



*How about that?*

Hello Everyone,

I'm kind of surprised I had no submission for the "crazy paint contest!" How about any paint idea submissions, what do you like, how would you like to paint yours? A real competitive category would be "Ugliest Bee!" There are some real hummdingers out there that haven't been painted since... you get the idea. Send me what you have. The graphics on the tail above are even better looking in person. That's really sharp....

Robert St. Louis is looking for tow bar plans or pictures. What have you got? I've been pushing ours for 11 years and either it's getting heavier or, well, let's just say I'm thinking on the same subject. I'm sure you've seen the electric drill tow bar for nose draggers, I've been trying to piece some stuff together to make something like that for the Bee tailwheel. I've got some old drills that could be used to drive a roller that would be held up against the tailwheel to actually drive it in either direction. Anyone done anything like that?

Roger York from BC had told me years ago about how he'd purchased a used electric pallet mover that he was going to shorten and narrow. That would have small chocks to actually lift it at the fork which I thought was an excellent idea. I never did hear how it worked out. Send me your creations and/ideas so I can share them with everyone.

Tom Hoag can't take anything more than short trips in his Bee because his seats give his back fits. It's a really nice airplane, all original and he wants to keep it that way rather than switch over to Cessna or Piper seats. Has anyone switched cushions or had Oregon Aero do a custom fit? Let us know how you've solved this problem.

I know many of you have gone to other seats. Our Bee has been switched to seats from Piper Cheyenne which work really well. They were also designed(crash worthy) to save your back in the advent of a crash. Cessna has a wide array of choices too and if you've done that modification you should note that there is another AD on the Cessna seat rails. I just received

this notice about a week ago if you've not seen it yet.

[CESSNA AD "WILL AFFECT 36,000 AIRPLANES"](#) The FAA's final rule regarding Cessna seat rails applies to all serial numbers of Cessna aircraft ranging from Cessna 150A to T337H-SP models -- 36,000 aircraft, according to the FAA -- and is effective as of June 17, 2011. The Airworthiness Directive (AD) supersedes a prior one; it clarifies inspections that look for cracks in seat rails and details under what circumstances parts must be replaced. Action, unless already taken, is required within the next 100 hours time-in-service or within the next 12 calendar months. The FAA estimates that the inspections alone should cost each owner about \$85 and combine to produce \$3.06 million for the repair shop industry. Cost of replacement parts and work as needed could add another \$395 to an individual owner's tab. Specifics follow.  
[More...](#)

One last thing before I run for the sun, it's killing me to be inside.... Re-Registration with the FAA. I thought it was when the aircraft was first certified and ours was January 1947 so we wouldn't be due until 2014, but that's not the way it works. When was it last registered? Probably when you bought it? You can check the date the FAA has on file at [http://registry.faa.gov/aircraftinquiry/NNum\\_Inquiry.aspx](http://registry.faa.gov/aircraftinquiry/NNum_Inquiry.aspx) Type in your N number and you'll see the "Certification Date" and the "Expiration Date" that you'll need to comply with.

**Classifieds** Listings will be for 6 months unless I hear from you. After that, they may 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!

Lycoming GO-480-F1A6 w/ 133.5 S.M.O.H by T.W. Smith 11/18/77. Low Total Time since NEW (1391.2), Serial # L-331-29, ALL accessories, engine mount, exhaust, great log history and well documented. \$10,500.00.

Lycoming GO-480-F1A6 w/ 831.7 S.M.O.H by T.W. Smith 7/3/70. Low Total Time since NEW (1082), Serial # L-396-29C, ALL accessories, engine mount, exhaust, great log history and well documented. \$5,900.00.

Lycoming GO-480-G2D6 w / 1300 S.M.O.H. bt Robert M. Frakes 9/20/74, Serial # L-120-34. Includes all accessories, engine mount, exhaust, baffling, log book. Still installed in Twin Bonanza, \$7900.00.

King KX-155 with Glideslope, tray and backplate, wiring harness (partial), recently beech tested and yellow tagged after being removed from a Twin Bonanza for upgrade. \$1600.00.

Lycoming Supercharged GSO-480 Core. Former Military use, with No log but has both Data Tags on Nose case reflecting overhaul history by Columbia Aircraft Services. VERY CLEAN ! No accessories asking \$2,750.00 / OBO.

Set of factory NEW McCauley Spinners and Backplates still in factory boxes. Make offer !  
Gregg Cadieux, located Scotia NY Telephone: 518 424-8235 [twinbo550@aol.com](mailto:twinbo550@aol.com)

### Seabee Project

Last Annual Inspection July 1, 1998

Not currently ferryable per mechanic (Don't know what needs to be done but will follow up with mechanic.)

Located in Southern California

A/F TT = 385.3

Engine TSMOH = 573.8

Zero STOH

Engine is Franklin 6A8-215-B8F

Currently listed at \$85K but will consider offers

Contact is Katherine Kunnes at [kunnes@sbcglobal.net](mailto:kunnes@sbcglobal.net) 03/11



## Franklin Engine(no paperwork), Prop and all associated parts!

We are converting to the McHugh Simuflight GO480 STC. Anybody interested? I can email Pictures ! Contact Lars 907 229 6792 [larsgleitsmann@gmail.com](mailto:larsgleitsmann@gmail.com) 03/11

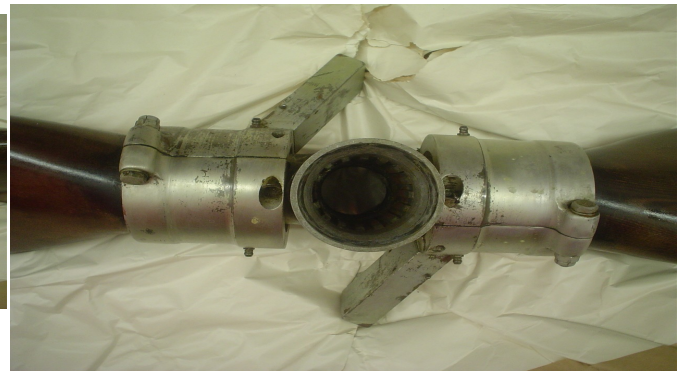
## Original Seabee Propeller

Attached are photos of a Seabee propeller I'd like to sell. I've had it in storage for several years and don't know it's history. I have no logs or records for it, but thought it might be useful to someone. I have no idea of its value, but based on the value of the two blades I saw here, I guess I'd let it go for \$850.00.

Richard Ries  
817-301-9312 [usnavy\\_n3n@yahoo.com](mailto:usnavy_n3n@yahoo.com) (note y\_n)



Richard Ries' Prop 03/11



## New Price on Roger Duke's 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, \$87,000. Contact Roger Duke 360-321-1537. email [rduke@whidbey.com](mailto:rduke@whidbey.com)



## Airpark Home on Whidbey Island, WA

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 What a set up he has. Here's a new link to



## Seabee Project for sale

1947, S/N 907, N6634K. Original logbooks/not flown since 1968, no major damage listed. Have new skin for the hull bottom, intermediate skin damage approximately 5"x 10".... Fuselage and one wing stripped other wing stripped and primed. New lift struts and fuel tank in 2001 extended wing tips with spill plates. B9F engine S/N 23965 and the original Hartzell HC-12x20-2 prop, S/N 2131.

Many refurbished smaller parts.... landing gear, yoke, control wheels and column, rudder pedals and control assemblies etc Asking \$18,000 and I will entertain any reasonable offers, consider full or partial trade: motor home, boat, car, motorcycle, etc. Can Email extensive list of pictures! Contact: Bruce Novotny [cindynovotny@centurytel.net](mailto:cindynovotny@centurytel.net) Hm 507-872-5110 Wk 507-537-8114 10/10

**(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

**SuperBee! GO 480 Simuflight Conversion NEW fuel injected 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  
[wbnsurgconsult@comcast.net](mailto:wbnsurgconsult@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

### 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

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

### 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.bcfloatplaneassociation.com/>

## Seabee Products And Information

Robinson V8 Aircraft has a full service maintenance facility 75 miles north east of Toronto. We do work on certified airplanes, including Seabees, as well as amateur built aircraft. We also have a 3D CAD design capability including a virtual wind tunnel (CFD flow simulation) for evaluating potential modifications. Our website has a list of Seabee modifications we have done to date. We would be happy to perform Seabee

maintenance for anyone. Contact: Brian Robinson 705-878 4900, 705-340-2408 Cell and visit [www.v8aircraft.com](http://www.v8aircraft.com)

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

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. 561-573-0668 [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 weights 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>

### **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 on 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](mailto: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.

**T.A.C. Transition Aircraft**, Randy Komko's business is now at <http://temp.seabee-transition.com.officelive.com/default.aspx>

Remember Procrastination is the key to flexibility!



Bee Sea n'ya,  
Bruce Hinds  
Seabee Club Newsletter  
Director WSPA  
Director SPA  
360-769-2311 home  
360-710-5793 cell  
[www.wa-spa.org](http://www.wa-spa.org)