

July 2010

## Seabee Club Newsletter



Hello Everyone,

The above picture was taken I believe at Sun and Fun within the last few years. I'm not sure where I found it. At the time, it was a funny photo of Jim goofing around, however I feel that now it could represent Jim's spirit and determination to "charge on!" That's just indicative of his character. The response to his status has been overwhelming and I believe that's due to the wonderful person that he is. I've heard story after story about the people along the way that he and Lovada have touched. When Janie and I'd met them at SnF years ago they took us in just like family for the entire time we were there. They made us feel special, when in fact, they are the special ones. We'll continue to pray for you both... In History I've reprinted the link to the story about the Glenn Curtiss museum that Jim was involved with. Glenn is considered to be the father of the flying boat.

The Seabee network seems to be growing. I've had several interested in the old beast call or write regarding information or aircraft for sale. Hopefully we'll see some that are not being used move on to new *BeeKeepers* soon. I've also been in contact with Mimi Marchev Connelly, yes, Marchev as in Alfred. That was her father, the man responsible for getting Republic to produce a civilian airplane. She's writing a biography which I've had an opportunity to preview. What a remarkable man. I hope she'll allow me to share some of the story with you next month.

Does anyone have an idea of how many bees are still flyable. The FAA registry shows 299 airplanes on the register, but how would one know? Any ideas out there. I'm thinking it may be fewer than we realize. I keep hoping we'll have a surge of interest in a NW Seabee gathering, but I'm losing faith. I don't hear of much flying going on. I'd love to share your stories, where ever you are.

Communications seem to be what our world is all about these days. The Seabee family has another link on the net. Brigid Blazak, Beekeeper from Daytona Beach has created a place for us on Facebook titled Republic Seabee Owners & Lovers. She has invited everyone to share stories and photos. <http://www.facebook.com/group.php?gid=125173727516416>. Another new place is the new Seaplane Forum by JJ Baker. [www.seaplaneforum.com](http://www.seaplaneforum.com) This thing had taken off with a big splash and

actually grew too fast too soon, I think. There a bunch of different catagories and subjects and it was becoming easy for me to get lost. I must be getting old, I'm liking the simple things more and more. JJ was seeking feedback so I gave him much more than my 2 cents and it seems others may hve shared some of my feelings. He has just made many changes to simplify the site. Including a feature so you don't have to log in every time! I thought Stuck Stories would be a great topic to get started with. I've got a few of those.

## Safety

I had shown the picture of the corroded strut fitting to someone who asked, "can you fly without the fairings? It would be much easier to keep an eye on it if it were exposed." I seemed to remember something about but couldn't put my finger on the information. Here are two responses.....

From Steve Mestler.... "Sorry I didn't read your newsletter 'til now. As far as the strut fairings; if you have upper strut fairings (added later by some owners) you can fly without them. The lower strut fairing is a different story. You MUST not fly without them! Evidently they disrupt the flow of air going through the prop so badly that the performance is greatly diminished. I have not tried to fly without them but that's what our "east coaster" Seabee guys all say about them. I'm sorry I don't have any definitive proof but it makes sense."

Looks like there may be a bigger reason than just performance, Shannon Ophaolen writes... "About the fairings, it is my understanding the fairings eliminate a burble of disturbed air that effects airflow over the tail and rudder, without the fairings this disturbed air effects the spin recovery. The spin recovery problem was the reason for the fairings. Can't remember where exactly I read that in all my readings but they do need to be installed, it was not just for drag reduction."

Steve and Shannon, thanks for your input.

## History

Here's the piece I promised. This is what our Jim Poel has been up to during the summers in Hammondsport, NY. This is called the Seaplane Homecoming Video. <http://www.youtube.com/watch?v=9n2LlqUFHJg>

This seem fitting at this time when we are talking about people like Curtiss and Marchev. This has been around, but I'm always amazed at how things got started. It's not Seabee, but interesting none the less.....

### **AVIATION**

### **HISTORY**

In aviation history, decades before geeks and nerds altered our way of life, young and gutsy aviation pioneers changed the world with their wood sticks, bailing wire, canvas and aluminum.

How many of you know that in 1910, mighty Martin Marietta got its start in an abandoned California church? That's where Glenn L. Martin with his amazing mother Minta Martin and their mechanic Roy Beal constructed a fragile biplane that Glenn taught himself to fly.

It has often been told how Douglas Aircraft started operations in 1920 in a barbershop's backroom on L.A.'s Pico Boulevard . Interestingly, the barber-shop is still operating.

The Lockheed Company built the first of their famous Vegas' in 1927 inside a building currently used by Victory Cleaners at 1040 Sycamore in Hollywood .

In 1922, Claude Ryan, a 24 year old military reserve pilot, was getting his hair cut in San Diego, when the barber mentioned that the 'town's aviator' was in jail for smuggling Chinese illegals up from Mexico. Claude found out that if he replaced the pilot 'sitting in the pokey,' that he would be able to lease the town's airfield for \$50 a month - BUT he also needed to agree to fly North and East - BUT not South!

Northrop's original location was an obscure So California hotel. It was available because the police had raided the hotel and found that its steady residents were money-minded gals entertaining transitory male hotel guests.

Glenn Martin built his first airplane in a vacant church, before he moved to a vacant apricot cannery in Santa Ana . He was a showman and he traveled the county fair and air meet circuit as an exhibitionist aviator. From his exhibition proceeds, Glenn was able to pay his factory workers and purchase the necessary wood, linen and wire. His mother, Minta and two men ran the factory while Glenn risked his neck and gadded about the country. One of his workers was 22-year old Donald Douglas [who WAS the entire engineering department]. A Santa Monica youngster named Larry Bell [later founded Bell Aircraft] ran the shop.

Another part of Glenn Martin's business was a flying school with several planes based at Griffith Park , and a seaplane operation on the edge of Watts . His instructors taught a rich young man named Bill Boeing to fly. Then, Boeing bought one of Glenn Martin's seaplanes and had it shipped back to his home in Seattle . At the same time, Bill Boeing hired away Glenn's personal mechanic. Later, after Boeing's seaplane crashed in Puget Sound , he placed an order to Martin for replacement parts.

Still chafing from having his best mechanic 'swiped,' [a trick he later often used himself] Martin decided to take his sweet time and allowed Bill Boeing to 'stew' for a while. Bill Boeing wasn't one to 'stew' and he began fabricating his own aircraft parts, an activity that morphed into constructing entire airplanes.

A former small shipyard nicknamed 'Red Barn' became Boeing Aircraft's first home. Soon, a couple of airplanes were being built inside, each of them having a remarkable resemblance to Glenn Martin's airplanes .. that, interestingly, had its own remarkable resemblance to Glenn Curtiss' airplanes.

A few years later, when the Great depression intervened and Boeing couldn't sell enough airplanes to pay his bills, he diversified into custom built speed boats and furniture for his wealthy friends.

After WWI, a bunch of sharpies from Wall Street gained control of the Wright Brothers Co in Dayton and the Martin Company in L.A. and 'stuck them' together as the Wright-Martin Company.

Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been out maneuvered with a bad idea, Martin walked out .. taking Larry Bell and key employees with him.

From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. Then his good luck continued, when the future aviation legend Donald Douglas, who Glenn persuaded to join his team. Quickly emerging from the team's efforts was the Martin Bomber, the Martin MB-1.

Although too late to enter WWI, the Martin bomber showed its superiority when Billy Mitchell made everyone mad at him by sinking several captured German battleships and cruisers.

In Cleveland , a young fellow called 'Dutch' Kindelberger joined Martin as an engineer. Later, as the leader of North American Aviation, Dutch became justifiably well-known.

Flashing back to 1920, Donald Douglas had saved \$60,000, returned to L. A. and rented a barbershop's rear room and loft space in a carpenter's shop nearby. There he constructed a classic passenger airplane called the Douglas Cloudster.

A couple of years later, Claude Ryan bought the Cloudster and used it to make daily flights between San Diego and Los Angeles . This gave Ryan the distinction of being the first owner/operator of Douglas transports. Claude Ryan later custom built Charles Lindbergh's 'ride' to fame in the flying fuel tank christened: The Spirit of St. Louis.

In 1922, Donald Douglas won a contract from the Navy to build several torpedo carrying aircraft. While driving through Santa Monica 's wilderness, Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster and prowled around. That abandoned studio became Douglas Aircraft's first real factory.

With the \$120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. My brother Gordon Scott had been schooled in the little known science of aviation at England 's Fairey Aviation, so he hired Gordon.

My first association with the early aviation pioneers occurred when I paid my brother a visit at his new work place. Gordon was outside on a ladder washing windows. He was the youngest engineer. Windows were dirty. And Douglas Aircraft Company had no money to pay janitors.

Gordon introduced me to a towhead guy called Jack Northrop, and another chap named Jerry Vultee. Jack Northrop had moved over from Lockheed Aircraft. And all of them worked together on the Douglas Aircraft's world cruiser designs. While working in his home after work and on weekends, Jack designed a wonderfully advanced streamlined airplane. When Allan Loughead [Lock-heed] found a wealthy investor willing to finance Northrop's new airplane, he linked up with Allan. Together, they leased a Hollywood workshop and constructed the Lockheed Vega. It was sensational with its clean lines and high performance. Soon Amelia Earhart and others flew the Vega and broke many of aviation's world records.

I had the distinct pleasure of spending time with Ed Heinemann who later designed the AD, A3D and A4D. He told me how my Dad would fly out to Palmdale with an experimental aircraft they were both working on. They would fly it around for a few hops and come up with some fixes. After having airframe changes fabricated in a nearby machine shop, they would hop it again to see if they had gotten the desired results. If it worked out, Mr. Heinemann would institute the changes on the aircraft's factory assembly line. No money swapped hands!

In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Lockheed Vega was built, William Randolph Hearst had already paid for it and had it entered in an air race from the California Coast to Honolulu . In June 1927, my brother Gordon left Douglas Aircraft to become Jack Northrop's assistant at Lockheed. While there, he managed to get himself hired as the navigator on Hearst's Vega. The race was a disaster and ten lives were lost. The Vega and my brother vanished. A black cloud hung heavily over the little shop. However, Hubert Wilkins, later to become Sir Hubert Wilkins, took Vega #2 and made a successful polar flight from Alaska to Norway. A string of successful flights after that placed Lockheed in aviation's forefront.

I went to work for Lockheed as its 26th employee shortly after the disaster and I worked on the Vega. It was made almost entirely of wood and I quickly became a half-assed carpenter.

At this time, General Motors had acquired North American consisting of Fokker Aircraft, Pitcairn Aviation [later Eastern Airlines] and Sperry Gyroscope and hired Dutch Kindelberger away from Douglas to run it. Dutch moved the entire operation to L.A. where Dutch and his engineers came up with the P-51 Mustang.

Interestingly, just a handful of young men played roles affecting the lives of all Americans ..... as it initiated the So California metamorphosis, from a semi-desert with orange groves and celluloid, into a dynamic complex, supporting millions.

Although this technological explosion had startling humble beginnings, taking root as acorns in - a barber shop's back room - a vacant church - and an abandoned cannery - but came to fruition as mighty oaks.

Source: Denham S. Scott, North American Aviation Retirees' Bulletin!

**Classifieds** Listings will be for 6 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!

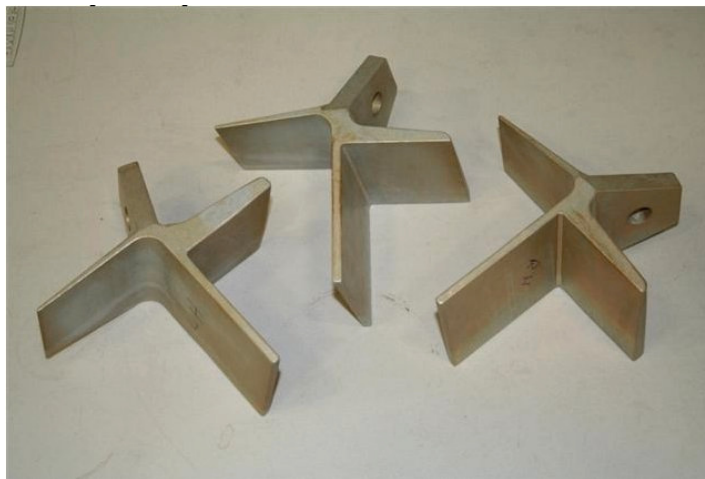
Ken Kunz Needs....

2 blade Hartzell jack plate with phenolic blocks. That's part of the hydraulic unit that actuates the pitch change on the seabee 2 blade Prop, Franklin Engine (hydro Selective Unit) If you have or know of one, here's a link to his email. [Kenneth Kunz](#) 7/10

**(2) LOW TIME GSO-480 ENGINES !** ☐ **AVAILABLE FOR SALE** ☐ 265.4 / 48.4 S.M.O.H. by Columbia Aircraft Services, pickled condition, still in nacelles & stored. Also have other GO-480 Engines and Parts. Contact Gregg Cadieux, located Scotia NY Telephone: 518 424-8235 [twinbo550@aol.com](mailto:twinbo550@aol.com) this is a great deal folks! 6/10

**HARTZELL 3 BLADE PROP** ☐ \$2,500 ☐ **ACCEPTING OFFERS** ☐ 3 Blade prop for GSO-480 Lycoming, Spline shaft chrome spinner, no damage complete Model HCA3V20-1B ☐ Contact Neal York, Owner - located Mead, CO USA ☐ Telephone: 970-290-3828 6/10

Lower Wing Strut Fittings



Tough times generally involve great sales prices and I have a great sale price that I'm hoping someone is interested in. I ran a batch of 5 sets of RC-3 fuselage mounted, lower wing strut fittings and they ended up costing me a bit over \$1k for each piece to make. I need to try and get some financial recovery out of the two RH's and one LH that I still have. I'm willing to take \$300.00 per piece and will consider offers if you are interested. This is only 25% of what it cost to produce them. Know these parts were produced under the original RC-3 drawings. Metallurgical testing was performed from an aerospace metals lab on an original piece and they determined what modern alloy would be equal/better to use as a replacement since the original alloy is no longer produced. I can provide all of the certifications paper work.

Disclaimer: Although the parts were produced professionally, they are allowed for use on Experimental aircraft only as they weren't produced under an FAA approved process for Type Certificated aircraft. If anyone wants it, I could also sell the C&C program that I paid for, should you ever want to make more. Contact, Bob Mortenson The Pitstop, Inc. PH: 406-777-3163, 406-370-5860 Cell 4/10



## TRADE for a Seabee! N3N Floatplane For Sale



This USN file photo shows an N3N (not mine) on floats. My N3N, N45129, is currently hangared in Colorado. It's in the landplane configuration, although I have a 100% complete set-up to re-configure the airplane for water operations.

My N3N was built in 1940 (S/N 1962). It remained in US Navy service until 1946, when it was surplused and became a crop duster. In 1969 it was placed in hangar storage in Texas, where it remained until 1980 when it was ferried to Arkansas for restoration. It underwent a ground-up restoration from 1980 until 1989 when it was certificated in Standard category. From 1989 until 2001, it had flown 401 hours when the owner died, then went into a hangar until July 2004 when it was purchased by me. I flew it to Texas and installed Redline disc brakes, using FAA Form 337 on a field approval.

In February 2005, I took a job in Singapore, flying the N3N to a museum in Arizona where it remained on display until April 2008. In April 2008, I flew it to Colorado and put it in a hangar there, where it remains today.

It has a 300-hp Lycoming 9-cylinder radial engine with Hamilton Standard 2B20 constant speed prop. Both engine and prop have 437 hours of operation. There is no wood in this airplane, as the US Navy manufactured them using aluminum extrusions left over from the dirigible program. The fabric is now 20 years old and shows its age, but is good for many years. It would benefit from a new paint job. Regarding spare parts, I have a core 300-hp Lycoming engine with mount, pristine upper wing, right and left lower wings, two elevators, rudder, vertical and horizontal stabilizers, "N" struts, eight ailerons and a multitude of spare parts too numerous to mention. My float set is 100% complete, including 20-foot centerline float, 6-foot wingtip floats, all struts, braces and attach fittings, and newly manufactured stainless steel flying wires.

I'm still working in Singapore and have decided to take up permanent residence in Asia, which is why I've put the airplane on the market. I have approximately \$105,000 USD invested in the airplane, spares and floats, but will consider any reasonable offer. Upon purchase, it will be given a fresh annual. I would also be able to provide delivery and a check out, with CFI endorsement. General historical and factual N3N information can be obtained via Google.

Should you have further interest, I'll send copies of logpages, 337s and other relevant maintenance documents.

Please reply to my Yahoo e-mail address: [usnavy\\_n3n@yahoo.com](mailto:usnavy_n3n@yahoo.com)

Best regards. Richard Ries 2/10

SuperBee! GO 480 Simuflight Conversion, fuel injected. NEW ENGINE and PROP!



**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 [wbsurgconsult@comcast.net](mailto:wbsurgconsult@comcast.net) 02/10

### Lycoming Prop. and parts.



I bought this new HC-A3VF-SAL / VL9333 CH-4 as a spare propeller for my Sea-Bea in 1980, later I cannibalized hub for few parts namely one clamp. There are three new blades and partial hub for sale. Asking \$9 000 -OBO. Also have pair of prefabricated longitudinal steps - STC - SA 575NW. No paperwork, \$200 8 feet of keel extrusion asking \$100. Location Miami.

JAN BEM Tel# 305 866 1408 Cell: 786 999 9829 e-mail: [janbem@centrum.cz](mailto:janbem@centrum.cz) Tel# in Czech Rep. 011 420 602 203 660 01/10

## 1954 C-180 Representing a 1965 U-17C of the RVNAF

Approx. 6900 hrs TTAF, 975 TTSMOH McCauley 88" prop installed 2006 MARCH annual KY-197, KMA-24, and Northstar M1 □ VFR only Same owner 20 years, always kept in hangar Located at Hicks Airfield Texas (T67) Seen in several magazines, books, video, and Trade-A-Plane cover. \$80,000 Phone: (817) 658-8637 [wrsanders\\_98@yahoo.com](mailto:wrsanders_98@yahoo.com) 12/09

Right Wing Needed for Seabee!

AS MENTIONED I NEED A RIGHT WING....., FOR NOW? RICHARD LAWRENCE

250-675-3008 or email [richard@airspeedwireless.ca](mailto:richard@airspeedwireless.ca) 11/09

## Seabee Art!



Ginny Ivanicki is an artist and Seabee lover. Ginny does some incredible oil paintings of the 40's and 50's that include other seaplanes and warbirds too. You can see her works at [www.elliottlouis.com/dynamic/artists/Virginia\\_Ivanicki\\_Strell.asp](http://www.elliottlouis.com/dynamic/artists/Virginia_Ivanicki_Strell.asp). Contact her at [ivanicki@telus.net](mailto:ivanicki@telus.net) or 604-709-0190 9/09

## Turbocharged SeaRey



Options include; Hydraulic gear, Heel brakes, Electric trim, Whelen strobes, King com radio, King transponder, 121.5 MHz ELT, Nav lights. Rotax 914.turbocharged engine 115 hp. Full electrical system. Dual electric fuel boost pumps. 137 total hours. Built by an A and P mechanic. Always hangared. \$45,000. (A new Rotax 914 sells for \$31,000 by itself.) Contact Tom Watkins 253-549-4549 Cell 602-284-0770. 8/09



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



**\$65,000** 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](http://www.barnstormers.com/ad_detail.php?ID=171092) Contact Sam [czechride@canby.com](mailto:czechride@canby.com) - [http://www.barnstormers.com/contact\\_seller.php?to=50500&id=171092&title=Republic](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

**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!)

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 [jaspat4kim@gmail.com](mailto:jaspat4kim@gmail.com), (203) 915-2000 Cell, (203) 877-7750 is Home, or (203) 877-7750 Fax

## LS-6 powered 350 HP Corvette "BEE" for sale, NOW registered! U.S.



Don't miss this rare "BEE", it is a great aircraft. No oil required between oil/filter chgs. 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, splat 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](mailto:winterhawk23@hotmail.com) or Phone 604-943-3380 (home) 604-813-7794 (cell)

Asking price \$115,000.00 US 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](mailto: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 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. 1/09



## *Other Interesting Web Sites*

<http://www.tanignak.com/More%20Amphibian%20Adventures.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>

<http://web.mac.com/chankwitz/BlueHorizons/Movie.html> Carl Hankwitz's republished 1949/50 family Seabee movie.

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

[www.dunk-you.com](http://www.dunk-you.com) emergency egress training.

[www.sfahistory.org](http://www.sfahistory.org) Society for Aviation History

[www.clearlakesplashin.com](http://www.clearlakesplashin.com)

[www.aerocheck.com](http://www.aerocheck.com)

[www.hu-16.com](http://www.hu-16.com)

[www.SeaPlaneOps.com](http://www.SeaPlaneOps.com)

[www.flightcontractservices.com](http://www.flightcontractservices.com)

[www.rcairplane.net](http://www.rcairplane.net) Easy to build Seabee with a 72" wing span, other great models too. Contact Bill Price [bprice@puc.edu](mailto:bprice@puc.edu)

## *Canadian Information*

<http://www.alaska.faa.gov/flyak/>

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

## 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 [page@earthlink.net](mailto:page@earthlink.net) 253-973-9985 or at home 253-232-9463.

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

## The Seabee Experts

### Simuflight

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](mailto: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.

**Scott is looking for intersted parties concerning replacement floats. They are working on a new design as parts are getting hard to find. He writes...** The Floats will be STC'd

\* I am guessing carbon fiber and should be very light.

\* They will be one piece so no seam, they will look better. The actual shape will not change since changes like this would require flight and water testing. I am just going to get rid of the seam.

\* Less drag? maybe but nothing to right home about.

\* No corrosion - we are going to make sure these have no parts that will corrode.

\* Off the shelf replacement - We spend a lot of time straighting bent floats because there is no more replacements. The one we are doing now have \$600+ in labor and heat treating in it.

\* Price - Who knows, FAA is going to beat me up a little but my hope is to bring each float in under \$1000 but I am guessing a starting point would be \$995 per float. This price would assume fairly good volume. The engineering on this is going to take some time to get through the FAA. I can't just make a look alike float out of carbon fiber I have to design the layup and write a specification for the resin and manufacture and then get it all approved. I am guessing I will have about 160 hours of engineering by the time I am done with the FAA. Then we still have to make them as well.

Bottom line is if there is no interest I am not going to jump into this project. Jereme still has a few float halves

available so we can work with those for the time being. The problem with his floats is, they are not heat treated and when we heat treat them they like to warp on us.

#### **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](mailto: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](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. 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!" [brummricken@comcast.net](mailto:brummricken@comcast.net) 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.

T.A.C. Transition Aircraft, Randy Komko's business is now at <http://temp.seabee-transition.com.officelive.com/default.aspxhttp://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](http://www.wa-spa.org)