



*Let's have a crazy paint job contest! Submit your photos please....*

*Photo: © courtesy of Thomas M. Erfert*

Hello Everyone,

I've seen some wild paint jobs, but this is crazy. Since we are all interested in this old beast we can understand that beauty has to be in the eye of the beholder right. So, not sure of the categories yet, most beautiful may be too subjective. Let's see what we can get going. Send me your photos with comments, captions and/or remarks. The airplane above is unknown and is on Steinar's website. He is looking for an identity, SN or Registration # if you can help. It's in a golf park in Myrtle Beach, FL he believes! If anyone can get some info on this, contact Steinar at [seabee@c2i.net](mailto:seabee@c2i.net) or just send it to me.

Also on Steinar's site is a nice tribute to JimPoel with some great pictures. Go to <http://www.seabee.info/seabee.htm> and then to the News page. Miss you Jim.....

I've been speaking "Amphibian" a lot recently here with our local organization and thought I'd share the following from one of our members with you, it's too funny not to share.....

"Well, my wife Mary is turning into the amphib wheels police since hearing about all the wheel down issues over the past few years. In March, we moved to a highrise condo in downtown Seattle. We see floatplanes coming and going from Lk Union, BFI, and RNT. The other day as we were watching the traffic over Elliot bay, Mary saw an amphib, come across from RNT and head northbound, wheels down. She got quite animated and wanted to read the guy the riot act. "Shouldn't he have his wheels up by now?" "What's he thinking?" Another time, as she crept home across I-90, I learned that she about jumped out of her truck to wave at some wheel down guy either coming or going to/from RNT. In all likelihood, these guys were operating safely and to a plan, but I have to smile every time my amphib

[policewoman speaks up. Mary's great. Won't fly, but certainly does participate."](#)

I just wrote the following for our WSPA group, so perhaps I should share it with all of you. See Safety below....

### ***Hot news from the Seabee Hospital!***

A recent call from Harry Shannon indicated there was an AOG situation with a twin bee in the area. The Bee had suffered a tail wheel collar failure and it was potentially fatal for revenue purposes! Harry needed a donor tail wheel collar casting and STAT because the patient was hemorrhaging.

Dr. Coleman at the Seabee Hospital in Green Swamp quickly responded with an ailing Seabee patient that was not going to be needing the collar since it was confined to cradles. Intern Christopher Shannon brought the Amphibians Plus ambulance to Green Swamp and masterfully landed the tail wheel short wing Piper at 0930 Saturday morning and the operation began.

"The collar was in fairly poor condition, but with some TLC could be serviceable again", Dr. Coleman said. About an hour into the operation, it was complete. Christopher Shannon stated, "It was a pleasure working with Dr. Coleman and observing the way he manipulated the hammer and chisel without leaving damage to the parent metal...he is truly a master in this technique!". Intern Shannon placed the extracted collar in a cooler on ice and whisked it away to Bartow for further enhancements.



The operation was observed by GSLN Melody Coleman (Green Swamp Local Nurse) and provided this action surgery shot for us to review. We are optimistic that the collar will not be rejected by the recipient and it will fly for years to come....

### **Did you see the Sinking of the Tahoe Special?**

Steve Lantz wrote his story about his accident in January and it is published on the IRSOC site. Click here for the ["sinking story."](#) At the time of the writing Steve was planning on rebuilding the airplane and may have already acquired some of the parts. Now, he is going to put it on the market. This could be a great deal for someone as there's not that much work that needs to be done.

### **Safety Preventing Wheels in the Water Landings**

For those of you that are SPA members too, you'll see an article in the new Water Flying magazine titled Survival Instincts by Burk Mees that is all about amphibian accidents. He brings up the point as we all agreed at a recent "workshop" we had here that there is absolutely no reason to have the wheels down after takeoff. Some may argue that they are flying to another airport, or remaining in the pattern but the fact of the matter is that if something happens, and we all know it does, you will be better with the wheels up unless you are putting it down on a runway or a long straight road.

Just doing touch and goes? Really, what are you practicing? The approach and landing **procedures** are as important as the touch down. So why not develop habits that will help to keep you out of trouble! The wheels up habit can be very simple. Just do it after every takeoff and tie the action to something else you always do after takeoff. There are many options here

depending on your aircraft and the way you fly. The airlines verify a positive rate of climb and call "gear up." General aviation pilots are taught to climb at  $V_x$  until clear of obstacles and then transition to  $V_y$ , so, verify clear of obstacles and put the wheels up. Most engine failures occur at the first power reduction. How about upon your first power reduction (the engine keeps running), put 'em up, you're not going back on the runway. I use an after takeoff checklist and since I hate listening to the boost pump, I do my check as I leave the pattern or airport area.

Our Seabees are unique in another way too. With the tailwheel sticking out the side with the gear up, the rudder trim is different than with the gear down. I've set my rudder tab for a neutral setting while in cruise (with the wheels up). When the wheels are down it takes a bunch of rudder to keep the ball in the center, something is obviously not right.

Getting the gear up is first step and possibly the most important. The development of check list usage habits can be more complex. There are a few things about seaplane flying that are just not conducive to what we've come to know as normal procedures. If a landing check is "keyed" to a downwind leg, that could be a problem since we sometimes don't fly a downwind leg.

Other factors can play havoc with us too. The NTSB has made many studies and they've found that distractions are a major cause of check list misuse or lack of usage. If professional pilots can be distracted in a "sterile" cockpit on a simple straight in approach, how distracted do you think we could be descending into a pristine lake with conversation and ooohs and aaaahs as we admire the wonders of what we are about to experience.

Airlines also have the advantage of the crew concept which we can adapt if you have someone that regularly flies with you. Crew or Single pilot, you really need a checklist of some kind that you can and will use. Part of the GA problem is that we are never exposed to what is considered to be a real check list. I don't know anyone that has not been frustrated with senseless items on checklists provided by aircraft manufactures. A big part of the problem is that they were designed to be a procedural "how to guide." Do you really need to know how to do a run-up? ...RPM settings, mag drop, how to cycle the prop? Are we actually going to read as we roll down the runway about rotation speed and applying back pressure? I think not. That is not a check list.

What is a check list? A GUMP check is more of a checklist than your manufacturer's procedural list. A true checklist is something you use to check to see if something is already done. You configure the airplane and then read a short list of items to verify they are done. The FAA says you can develop your own and I encourage you to do just that. I could probably go on for pages on this subject, but if you want to work on it, here are a few items to consider. (I am available if you have any questions.)

Consider that the complete Boeing 737 checklist for normal operations is printed on a single 8 1/2 x 11 piece of paper with plenty of space left over. Yours should be pretty simple. The attitude at our airline flight standards meeting for what should be a check list was that if it won't, Kill you, get you in trouble or cost money, it may not need to be there. If it's real important, we decided it may need to appear more than once. Pretty simple really. I've divided my Seabee Checklists into 8 categories with not very many items in each section.

1. Before Start
2. Run-Up
3. Before Takeoff
4. After Takeoff
5. Before Landing
6. After Landing
7. Shutdown



## 8. EMERGENCY

Each one of the categories are printed on tabbed index cards. Each item is in the specific order as it's normally performed. That order is dictated by a natural flow, or movement across the cockpit. Kind of like dance steps. I think Richard Bach referred to it in his F-84 as witnessing a hand dance.

Developing the good habits of getting the wheels up, using checks after the actions are performed at a specific time that you will not tolerate distractions should keep the possibility of a wheels in the water accident to a minimum.... And, Remember.....

All this means NOTHING unless you Visually Verify where the wheels are! A mantra is used by many pilots such as "Wheels are UP for a water landing, selected up with a Red light and Visually Verified in the mirrors as UP for landing on the Water."

I'm available for any discussion on the topic and I'll be glad to help in any way I can. I'll do anything to help prevent another occurrence of what happened at Lake Goodwin this past January. For those not familiar, one our local pilots flipped his C-206 in 40 degree water, he was barely able to get out, but his 6 year old boy didn't.

Let me know if you want to talk about checklists, about their usage and/or development.

Bee safe out there my friends!

**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!

### 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

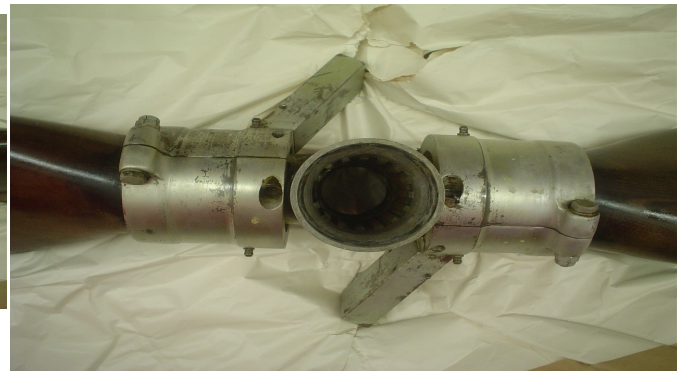
Attached are photos of a Seabee propeller I'd like to sell. I've had it in storage for several years and don't know it's history. I have no logs or records for it, but thought it might be useful to someone. I have no idea of its value, but based on the value of the two blades I saw here, I guess I'd 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 a website for the [Listing Details](#) 02/11

## 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 Grumman's. 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 Mojonier, and Richard Sanders. No special software is required. All files are in Adobe Acrobat format and I include a reader with the CD. Once the Acrobat Reader is installed, just put the CD in the computer and it starts automatically! Contact Steve at [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)