

June 2009

Seabee Club Newsletter



How about these doors? Reverse is not a problem!

Hello Everyone,

Wow! I've been hoping global warming would finally kick in, what wonderful weather we've been having in the Great Northwest. Unfortunately, I've been working, spending time in Reno and now in Ketchikan. It's tough duty, but someone has to do it. I am ready to get the Bee out, I'll let you know of our adventures, let me know of yours, so I can share them with everyone.

Last week while in Reno I was able to meet up with Pete Norman and spend the better part of the day going over his phenomenal creation. His aircraft was assembled from the hulks of 5 other airplanes. Through endless communication, national, regional, and locally with the FAA he was able to get this V-8 powered Bee through out he certification process in the Experimental Exhibition Warbird category. You didn't know the Bee was a warbird? It was only tested by the U.S. Army, but it did serve with about 4 other countries that I know of. His paint job reflects his Navy training squadron as a tribute to the Navy Seabees for which it was named. I spent the day with him going over his masterpiece with a fine tooth comb. The workmanship is truly second to none that I've ever seen.

The gullwing doors are a fine example of how he's done this project. The idea was to have doors that can be open while in reverse. The added benefits are that they are out of the way for docks and boats too. Did I ever tell you the story of how I almost lost a door trying to get from a dinghy into the seat? I have the 180 degree hinges which are a neat feature, but the doors can be lifted off the hinge pins. A wave came along and as the rubber boat rebounded off the side, the dink rose and lifted the door off the hinges. The door and I parted the aircraft. Fortunately I had hold of the handle and was able stay in the boat (barely) nearly losing the door. It must have been quite a site from the dock.

In order for Pete to get these doors to only operate properly, being the fine engineer that he is, he wanted it sound structurally too. He calculated all the loads and created all the engineering data, to produce the doublers, supports and hinges for the doors to be used with gas struts. New door handles were necessary too. The handle is in a much more convenient position and operates pins forward, aft and in the bottom to secure the door which makes a great fit on his custom made waterproof door seals. This type of approach was evident throughout the project. It's truly a magnificent machine. If you get a chance to go to Oshkosh, he plans to Bee there.

News

Ken Kunz is convinced he can get what he calls his VeeBee certified in the US. [F Y I. Gentlemen; This is just a short update on the situation regarding my VeeBee Amphibian. The aircraft has been De-Registered in Canada, & is now on application to Oklahoma City \(OKC \) for U.S.A. Registration. I am informed that the registration number will be " N378NK " As soon as I receive the paperwork back from O K C office, I will then be able to contact the regional office in Renton to have the application for airworthiness and Inspection completed, and I can then notify them of the proof of registration \(acquired from OKC \). I will let you know as soon as we have it completed & licensed to fly.\(for the demos\) Until then, my regards, Ken Kunz.](#)

I wrote to ask if this would work for other imported Bees with the Robinson Engine...

[Bruce; Thanks for your prompt response. Yes, it will work on other Vee's from the north, provided they are approved & registered in Canada as ' Homebuilt ". As we, here in Canada have a category called " Owner Mtce " we can continue to use the Robinson engine in Seabees, But owner Mtce category is not allowed to be imported, or even flown into the U.S.A. The other part of the story is this. The Canadian Dept Of Transport has endorsed the FAA position & adopted the rule in Canada that from NOW on, no homebuilt in Canada will be approved if it contains parts or components from a previously commercially built aircraft. \(like our change to the 51% rule\) That means the end has come here too. This one of mine may be one of the last to be importable under the old rules, which is part of a kind of Bilateral Agreement thing. I will let you know when this conversion is completed, so you can show it as such on the website. Anyone who, in the U.S.A., has their heart set on a VeeBee, may want to get in touch with me, or miss out!!.](#) Thanks for your kind help & assistance in this regard. Respectfully, Ken Kunz.

Hey Joe, dig this....

Seaplanes swoop in on Saratoga Lake

By PAUL POST, The Saratogian



STILLWATER — Keith Brookins and Eileen Harren's guests weren't totally unexpected. Their method of arrival was certainly a bit unusual, though. Brookins waded out into Saratoga Lake with an aluminum Grumman canoe to greet his friend, Barry Holtz, one of six seaplane pilots who flew in for a visit Saturday. Holtz, coincidentally, flies a vintage Grumman Widgeon G-44, made shortly after World War II.

"Welcome to 1946," Holtz said, greeting passengers aboard the plane for a quick flight over Saratoga County. "There's only about 50 of these left in the world. I'm fortunate to have one." Holtz, of Rochester, and other "H2O Pilots" started the day on Lake Pleasant in Speculator, where they met for an annual gathering in the Adirondacks. Less than an hour's flight time away, he decided to visit Brookins, a fraternity brother from their days together at the State University of New York at Oneonta. It was a nice day with great flying conditions, so Holtz brought along a handful of other pilots, too. One by one they came down out of the sky and gently landed on the lake, flying into the wind in a west-to-east direction just north of Snake Hill in the Shadow Bay area. To Brookins and Harren, the owners of Harren Brook Inn bed and breakfast, entertaining is an everyday occurrence. This was a special occasion, however, because other frat brothers, such as John Tillou of Saratoga Springs and Scotia's Ed McSeeney, joined in the fun as well. To Holtz, marine aviation is a world unto itself. "If it doesn't land on water, why would you want to fly it?" he said. "It opens up the world for adventures away from airports. Once you've seen the first 50 airports, you've seen them all."

Four planes were Seabees, made by Republic Aircraft Corp. from July 1946 to June 1947, specifically designed for returning World War II pilots who wanted to keep flying after leaving the service. Mike Lush of Orangeville, Ontario, north of Toronto, has an unpainted version of the plane, whose high-polished aluminum gleamed in the sun. "I put 3,000 hours into its restoration," he said. One of its features is a 350 hp V-8 engine.

Two pilots came all the way from Rhode Island, including Alex Poules, who previously flew for singer Jimmy Buffett. Grumman designed the Widgeon



for military purposes, used extensively by both the Navy and Coast Guard. Jobs included everything from light transport to air-sea rescue and anti-submarine aircraft patrols. The plane was capable of holding a 345-pound depth bomb. Holtz's particular plane rolled off the assembly line in 1946. At 31 feet long with a 40-foot wingspan, it cruises at 138 mph.

"I've lived here 42 years," said lake resident Ann Durocher. "This the first time we've had this much excitement." Lifting off from the water's choppy surface, Holtz flew over Luther Forest and Round Lake before veering left to Mechanicville and following the Hudson River south toward Halfmoon, where the large GE Silicones plant came into view. Then, turning the plane around, he flew back north over the river, its shadow outlined in the water below. Fortunately, there weren't many boaters on Saratoga Lake, allowing Holtz to make another smooth landing.

Brookins' neighbor, Carl Grove, was among those who went along for the ride. "I built my house here in 1995. That was the most fun I've had since then," he said, smiling.

Take the course

Take the AOPA Air Safety Foundation's new Understanding eAPIS online course to learn how to comply with this new regulation.

Take the Course <http://www2.aopa.org/site/R?i=5NZstCUR1Q7i7hX5Unvzvq>.

This free, pilot-friendly tutorial will: Explain the reason for the new system. Provide easy-to-understand, step-by-step instructions for using eAPIS. Show how the system functions in real-world scenarios using Microsoft Flight Simulator Video.

Canada Backs off 406 ELTs

Canada's Minister of Transport, John Baird, has overruled his bureaucracy and suspended implementation of a controversial rule that would have required almost all aircraft to have certified 406 Mhz emergency locator transmitters installed by February of 2011 in order to fly legally in Canada. The rule would have applied to aircraft trying to enter Canada from other countries. In an interview with *AVweb* at Canadian Aviation Expo in Hamilton, Ontario, earlier this week, Kevin Psutka, president of the Canadian Owners and Pilots Association (COPA), said the minister refused to sign the rule as presented by Transport Canada because it didn't include any viable alternatives to 406 ELTs, even though it included language that indicated an alternative method of compliance was possible. "There is no technology that exists today that could meet those (alternative) requirements," Psutka said. He said the minister has ordered his staff to draft a rule that gives new technology a fighting chance for acceptance.

Psutka and COPA have been fighting the mandatory equipage with 406 ELTs for 10 years, arguing the new ELTs, while somewhat improved in the level and types of information they provide rescuers, suffer from the same operational flaws as the

old-style 121.5 units. The vast majority of ELT signals are accidental and do not announce any kind of emergency. On the other hand, when a plane does go down, they fail to trigger more than half the time, according to COPA's research. Psutka was urging Transport Canada and the Canadian Forces (which handles search and rescue) to consider new GPS-based systems that leave a "bread crumb" trail of position reports for rescuers to follow but the rule, as written, excluded all of them, he said. TC's position was that 406 ELTs meet International Civil Aviation Organization (ICAO) standards that changed when the satellite constellation that monitors search and rescue alerts stopped receiving 121.5 signals. The U.S. did not adopt mandatory 406 equipage, but the military and Civil Air Patrol are recommending aircraft owners install the new ELTs.

Safety from our WSPA newsletter

One very important note I want to put in here before I go on... With the awesome weather I know you are anxious to go and many of us are rusty. One important proficiency that the regulations make no provision for may be the most important. There are regs for takeoffs and landings and those for IFR. If you are rated IFR, you know how fast you can lose your scan. Likewise, while flying VFR we can get out of the habit of looking for other traffic, especially with the new GPS and moving map units.

During our type of flying, low and slow, we seem to be focused on what's below us, more so than what's going on around us. I have found myself surprised to see wheeled planes flying at 500-1000 feet, "where'd they come from!" I got a chance recently to fly with a friend and I noticed he was much more diligent about looking for other aircraft than I have been lately. Interestingly, he had a nice Garmin unit that showed some of the traffic that we had not seen which puts the following story into some perspective. Whatever your distractions, the awe of our area, a new radio, or just the excitement of being aloft, be careful.

This report has absolutely nothing to do with seaplanes, and it can happen even when talking with ATC. Recently, just 2 or 3(?) years ago we had two airplanes tangle while talking to the same tower controller. Bee careful out there, See and Avoid!

The NTSB has determined in the case of two EMS helicopters that collided near Flagstaff Medical Center last June, killing all seven persons aboard, that had the pilots "been more attentive and aware" and communications more thorough the accident could have been prevented. According to the NTSB, the actions of both pilots contributed to the accident that destroyed the two Bell 407 EMS helicopters while on approach to the helipad. En route, the pilots of the aircraft were in communication with their communications centers and both provided position reports. The communications center at Flagstaff Medical Center advised the first pilot that the other helicopter

would be dropping off a patient and advised the second pilot's communication center of the first aircraft's arrival. However, that communication center failed to relay the information to the second pilot (and was not required to do so, according to the NTSB). The second pilot then failed to contact communications at Flagstaff Medical Center, which was required, and so arrived on scene uninformed of the first aircraft's presence. Further, the first pilot flew a non-typical approach that was not in accord with noise abatement guidelines and would not have been expected by the second pilot. Neither aircraft had onboard a collision avoidance system. The NTSB found that had a typical approach been flown by one of the aircraft, had either aircraft been equipped with a collision avoidance system (not required), and had required communications procedures been employed it is likely the accident could have been avoided.

Maintenance

Channel Tread Tire Users.... What inner tube do you use? Okay you guys, I know you are not running tubeless tires. I've been asking this for the last few months, would someone please respond?

Here is an interesting story regarding the tailwheel....

Hello Bruce,

I was surprised and pleased to see Dolshaws photo in your news letter. In case anyone is wondering if you can take off and land on water with the tail wheel down. I have done it several times. The pin holding the cylinder to the tail wheel tube broke on me during a cross wind landing at Annette island AK. The lock also broke. I fixed the lock holding the cylinder and locked the tail wheel down. Then continued on my trip home to Mount Vernon WA. I drilled a hole in the cylinder, tapped it and screwed a bolt in it. To hold the cylinder to the tail wheel tube. I also milled a piece of steel and Allen screwed it to the keel to replace the aluminum that had rubbed off at Annette Island.

Herman

Greg and Bill's Excellent Adventure This is not a Bee story, but having met Henry Ruzakowski and having heard of some of his adventures to the Bahamas, it just makes me want to go! My Bee's been there, but I haven't taken it there..... yet!

From the Skywagon group.... Some of you may recall my account at Oshkosh of two crazy Texans I met at the Seaplane base this last summer, Bill Workman and Greg Smith. They are partners on a pristine 185 on Aerocets and most importantly aren't afraid to use it. They just returned from quite an adventure and sent me a link to their trip photos, an impressive presentation. And if you're wondering the answer is yes, they are as much fun to hang out with as their photo's suggest. Some day when they are both too old to fly and have to sell their Skywagon I don't believe they will hesitate to answer yes that this plane has had service in salt water and they aren't even a little bit sorry.

☺ http://www.washingtonsawyer.com/Bluebirds_Bahams_Trip/Welcome.html

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!

Bee found on Barnstormers...

<http://www.barnstormers.com/listing.php?id=316033>



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

Dave Reeve, N6102K, is moving back to the Pacific Northwest and he writes.....

I am cleaning out my shop getting ready to move back to Port Angeles. I have a new, never used, SAF-AIR P5000 Oil Drain Valve excess to my needs. It is for the GO-480, but fits a lot of other Lycomings, 540, 360, etc., with 1/2" pipe fittings. 3/09

See
for details
1/2 price
shipping USA.
Reeve,



www.SAF-AIR.COM
and applications.
\$40, including
Contact David

dcr1br@earthlink.net, 414-570-0569.

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 the 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....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 wbsurgconsult@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

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](#)located Wilsonville, OR phone: 503 678-5114 **01/09**

LS-6 powered 350 HP Corvette "BEE" for sale, reg.C-FDKJ



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.

- MGTW 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/propellor" 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 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 Amphibian Adventures.htm](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> 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 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.

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!" 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/>

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