the rear bulkhead about ½". Guess what happens next? Yes, you guessed it. A hole wears into your fuel cell in approximately 2 years. This is the fourth time I have heard of this. I'm sure there have been many more, just not reported.

Make a note, for those who need **gear box work, on Lyc 480's** try Jaars in North Carolina (704) 843-6300. (Paul or Tim) cost approx. \$1200.00? George

How to protect your plane parts from rust damage



Aircraft parts, particularly on seaplanes, are exposed to water spray and, unless protected, frequently rust. RPM Aviation Rustproof Oil is an excellent rust preventive for engines, fire walls and engine mounts. Spare engines going into storage can be protected, up to two months, by running them on RPM Aviation Rustproof Oil before shutdown or by spraying this oil through spark plug holes with each piston, in turn, on bottom center.

CHEVRON NATIONAL CREDIT CARDS are good at airports throughout the United States and Canada. Ask your Standard Airport Dealer in the West... or write to Standard of California, 225 Bush St., Room 1618, San Francisco 20, Cal.



Famous Standard of California products

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! Se other Bees for sale on the IRSOC's website, here's the link <http://www.republicseabee.com/Buyseabee.html>



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** ²

How about a [Porta-Boat](#)!



These are great for all of you float plane guys. 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 small one, they call it an 8' model, but it's actually 9'3". It only fits in our Seabee because we've removed the bulkhead, but I think we'd rather have an inflatable. 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 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!



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 for \$14.95 plus \$4.50 shipping and handling. 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 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 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

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 sместler@bellsouth.net **I have them both, they're a great reference!**

Planes and Parts (old listings)



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.\$65000.00 Contact Tim at tmacewan@telus.net **1**

Robert Fudold has a B9F Franklin engine (0 time since overhaul) for sale? - \$10,000.00 he has no need for it now that they have converted to a modified Corvette engine. Contact him at tru-flite@massnet1.net **2**
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 **1**



"We are going to sell our N6713K which has the Franklin engine. The airframe has TT 1126 hrs, the engine 350 SOH, Prop same, with AD's complied with. It has the extended wings, transponder, K155 NavCom. It was repainted 2 years ago and is a good looking airplane. It's based at the Elmira Corning Airport in upstate NY. We're asking 65K." Contact Clyde Robbins clwyder@epix.net Phone: 570-297-2080 2



RC-3

REPUBLIC SEABEE (1947), TT3200. Engine 120-SMOH 20-STOH. Excellent condition. Multiple Mods all 337 complied with. KX155 NavCom, Intervox intercom, Apollo Loran, Narco AT-50, JPI Engine Monitor, Cleveland brakes, SW oil cooler, Airwolf Air filter, SS tailwheel yoke and collar mod, Quick Engine Cowl Mod. \$75,000. With new interior \$80,000. Contact John Barnett TX/(210) 844-4463. Email jmbmd@krc.com for photos and video. 3

Lou Fitzpatrick writes..."We're looking for a tailwheel fork. Ours has granular corrosion." If anyone can help him please contact Lou at loufitz@aol.com 3

Robert Wells is about 20 miles north of Grand Rapids, Michigan. If anyone needs parts, let him know. He has lots of wing struts, control surfaces, engine case halves, prop controls, one complete engine(Needs overhaul) some fuel pumps, wheel assy, etc. rwcopter@auis.net 3

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

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.

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!" brummrchikaren@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](http://www.seabee.info/seabee.htm), 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 The flying Seabee model! This is cool! Easy to build with a 72" wing span, check it out!! Contact Bill Price 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.alertbay.com/eagleair/)

<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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