

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Sunday, July 1, 2007 7:43 AM
To: "Brewster" <brewster@wavecable.com>
Attach: loelgoose.jpg
Subject: July'07 Seabee Newsletter

The Northwest Seabee Club



Yet another Bee 4 sale....

Hello Everyone,

There seem to be a lot of Bees on the market, the one above belongs to John Greeff. He's supposed to be sending me his information, but I have not received it so far. As I

understand, this is one hot Bee. It has the 350 HP Turbo'd 540....

Last month's newsletter opened with an announcement from an accident notification report I received from the Yahoo discussion group about the loss of the Riviera. This past week I got another report about an incident about a Bee taking out a taxiway light. It happened right at my home airport TIW, no it wasn't me. But, I put the story of what happened in the Maintenance section along with some things of interest from my annual inspection that we just completed.

There has been lots of stuff come across my computer lately, instead of including it all here, I've got a bunch of "links" for you to visit. I'm having trouble keeping everything organized, my favorites list is beyond, and I'm now sending emails to myself??? Its amazing how much information is available.

Here's some Good News...

1-The wings safety program is now available on line. This can help qualify you for your BFR and give you a discount on your insurance too. Visit

https://faasafety.gov/WINGS/pub/icon_legend_help.aspx

2- Simuflight has some great stuff going on. I'd reported about their new electronic trim system, I wish I had 5Gs, that would be on my wish list. I have the following wing extension kit they talk about, I knew I had some great slow speed performance, but I had no idea how slow I was able to go, the airspeed indicator just doesn't work too well down there. Scott writes about their kit, it moves the ailerons and flaps outboard, effectively extending the wing at the root and giving you clean air to the prop...

"Here is something for you to think about, during flight test, my Bee with wing extensions and wing tips was noted to have a stall speed of 38 mph. This was verified multiple times by the test pilot via GPS calibration of the airspeed indicator and dozens of low speed test conditions."

www.simuflight.net/content/view/43/2

Good news always seems to be followed with some Bad news.... The decision was reached this week to end the TWEB for the entire CONUS as of 30 September 2007. The full text of the notice at http://www.nws.noaa.gov/om/notification/scn07-44tweb_termination.txt

Okay, how about some Fun Stuff....

1-This isn't Seabee related, but if you fly a Bee, you are a taildragger pilot so you must love the thrill of unimproved strips. This looks like tundra flying at it's best...

visit <http://shaunlunt.typepad.com/shootings/> for some great photography.

2-Are you coming to Arlington this month? I've got some stuff about our Seaplane Base and the operation on our WSPA website www.wa-spa.org The NW EAA has published a procedures page for arrival at Lake Goodwin

<http://www.arlingtonflyin.org/flying/Seaplane/?menu=flying%20in> I hope to see you there.

Maintenance

Taxiway light vs. Seabee A very good Seabee Pilot found himself unexpectedly headed for the weeds and knocked out a taxiway light. He and the Bee are fine, just a little scrapped paint. One of his tail wheel steering cables jumped out of the little pulley.

Why? It seems the pulley was the wrong size. Not the diameter, but the groove was a little too large, it was meant for a larger diameter cable. If you have tailwheel steering, you may take a close look at the system.

We found two items of interest on our annual inspection.

1-The starter was the big surprise. On the GO-480 it is becoming harder to get. Especially the 12V version. Ours had a cracked flange, so only 4 of the 6 studs were holding it in place. The flange was easy enough to find, but finding someone qualified to fix it was a little tougher.

It seems as though the clutch would slip often on cold starts and I was told that Joe McHugh had suggested that the clutch be set at 400 ft/lbs. The placard specified 250! So I asked the overhaul shop what they thought. Their reply was anything over about 350-375 can become unreliable. They test the starters on a dyno and found that one set for 400 twisted the machine to over 500 before they shut it down. That could really do a number on your crankshaft. They set mine at 300 and installed the proper parts... yes, whoever overhauled it the last time had mixed up some 24V parts in with a 12V armature. That's why it seemed weak. I haven't looked through my paperwork to see who did it last time, but I will.

2-Donuts, 26 of them... Since the Beast was going to be in the shop for a week while we waited on starter, I wanted to clean up the greasy mess around the tailwheel collar. With the tail off the ground, there seemed to be a lot of play when you raise the tailwheel before the "Donuts" would take up the slack. The shop had a whole bunch of new donuts, so I figured I'd see what was up. Getting those buggers out is one dirty, greasy, pain in the butt job.

I'm glad I did it, I found that some of the aluminum plates that separate the rubber donuts had moved off center and had worn a spot on the inside of the drum. Had I left that a few more years, it could have gotten much worse.

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

Guard Launches See And Avoid Web Site There is now a [one-stop Web site](#) for information on special-use airspace where military pilots practice their craft. The See and Avoid site, designed by the Air National Guard with input from aviation groups, allows pilots whose route might take them through a military practice area to get all the information they need about flying safely in that area. "The mission of SeeAndAvoid.org is to eliminate midair collisions and reduce close calls with good flight planning," the site says. "By promoting information exchange between civilian pilots and the military flight safety community, we hope to help all of us safely share the skies." Typing in an airport identifier brings up all the relevant information about military activity in that area. It also shows where previous midairs and near collisions have occurred. Some of the information has never been available on the Internet before and some was available only by searching the Web sites of individual air bases.

History I'm always looking for interesting pieces, Know any great seaplane history. And, by the way, what got you interested in flying?

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!

If you are interested in John Greeff's Super Bee at the top of the page, N6267Q is at Western Airpark in Yelm, WA

Contact him at JGr3418598@aol.com 1

SEABEE Ground-Up Restoration



\$79,000 • AVAILABLE FOR SALE • 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 - located Wilsonville, OR phone: 503 678-5114 1

This is no Bee, but what a cool airplane!



MURPHY MOOSE M14P • MAKE OFFER • 2006 Murphy Moose w/ M14P 360HP. Like New. Ready for floats. 55 hours TTAf&E. STOL cuffs, VG's, Seaplane doors. Too many upgrades to list here. Aircraft currently located at Salt Lake City, UT. 100's of pictures here - • [VISIT MY WEBSITE](#) • Contact [Scott Aldrich](#) - [S &](#)

[L AIR LLC](#) located Anchorage, AK USA • Telephone: 435-649-5791
<http://www.barnstormers.com/listing.php?id=178796> 1

GO-435 powered Seabee



Contact Wayne Parsons at wpar@hughes.net for details 2

Recently Henry Ruzakowski's Seabee



RC-3 SEABEE '47 1370TT LYCOMING GO-480 630 HRS SMOH. PROP 540 SMOH. (5 YR INSP AD97-18-02-R1 COMPLETED 6/27/06) STOL conversion w/fences & droop tips. 2 batteries w/series start. extended spray rails, ldg lts, Cleveland brakes, electric hydraulic pump for gear & flaps, shoulder harnesses front seats, ovrhd engine controls, Terra TRT250 Transponder, ?AT3000 Altitude Encoder, Garmin 250XL GPS with Comm, Appollo Iso Amp and Comm. \$110K ?NY (ELM) 607-739-3275 or 570-297-5076.? clyder@epix.net 2

[Airpark Home on Whidbey](#)

Roger Duke that has his Bee for sale below 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>

3

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. 3

Needed, core or crankcase for a G0 435. Someone may have one sitting around? I also needed a three blade prop and carb for a G0 480.

Contact: Paul Collard collardp@telus.net 250-567-4805 3

Daubenspeck Brake Conversion Parts

Way back when, we converted our brakes on N681CB, I made up a half dozen sets and have 3-4 sets left over of the machined parts that go with this conversion. Do anyone know what is the status with the Daubenspeck people? We had the STC come with our Bee, and I have the drawings for same. I would be happy to offer the components/sets I have left over, to anyone wishing to make the conversion. It's not rocket science, but unless you have a machine shop available (which I do), to have them fabricated on a one at a time set basis, it would cost about \$700.00 to make up a single set. Obviously, I've no authority to sell or offer the STC, but I could sell the parts, and send a copy of the STC drawings along as a courtesy.

I'm guessing could make the conversion on your own, with a field approval. I do have a contact with a parts provider, who can supply the "old" Cleveland brake components specified on the STC. Contact: Don Anderson dander77@oh.rr.com 3

Seabee Airframe s/n 939. Completely overhauled airframe with new bottom, tail and overhauled landing gear. \$75K Contact Buzz Hale thunderbee7@hotmail.com 775-338-3228 3

Cleveland brakes with wheels ... a complete set. Powder coated white and look like new. \$750.00 Contact Steve at

stevelantz@aol.com 775 -720 4157 Last time.... let me know to renew!

1954 Cessna 180



<http://home.flash.net/~wsanders/index.html> 950 smoh, new 88" McCauley prop. NOV 05 annual. Same owner and hangar last 20 years. Seen in several books, magazines and cover of Trade-A-Plane. Contact West Sanders westsanders@sbcglobal.net or call 817-658-8637 **Last time West.... let me know if you want me to continue!**

Reduced Price on Super Seabee



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, \$107,000. Contact Roger Duke 360-321-1537. email rduke@whidbey.com last time Roger unless you want me to keep it going.

Other Interesting Web Sites

www.alaska.faa.gov/flyak/

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

Don Kyte has published another batch of his books. This one is a much improved version with more stories. He writes.... "At long last my new book about my flying in Alaska is printed and ready to be mailed out. It contains most of the material from the 42 page booklet titled: *"Flightseeing S.E.Alaska's Glaciers and Whales"* (now out of print) plus much much more. This one took a year to do and is 168 pages long including 16 pages of color pictures and a lot of other stories not in the small booklet. This one is titled: *Southeast Alaska Flightseeing Via Seabee*" The price is \$14.95 plus \$2.05 for postage. Send me a check or money order for \$17.00 and your signed copy will be sent to you ASAP. For any books going to Europe, the postage is \$5.00. Please send your checks or money orders to: Don Kyte 257 Ostego Dr. Ft. Myers, FL 33931. I think you will agree this book is worth the wait. I enjoyed writing it and re-living those happy years... I think you will too. Very best regards, Don"

you can email Don at dvkyte@comcast.net if you have any questions

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 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 simestler@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.

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!" brummrchikaren@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.

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