

July 2009

Seabee Club Newsletter



(Left to Right: Bruce Hinds, John Cuny, Henry Ruzakowski)

Hello Everyone,

So I get this call from an old friend, he's in town and will only be around for the next day. He's here from the east coast shopping Bees for sale and was wondering if we can get together. It was Henry Ruzakowski! I haven't seen Henry in years and as it turns out, he needs to see a Bee at our airport. Some of you may know that Henry's been working on John Cuny's airplane for quite some time and Cuny now lives just *up the road*. So I tell Henry, get your business done early and we'll fly up to Sequim to see John.

This was a fun day. Trying to nail down these two individuals is difficult even just one at a time. We had lunch and Henry was able to finish up early so we blasted off to Bremerton to see how the progress is coming on Bob Raichle's airplane. Bob's been working on this since before Joe McHugh died. Bob knew Joe from Crest Airpark where they both lived. We were hoping to catch Don Wallace while we were there, but he wasn't available on such short notice.

Then we were off to Blue Ribbon Farm to see John. In the photo above, Henry's on the right, John in the middle and yours truly (with the goofy smile) on the left hiding the bugs on Miss Beasley's nose. John's now retired from American Airlines and anxious to get his Bee home, so they are going to get that project "to the front of the shop." John and Cheryl have built a wonderful home and hangar at Blue Ribbon Farm... it's quite a spot.

Another interesting call came in this past week. I heard the owner of Seabee serial number 665, Jim Winter. He is in the process of restoring the airplane and is in need of the Landing Gear Actuating Cylinder. Anybody have one that can help him out. Jim has also done some interesting mods to his landing gear and turning it into a trike like the Spencer Aircar. He's the STC holder for a trike conversion for the Stinson 108. So, he also has most of his landing gear parts for sale! If you need something, or have hydraulic cylinder, give him a call. Jim's at 605-673-5283 or jwinter@goldenwest.net.

Speaking of old Seabee friends, Don Kyte and Jim Sorensen are talking about planning their last flight to Alaska next summer. Tom Hillier now has one of Jim's Seabees flying beautifully and they would like to take it north, possibly with Tom's 206 also. This could be a remarkable adventure if anyone's interested in planning such a trip, let us know. I spent an evening with the three of them Alan Watson at Clear Lake one year. Alan, Don and Jim probably have forgotten more about the Seabee than I'll ever know, being with them at dinner one night I was trying to listen to the conversations at both ends of a big table, I didn't want to miss a word.

What is it that makes this old water wagon so appealing to us all? Recently I've had the opportunity to introduce the Bee to a few people with limited to no seaplane or taildragger time. The water part is always spectacular to them. Hard surface landings to non tailwheel pilots could be described the same way, in a much different context. So, I've often found it hard to concisely put into words the appeal of our passion. I found a description of flying the Goose in Water Flying's January/February issue by Burke Mees that I will quote that I feel you can just substitute the word Seabee, for Goose.... here goes. "Part of the charm of flying the Goose(Seabee) is that it is a relic of another era. It was made when simplicity was considered a virtue, when solid construction and good handling took precedence over speed and efficiency, when responsive and authoritative controls came before stability and ease of flying, when drag and adverse yaw were embraced for what they are, and when lawyers had little to do with any of it. Because of this, the airplane has a distinctly different personality from airplanes that were designed anytime during my lifetime."(most of mine too!) I wish I could write like that! I especially like the part of embracing drag and adverse yaw for what they are. I really love horsing this thing around. Lawyers, well..... true.

Lake Tahoe's Mike Brown Splash-in

I didn't get to go to Lake Tahoe, I wish I could have, I didn't see a Bee in the following Video. I think I mentioned last month that they shut that down fairly early due to the usual winds that come up in the afternoon. I was bummed I didn't get to go. Chuck Kimes and Dave Linde started the event to honor Mike's contributions to the seaplane community and general aviation. Mike's wife, Lois, has attended each event and usually shows up at Clearlake. She is very knowledgeable about Seabees and I always enjoy her stories.

Dave wrote, "You may enjoy this you-tube video our friends did of our 3rd Annual event on Memorial Day. Mike operated the seaplane base at Homewood for over thirty years. Glen and Jenn Campbell did a nice video of the Third Annual Mike Brown Splash-In and here is the link. Enjoy: <http://www.youtube.com/watch?v=xmXiiHi-lfw> "

Safety Don't know if you've seen this or not, this happened just recently. No, it's not a Seabee, and even though we usually take off into the wind, the wind can change. I don't understand why this guy didn't pay attention to the windsock. HE HAD TO SEE IT! According to the story he says a gust of wind got him.... I'll refrain from making a comment, perhaps the wind was different where he stated his run, perhaps.... Who knows? Anyway, you can see the water, you can see the windsock, you can see the first time he starts to rotate and what happens. You can determine for yourself what *may have* happened. Yes, we usually take off and land into the wind, but sometimes, many times, we are faced with a changing situation. Please make it a constant appraisal. The only good thing about this is miraculously, nobody was hurt, including the camera man. Bee careful.... <http://www.youtube.com/watch?v=YVwlodvWh7w>

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! Need some parts, let us know!

PRICE REDUCED - SEABEE with Ground-Up Restoration **FOR SALE**



\$75,000 • 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 -
[http://www.barnstormers.com/contact_seller.php?to=50500&id=171092&title=Republic RC-3 Seabee&return=%2Fad_manager%2Fmy_ads.php](http://www.barnstormers.com/contact_seller.php?to=50500&id=171092&title=Republic+RC-3+Seabee&return=%2Fad_manager%2Fmy_ads.php) located Wilsonville, OR phone: 503 678-5114 **07/09**

FOR SALE



1947 SEABEE, RC3 SN395, TTAF 1463, Franklin B9F, TT 629, 12 STOH, Reversing 3 blade Prop, TT Prop 197, 12 SPOH, Bendix/King KX 125 Nav/Com, Cleveland Brakes, New Engine Control Cables 2004, Fuel Cell replaced 1996, Artex ELT, Wing Extensions, Large Spray Rails, Never operated in Salt Water. Location Muskoka, Ontario, CYQA.
Asking **\$55,000**, Contact: Lorne McLean 905-989-2798, 416-434-0091 cell, or lornemclean@rogers.com **3/09**

Tailwheel and Harzite Blades 4 sale! (I would have jumped on this tailwheel had I not already found one, I believe the Bendix is superior to some of the others out there. Go ahead, ask me why? These blades are absolutely beautiful, they belong in a museum! Bruce)



2 Brand New Hartzite propeller blades Design # L8427... These blades were manufactured by Hartzell for the Seabee and Navion, in conjunction with Franklin engine, at the time they were called the first composite blades and I will sell both for \$1900.00.

Contact Kim dos Santos at jasp4kim@gmail.com, (203) 915-2000 Cell, (203) 877-7750 is Home, or (203) 877-7750 Fax

Opportunity to make a few bucks? Sightseeing flights that takeoff and land at the same place can be done part 91!

David D. Hagen writes: My daughter is getting married (finally) in August at Rosario resort. I would like to hire someone to pick her and her then new husband up and take the two of them on about a $\frac{1}{2}$ hour ride around the San Juans? Please call toll free 877 232 9757 2/09

I got a couple of messages regarding this request for a charter. It's not my intent to tell anyone what they can and cannot do with their seaplane. If you are interested you should know your responsibilities regarding commercial flight and the requirements to do so.... **Pilots be advised regarding sightseeing flights under Part 91. The operator must have a letter of authorization from the FAA and a drug and alcohol abuse program to accomplish these flights within 25 statute miles of the place of takeoff and landing. See Part 91.147. (CRAP! I can't believe I just wrote a disclaimer in my own newsletter. What is this coming to?)**

WOW, Another Northwest SuperBee! GO 480 Simuflight Conversion, fuel injected.



Recent engine overhaul. New 3 bladed Hartzel propeller with Beta Ring pitch control, fully reversible. Droop tip extended wings. Collins microline VHF, transponder, ADF. VIR and Morrow Apollo Loran C. Digital fuel management system Miniflo – L. Steerable tail wheel. To inspect airplane, call (253)752-4987 to arrange an appointment. Ben Blackett wbnsurgconsult@comcast.net
02/09

Not really a Bee, but could be great deal! It's a GlassGoose!

What is for sale is the entire airplane plus instruments and a radio installed in project form. The wings are not attached but are partially done, plus all mods from original design have been applied. He is asking \$8,000.00 and can contact him at 269-930-2666 ask for Ray Mull, or call me at 269-449-8852. The project is located in Watervliet Michigan (40C). I can provide pictures if desired. This is a great deal for someone who likes waterwings and or wants to take off on land, land on a lake, open the canopy, drop a line get bored and take off and go back home or to another lake.
Terry White **2/09**

**LS-6 powered 350 HP Corvette "BEE" for sale,
reg.C-FDKJ
(editor's note: now N378NK!-Experimental)**



Don't miss this rare "BEE". It is a great aircraft. No oil required between oil/filter changes.
BURNS LESS THAN 10 USG PER HOUR ON PREMIUM AUTO FUEL.
-MGW 3350 lbs., Usable load 1200 lbs., rate of climb, over 600 F.P.M. at Max Gross @ SL.
-Hartzell wide cord composite fully reverse-able prop w/spare COMPOSITE & Metal blades.
-Wide spray rails w/propeller" No-Spray shield " at hull step, works great.
-Spectacular T/O performance, even off calm water, at full gross weight, 19 sec's
-All new windows, all new stainless control cables, bow door w/auto hold open feature.
-Aircraft totally re-wired, standby alternator, split-able dual battery system.
-Cabin heater & defog system, free fall undercarriage with positive downlock feature.
-Black stainless disc brakes, good tires and positive tail wheel lock, new 75 gal. fuel bladder.
-Capacitance type fuel tank gauge system, Removable 15 gal long range aux fuel tank.
-New paint & new upholstery & carpet 1 year ago. Short wings, splate tips, flasher beacon.
-All new Inst. panel with COM, transponder, stdby nav/com, Garmin GPS, vertical compass,
-Vac. gyro horizon, some spares, and many more extras too numerous to mention. Meets all specs for import into U.S.A.

Contact Ken at winterhawk23@hotmail.com or Phone 604-943-3380 (home) 604-813-7794 (cell)
Asking price \$115,000.00 Canadian 01/09

Roger Duke's Super Seabee (New Price) and Home are 4 sale.....



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, **\$95,000**. Contact Roger Duke 360-321-1537. email rduke@whidbey.com 02/09

Airpark Home on Whidbey

Roger 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>

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 cowl.

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 Grumman's. If he says it's one of the finest, you can count on it. 1/09

Other Interesting Web Sites

http://www.tanignak.com/More_Amphibian_Adventures.htm which has some wonderful Widgeon, Goose and other amphib stories,

More history from our friend Andy Shane if you are interested in the Pan Am flying boats. Check out....

<http://www.flyingclippers.com/main.html> or

<http://www.rbogash.com/B314.html> Carl Hankwitz has republished the 1949/1950 movie featuring his family's Seabee. You can view it online at

<http://web.mac.com/chankwitz/BlueHorizons/Movie.html> if you'd like to contact him, he can be reached at chankwitz@mac.com

www.alaska.faa.gov/flyak/

<http://shaunlunt.typepad.com/shootings/>

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.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

Seabee Products And Information

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@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.

New From Simuflight

We have not officially announced it but McHugh Aviation completed an STC for an electric trim replacement for the Republic Seabee (RC-3) this last year. Due to the extensive FAA rules on PMA it is still not ready for shipping but we are taking pre-orders at this time and I am hopeful shipping will occur sometime this fall.

This STC was the final project my father (Joe McHugh) was working on for the Seabee and took an additional three years after I took things over to complete but is a nice kit. The FAA put us through the ringer on this one (primary flight system) but in the end they were very happy with the results. This system completely replaces the original trim system and replaces it with three servo motors (two for the elevator, one for the rudder), the entire installation weighs less than a pound. This system also adds a rudder trim. The installation removes ALL the original hardware. Actuation of the trim is via a typical hat switch on the yoke and/or alternate panel switches.

The system was extensively flight tested (both our internal DER and the FAA flight test staff) with special attention to management of flight controls and the system in trim runaway situations. The result is a clean and simple system that addresses one of the high maintenance systems on the aircraft and of course adds that long desired rudder trim. For more information please check our website at: <http://www.simuflight.net/content/view/30/29/> or e-mail me at scott@simuflight.net.

Scott Henderson, McHugh Aviation Inc. <http://www.simuflight.net/http://www.simuflight.net>

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!" brummrichkaren@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/>

Bee Sea n'ya,
Bruce Hinds, President
Washington Seaplane Pilots Association
Seabee Club Newsletter
360-769-2311 home
360-710-5793 cell
www.wa-spa.org