

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Thursday, July 7, 2005 10:24 AM
To: "bruce hinds" <brucehinds@earthlink.net>
Subject: July '05 Seabee Newsletter

The Northwest Seabee Club



Dick White, circa 1956. Photo by Harry Boersig

Hello Everyone,

Thank you to Steve Lantz, Roger York, Tim Brooks and Jay Herte for your contributions this month. I've wanted all along for this to be a forum of sorts. A place where we could share knowledge and ideas to make our love of the old beast safer and more fun. I have some things that kind of cross over between History, Maintenance and Safety. Didn't quite know how to arrange it all, so bear with me. There's lots of information here, one reason it's so late. The other reason, which is the bad news...

I received a sad note from Dick White's niece. I'm sorry to report that the founder of the American Lake Seaplane Base has passed away. Richard A. (Dick) White was born in North Dakota and lived for fifty years in the Tacoma, WA area. He began his career in aviation as a Pan-Am mechanic, and went on to be a founding instructor in the first aviation-related program at Clover Park. He owned and operated American Lake Seaplane Base (founded 1946) and was later manager of Lake Aero Service. Nine years ago he and his wife moved to Panorama Village in Hemet, CA.

He is survived by his wife of 41 years, Bridget; son Ron and daughter-in-law Rachel; two grandchildren and two great-grandchildren. A memorial service will be held Saturday July 23 at Saint John Bosco Catholic Church in Tacoma (10508 112th St SW) at 11:00 a.m., with a reception to follow.

I think it would be a nice tribute to do a flyby for the service, if anyone's interested please let me or Al know. Some one had told me that the RV group that does all the formation work had done a "missing man" once and then the missing plane made a low pass. I heard that was real impressive. If any one has a contact for the group or wants to organize such a thing, please let us know.

Many of you will be going off into the northern wilderness soon to enjoy the summer. The Bear encounter has always fascinated me. Since I've never seen one in the wild, I try to read as much as I can to be prepared for my first encounter. I found this story on the net, I'd like to share it with you....

Sunday June 26, 2005

Former Meadow Lake resident and commercial bush pilot, Merlyn Carter, was mauled to death by a male black bear early on Wednesday, June 15th. Carter was alone at the family fishing camp at Nonacho Lake, 170 miles east of Yellowknife. The Hay River resident was preparing the camp for incoming sport fishermen, due to arrive on the weekend. His grandson, Jason Froese, piloted the Cessna 180 floatplane back to Hay River after unloading the plane. All was reported well when Merlyn's wife, Jean, made radio contact with him at 10 p.m. on Tuesday.

Jean and her youngest son, Myles, returned to the camp the following day at about 2:30 p.m. The eldest son, Dean, said her mother and youngest brother were puzzled when his father did not meet them at the dock. "He's always there when things come in." Dean's mother made her way to the cabin, which sits about 100 metres up a hill. When she was more than half way there, she spotted a bear coming down the hill. Jean ran toward the airplane but the bear caught up with her. She realized there was no point running, so she stopped and turned around to look at the bear, hollering and kicking sand into its face. She also took off her jacket and flailed at it. Myles ran to his mother's rescue. "The bear didn't even notice Myles was there," Dean said. "He was totally fixated on my mom. As she backed away, the bear was drooling, slobbering on the

ground and looking right at her." Myles grabbed a 60-pound steel barrel ramp and hit at the bear on the head. "That didn't stagger the bear, but it stopped him right in his tracks," Dean said. Stunned by the blow, the bear turned away, giving everybody the time to retreat to the safety of the plane. After it disappeared, Myles made his way to the cabin and retrieved a rifle. He stepped out of the cabin and saw the bear, at the foot of his father's body about 50 feet away. It was preparing to attack, when Myles took aim and shot, killing the animal.

The RCMP detachment in Fort Smith, NWT, was contacted immediately and a Cessna Caravan floatplane with RCMP officers and a coroner was dispatched to the accident site. The time of the attack was not known at press time. According to Dean, there was evidence Merlyn never went to bed. The family speculates the attack took place during a midnight trip to the bathroom. "We feel he could have got up either in the morning or in the night," Dean speculated. "There could have been an element of surprise, we don't know."

A memorial service was held on June 24 at the Hay River Sports arena. Meadow Lake resident, Richard Carter, Merlyn's first cousin, said he was shocked by the news. "I feel very bad about him," Richard said. He flew all his life, lived through all that, and then... "Richard who hunts every fall, had encountered bears on numerous occasions. "The worst thing is to run. You just use your common sense and respect them," Richard said. "You're on their territory, so if you see one, you've got to give them some room. If they attack, you try to shoot them, if you can."

Merlyn and Jean owned a chartered plane business servicing passengers and cargo in the Canadian North. They lived in Meadow Lake for about twenty years before they moved to Hay River in the 1950s. The couple was awarded an Honorary Lifetime Membership Award in April 2005 by the Northern Air Transport Association, for their contributions to northern aviation.

I had made this announcement a few weeks ago, but if you didn't get it, I received this from the folks at kenmore... "I've just met with the owners of a new parasail operation out of the Kirkland waterfront. They plan on running 600ft lines with parasails between 400-500 feet high on a figure eight course from Kirkland south to Hunts Pt and back. Operations will typically commence after 10:00 daily and may end at sunset. This area is a popular training area for seaplanes and a number of private aircraft owners in the Hunts Pt area. The Parasail operators have a VHF transceiver/receiver and will monitor 122.7 in the area when they are conducting operations. Pilots should always announce their intentions and position when operating on Lake Washington but doing so in this case will prompt the Parasail operator to reply and announce his intentions. If you need any additional info call the operator at 253-272-7979."

Scott Henderson from Simuflight reports that they now have traveling Seabee Specialist....

"We now have a Seabee experienced A&P/AI that travels for Seabee work. Tim Sutter joined our team a couple of months ago and the plan is for him to travel to people that need work on their Seabee's but can't get them to Fallon. Tim is a long time Seabee pilot and mechanic and he has passed muster with Ken Thompson at Kenair which is not an easy thing."

Give Ken a call, 707-939-0401 or contact Scott at Finite Technologies Incorporated, 3763 Image Drive, Anchorage, Alaska 99504 Phone: 907.339.8085 ext 6101, Fax: 907.333.4482 <http://www.finite-tech.com>

Auctions

1- Specialty Aircraft of Redmond, Oregon will be going out of the parts business and holding a liquidation auction on July 15th and 16th, 2005. Starman Brothers Auctions will be conducting the auction. For more information call Specialty @ 800-500-6786.

2- LAKE FAMILY OF COMPANIES TO BE AUCTIONED... After Wadi Rahim's effort to revive the Lake line of amphibians failed last year, the company's assets landed back in the hands of former owner Armand Rivard. Now those assets, including the Type Certificate, STCs, engineering data, documentation, historical information, fleet support inventory, and manufacturing capacity, are to be auctioned at EAA's AirVenture (Oshkosh). Higgenbotham Auctioneers, based in Lakeland, Florida, will handle the auction to be held at 4:30 pm Wednesday, July 27th at the EAA Aviation Center's Vette Theater on the AirVenture grounds. Interested parties should contact Higgenbotham Auctioneers at 800/257-4161, or visit their web site (www.higgenbotham.com).

History Roger York from B.C. sent in this story....

"... a story about Jim Lougheed piloting a Seabee up the route of the Pacific Great Eastern railway between Squamish and Lillooet. Over a bump in the tract called McGuire, the engine quit and in that precipitous country the only place he could set down was on the rail line. He left his wheels up to make a belly landing, first touching the tracks 50 yards south of the station. Then he slid smoothly along the tracks, whipping by at 15 miles an hour, for this was the P.G.E.'s steam engine days. Afterward it was told by them that when the SeaBee Express went by the window, one looked at the other and said "what the hell train is that?" From the keel marks on the rails, it was found that Jim's wingtip had missed the station by two inches. Beyond two lovely gouges in the bottom of the hull where he had slid on the rails, the ship was undamaged. It was taken apart and shipped back to Squamish on a flat car..."

The Last Saturday ?

Remember my proposal? Picnic, remote lake or lake with restraint, last Saturday of every month. Sure, the one time I can't go, I get a couple of calls. It was time for my annual though. I had to get it done as the Grandkids were coming in for the 4th. I learned a couple of interesting things about the Beast on this one

1- I've had some play in the tail wheel assembly. With no real down lock adjustment it seems it doesn't take much wear in the hardware to allow the whole thing to cant just a bit. Enough for the aircraft to track wrong. Two bolts on the scissor assembly on the front of the drum needed replacement and the bolt that attaches the yoke to the collar. I had replace the yoke attachment bolt last year, but this year we had to put new bushings in it. It seems to work real well now.

2- We had looked at several Bees before we found ours. One thing I'd noticed which seemed quite common was the hull compartment under the engine always seemed to have oil or the brown goo associated with a water and oil mix. I assumed the drain from the engine compartment was prone to leaking. We hadn't had any problems for the past five

years with ours and had forgotten all about such a mess. As I was checking the cables for the rudder and elevators I noticed there was no clearance between the bottom of the drain tube and the cables. The lower part of the drain tube was horizontal. The cables had actually worn three small holes in the drain tube and I had a mess in the hull.

I don't know if all bees are like this one. There's a 1" diameter tube that comes into the pylon area under the firewall (bottom of the engine compartment) that is connected to a second piece of tube with a hose and clamps. This second tube is also connected with hose and clamps to the "L" shaped piece that extends into the hull and makes a 90 degree turn above the cables and extends through a grommet in the side of the hull. Once installed properly I had about an inch clearance and the tube slopes down as it extends outboard. When I was removing the pieces I found one of the hose clamps to be loose, allowing the tube to work it's way down to the cables. If you've got a mess in that compartment, give a close inspection of the cables and drain tube.

So this month, we are starting vacation on that last Saturday and had planned to head east for a week. We could plan the fly by ??

Upcoming Events for this year, please see the attachment...

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.

The joke is that the only thing a paddle is good for on a Bee is to hold the engine cowling open when you check the oil. I made a nice paddle holder for the over head, because I actually I did need it once. Two of us had shut down on a calm lake while waiting for others to arrive. As we were drifting toward one another, I didn't want to grind on the starter (injected Lyl!) just to move a few feet, so I scrambled for the paddle, which of course was in the back. Now, I may have to convert the paddle to a combo, boat hook/paddle. Jay Herte sent this along...

I always carry a extendable boat paddle with a boat hook on the handle end. I have never used the paddle (imagine trying to paddle a Bee), but I keep it in the back seat just in case. The other day I was heading to my favorite lake for some water work, joyfully pumping up my gear when the pump quit! The tail wheel was already locked up and the mains were about 3/4 of the way up when the pump quit. I looked out to see the mains come down to a dangle angle. Nothing would make the gear work! I had extra oil but did not need any as the pump was full. The flaps sort of worked when I put the gear selector in the middle, so the pump was still functioning, just not working the gear. Don't panic, climb and think! I called Richie Brumm and asked him if he had any ideas. He asked if I had a boat hook! I DID! I climbed way up and slowed way down, opened the door and pulled the gear forward, O JOY, I felt the lock in the down position. I went to grass and using the brakes and throttle I kept the tail up until the last couple of inches. Absolutely no damage, just jacked up the tail, unlocked the lock, and rotated the tail wheel to the down and locked, then flew home. installed a fresh pump and every thing is great in Bee Land again! I sent the pump to Richie Brumm and haven't gotten a diagnosis yet, but I am guessing there was some crap in the lines that worked into the pump. This was one year after I had replaced all hyd hoses and flushed the lines with solvent and hyd oil (I thought I was safe). Richie says, " you can't get all the crap out unless you change the lines too!"

Thank you Jay!

Steve Lantz reports on the completion of his "Tahoe Special"

Got certified Experimental Amateur Built on 14 June. Have flown 33 of the required 40 hours local test since then. It is everything I had hoped it would be. It is off the water at Lake Tahoe 19 seconds after adding power. I was at Lake Tahoe Airport with a density altitude of 9050 feet and I was airborne under 400ft roll with two lard asses and 40 gallons of fuel on board. My buddy Paul Shepherd and I have over 4200 man hours in the aircraft. Got to tell you, that Corvette airconditioner is a wonderful thing, 45 degree air right in the face is a good deal.





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>

Sherry Grout, daughter of Tony Grout who passed away a few years ago has his aircraft remaining parts for sale. Seabee, serial #63 has had some of the parts sold, but she is interested in selling the remaining parts of the aircraft. The fuselage, wings, horizontal & vertical stabilizer are in excellent condition. She had spoken with Don Wallace who thought the value would be in the neighborhood of \$20,000.00. Contact Lee Branch at 253-863-0422 ext 164 or David Radcliffe who is very informed about the aircraft. He can be reached at 253-381-1368. **1**

Ed Porter from Santa Cruz needs help and writes...

I have been grounded by that pesky Airworthiness directive on the propeller. The blades are good but one clamp has a bit of corrosion and I need at least a new clamp if not a replacement propeller. I know many operating Seabees have had engine conversions to newer Lycoming and other engines. I'm looking for those propellers and clamps that were taken out of service when those new engines were installed.

I have a Franklin 215-B9F (215 HP) engine (standard stock engine) in good running condition. The Seabee and engine are completely operational. The prop blades are good as well. However, the required AD procedure on the prop reveals a very minor amount of corrosion on one of the propeller CLAMPS. If I could get a single clamp, that would be perfect. However, I haven't found any source for those clamps. Hartzell wants a staggering sum to produce an entire propeller assembly and they seem to have no interest in selling me a single clamp. It appears it would be a custom made propeller at this point and I simply can't afford it.

I'm open to a used propeller or even a set of clamps that could be used with my propeller blades. I know there are many of the original props that were removed as part of engine upgrades and they must be out there somewhere, hopefully persevered. The Hartzell 2 blade prop parts I need is a C3-1L clamp. Hartzell says they may have D-6831-1AL and D-6831-1CL clamps and don't recognize my C3-1L part number. That's probably because its so old and they re-numbered more than once. But, that's not a certainty either. My clamps and prop blades are off in a prop shop so I can't go and get all their numbers.

I'm also considering having a clamp made from scratch. I did that with my valve guides and, while I understand that a propeller clamp is much more complex and subject to tremendous stresses, it still might be a possibility. Maybe I can find someone who has done this "owner manufactured part" process.....

I'd certainly appreciate any leads or suggestions you might have or, if you have a serviceable prop clamp that fits my prop, or, if you can locate one, we definitely can do business! Thanks for anything you can do! Ed Porter (831) 427-0836 **1**

I acquired a lot of Seabee stuff from a friend, John Joyce who demolished his Seabee in 1986. He did have both engines from a Royal Gull, and after his accident, he sold me the wreckage and all the Seabee parts that he had. Also the GO480, along with the 3 blade prop. I believe it is a D, and it is missing the starter or Generator. He claims it was pickled with oil after the gear down landing, and I am not sure of its condition. It has no logs. Any reasonable offer will get it. Call me for more info if you like. My # 952 447 3625 and my cell# 952 210 2096. I am trying to make room for a lot of stuff that I have in my Minneapolis building that I recently sold. Grant Leonard **1**

Tod asked to renew this... I can't believe someone hasn't scarfed this project up. It seems like a lot of stuff 4the\$.



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 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 1.

Byron Miller is looking for a pilot side door. miller.bj@verizon.net Phone: shop 503-873-1113 home 503-873-2857 2

Tom Danaher has a Franklin Bee and needs a oil control valve for the prop.. Can anyone help out??? Contact "West Sanders" <westsanders@sbcglobal.net> Subject: Re: 'Bee Prop 2

Planes and Parts (old listings)

1972 Twin Seabee N123BR



180 HP Lycomings, MX 20 MFD Garmin, Garmin GNS 430, 330 Garmin mode S transponder, Goodyear 500 blind storm scope, EDM 760 twin engine monitor (fuel flow). Many other options, 9/9 in and out \$190,000. or offer contact Roger Glazer twineseabee1@aol.com (949) 300-2575

2

Royal Gull for sale at the Van Nuys airport...Roger Duke's brother-in-law says he knows someone who has one. If anyone is interested call Dan at 310-980-0307.3

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 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. **Please make it my last!**

Seabee Products

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@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

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 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 Phone: 631-757-2216 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.

Other Interesting Web Sites

www.hu-16.com

www.aerocheck.com

www.americanwarbirds.com

www.flightcontractservices.com

www.norcalaahs.org/ interesting pictures

www.rcairplane.net Easy to build Seabee with a 72" wing span, other great models too. Contact Bill Price bprice@puc.edu

Canadian Information

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

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

<http://www.floatplane-flyin.com/index.html>

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

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,

Bruce and Janie Hinds

360-769-2311 home

360-710-5793 cell