

The Northwest Seabee Club



Photo courtesy of Kenmore Air Harbor
"Who needs skis?"

Greetings everyone...

Another late issue, excuses, sure we all have 'em. I just won't bore you with the details...

News

Bremerton may have a glimmer at the end of the long tunnel. The support has been fabulous. Kenmore even stepped forward with letter concerning the state of Seaplane operations in our area, specifically mentioning the congestion on lake union, customs and the lack of adequate float storage. It looks like the ports 10 year plan will get some new language. I don't know just what that will be, but I did offer some suggestions. Thanks for all your support, I'll keep you posted.

The Discovery or History Channel had a 6 hour special on "Flying Boats" if you missed it as I did, you can order the video at

<http://shopping.discovery.com/stores/servlet/ProductDisplay?catalogId=10000&storeId=10000&productId=10770&langId=-1&search=Y&searchKey=1761950959>

Another interesting site that I just discovered is all about Closed Airfield, old and new photos. The little airport where I learned to fly is now a shopping center. http://members.tripod.com/airfields_freeman/index.htm

I let the annual lapse, so any spare time this month will be spent at the narrows. Stop into Associated they now have fuel!! The restaurant is open too. At least for Breakfast and Lunch. I don't think they know about the sunsets yet. Hopefully by the end of the month we'll be flying again. Forward any ideas and plans, I'd love to catch up with you.

Safety Section **new**

I'm sure the discussion will continue about Last month's safety note concerning the fuel cap and siphoning. While the mystery prevails, here's another interesting note... Guy Cazort wrote in about another situation concerning fuel. Thanks Guy.

"Seriously don't believe your dip stick until you have first drained all of the water that leaked into the floatation compartment that sits directly under the fuel tank. That water will displace your fuel bladder and register as gas."

I haven't had an opportunity to go through my NTSB stuff as promised, I'll try to get back to that next month, in the mean time I'll include this classic safety piece by Don Kyte. Many of you have already seen it, but it's a good refresher for the upcoming season. Thanks Don...

Seabee Beaching and Ramping Techniques

This article will deal primarily with the Republic Seabee, since that is the aircraft that I am most familiar with. Lake owners may find some useful information as well. While I don't claim to be an 'expert,' after some 2000 hours and 28 years operating my Seabee, I guess you could call me "experienced."

Even at idle power the Seabee moves through the water at a pretty fair clip - fast enough to get you in trouble before you can do much about it when approaching shallow water, especially if it is murky. At the same time, oil pressure, which makes the prop respond to reverse pitch inputs, is too low at idle RPM to allow the rapid response you would want to avoid an obstacle. To overcome these dual problems, I recommend moving your reverse control lever an inch or so out of the forward detent as you approach an area that might require you to stop suddenly. At the same time, adjust the throttle to give you between 1200 and 1500 RPM. Forward speed is controlled, from this point on, with the reverse lever. You may have to readjust the throttle to keep the RPMs within the above limits.

The speed you choose depends on many factors but the main point is that you want to be going slow enough to stop if you come to an underwater obstacle, or at least be going slow enough that you won't do any damage if you do hit it.

Let us assume you are approaching a regular ramp designed for seaplanes (amphibious type) or a boat launching ramp that will accommodate aircraft. With the gear extended in deep enough water to insure the gear doesn't touch bottom until fully extended and locked, you will proceed until your wheels touch. If all looks well, move the reverse lever to the forward detent and then come right up on the power to complete the ramping maneuver.

Beaching

Now let's talk about beaching. If you are unfamiliar with the beach, I recommend keeping the gear up and very slowly approaching the shore until the bottom is contacted (gently, we hope). After it has rested there, power ahead just enough to slide slightly forward, usually no more than a few inches.

Now, shut down the engine and hop out the bow door with a rope tied to the bow cleat so you can secure it while you check out the beach. As you deplane, you will notice that the plane (being more buoyant without your weight) might drift free (the main reason for sliding up the beach those few extra inches). You will also notice that you are probably 2 to 6 feet from shore and have leaped into a foot or so of water. For this reason, a good pair of knee length boots are a handy item to carry on board, or a pair of sneakers you don't mind getting wet. At any rate, you should have something on your feet for the next step in the beaching maneuver. After securing the plane so it won't drift away, either with the rope or having someone stay and hold the plane, check the beach for firmness. I have found that if I can't stomp my heel into the beach more than an inch or so it is probably firm enough to taxi out of the water on your gear.

Assuming the beach is firm enough, bringing your Bee to shore on the gear is by far the preferred procedure. Besides eliminating all the problems associated with securing it in the water and possible damage from water and wind action, it is very convenient to have your Bee up on the beach where you can get at your supplies without wading. This is also the perfect opportunity to impress everyone with the Seabee's rugged versatility. Done properly, few things are as spectacular as a Seabee roaring out of the water to park on a remote beach. By the same token, nothing is more embarrassing than to get stuck in the process if you have done it improperly or miscalculated. I hope my advice will make you look like a hero and not a fool.

Besides the firmness of the beach, you want to be sure you have enough clearance for your wings (usually 30 to 40 feet) between the waterline and brush or trees, and no rocks larger than baseballs. Frequently, you will have to clear away some rocks and driftwood. ALWAYS plan to bring your Bee up at a 45-degree angle to the shoreline and make a 90-degree turn (at least) back toward the water so it is always heading downhill before you stop. Clear a path accordingly. Now you're ready for your grand entry. Offload your passengers and whatever gear you can get to easily to lighten the plane. Have them stand beyond where you plan to stop so you won't sandblast them when you make your turn. Push the Seabee back until it is just barely floating and then get in while your biggest, strongest passenger holds the bow. Start up and reverse off (with a shove from your bow tender if needed). Make sure you are in deep enough water to allow the gear to be pumped down without contacting the bottom because if it does before it is down and locked, you could break the gear clevis attachment and be unable to raise or lower the gear hydraulically. (You could still lift it to an up and locked position manually for a water takeoff and landing but you couldn't move it in flight. You could also force it down and locked manually but it would be extremely difficult due to the buoyancy of the tires).

As stated before, approach the beach at a 45-degree angle. When the gear touches as in ramping, put the reverse lever in the forward detent and come onto the beach with enough power to allow you to make at least a 90-degree turn back toward the water without stopping. Try to use little or no brake when making the turn as this may cause the wheel to dig into the sand. Also, make sure

your tail wheel is unlocked (if it is the locking type). This is not a major problem if you have forgotten it, as it will usually drag through the sand OK.

If you have managed to end up on the beach headed back down toward the water, you're home free! Set the parking brake, shut down and accept the accolades of your admiring public. If, however, you become stuck before completing your 90-degree turn, get it unstuck right away. The longer it sits the more stuck it is going to get. If it was just a rock, remove it and complete the maneuver, but if you miscalculated and the beach was not firm enough, this would be a good time to break out that folding shovel you carry (you do have one don't you?) and dig out the sand or obstruction. You might even want to firm up the footing with some twigs, fir boughs, or cardboard. The main thing is that you want to get your Seabee out of the mess NOW. Later it will just be worse. If you find yourself very stuck and you're not sure you can power out with the engine alone, your passengers can help. I would caution you, however, that your passengers probably aren't as familiar with a pusher aircraft as you are and it would be very easy for someone to slip and be hit by the prop. The safest method for them to help would be to tie a sturdy rope to the strut fitting where it attaches to the wing. By pulling from a safe distance and well outside of the propeller arc, they would be in no danger, even if they slipped and fell.

As you can imagine digging out a stuck Seabee can be a lot of work, so if in doubt, a more prudent plan might be to leave it in the water. There are a number of ways of doing this depending on how long you intend to stay and if there is a tide or not.

A Beach Too Soft to Taxi Onto

For short visits with no wind or tide action, probably nothing more is needed than a line from the nose to something solid on the beach. If nothing else, you can use your anchor, which you can bury firmly into the sand. For longer visits I would suggest, in addition to the nose line, a line from each tiedown ring or wing strut fitting to the shore to prevent a breeze from swinging the plane into the beach and allowing a wing float to contact the bottom. If a float is allowed to do this, you can count on waves or boat wakes developing that could damage the float bottom or strut. Unless my Seabee was in constant eyesight, I would ALWAYS have wing lines attached.

Gear Down, Bow to Shore

If the bank is rather steep or gets deep close to shore, I would suggest that you put the gear down and taxi in until the main gear barely touches bottom. Don't bring it any closer to shore as this will raise the nose and lower the tail. Remember that those "water tight" compartments AREN'T. They are all open at the top of the bulkheads and if the tail is too low (anything much lower than when it sits on an airport) water might work its way over the top of the last compartment and progressively sink your Seabee from the stern. Not a pretty sight. WARNING! If the water level should drop after securing your Bee (tide, etc.), the effect would be the same as if you had rolled your wheels up onto the bottom. A good candidate for the "tail sinking syndrome." For this reason, I don't recommend the bow to shore method in tidal water.

Gear Down, Tail to Shore

This is the most secure method of leaving a Seabee floating in the water. Tie a sturdy rope to the tie down ring under the tail (or to the tail wheel itself, if you want something stronger). That's about all there is to it. The only precaution worth mentioning is that if the water level should rise after securing your Bee, make sure your rudders (air & water) won't contact something on shore. The extended gear will ensure that it contacts the bottom before anything fragile does. If the tide goes out, you're aimed downhill in the right direction. If you have to leave before the tide comes in again, give it a try. If you get stuck in the mud, you're no worse off than if you had waited for the tide in the first place. When it comes in you'll float free and be on your way. No need even to get out and dig. I was stuck this way a few summers ago at Mole Harbor in Southeast Alaska where the tides can run 20 feet or more. I had to wait several hours for the tide to float me free but they were two of the most enjoyable hours I have ever spent. The water rose at the rate of an inch every few minutes. It was fascinating watching the water flow rapidly around me and as the water reached 6 inches deep or more, the spawning salmon started swimming by me. Taxiing free was no problem after that.

I can't give you firm guidelines for every situation but perhaps these techniques will help keep you out of serious trouble. After all, if you didn't have an adventurous spirit and some pioneering stock you wouldn't have a Seabee.

Few things can match the fun and adventure of visiting or camping in some wild, remote area. The Seabee is the most rugged, versatile aircraft I know of for this purpose. Go out there and enjoy it. A plaque I once read said, "A ship in port is safe, but that's not what ships were made for."

Planes and Parts (new listings) **New listings will only be new for 2 months, then I'll run them in "old listings" for another 4 months unless I hear from you. After that, they will be gone...renew as long as you like!**

Don Kyte's Searey is for sale! I had only heard how nice his Seabee was. This Searey sounds to be of the same quality that he's come to have a reputation for. If you know anyone looking for the best, this sounds like it... Don writes...

"It is a fine little amphib and equipped with the turbocharged Rotax 914 engine so it will go up to 20,000 feet, if you want it to. That is the best Rotax they make and it has a computer controlled wastegate. I installed everything I thought I would ever need to make trips from Florida to Alaska including enough instruments to fly IFR in an emergency (non-TSO'd)... It also is equipped for night flying... It takes off and lands in about 400 feet from water or land with waves up to a foot high.

It was professionally built at the SeaRey factory and is has a fresh annual by an A&P for the airframe and by Lockwood Aviation (the Rotax service center at Sebring, Fl) for the engine. I flew it to Sheets Field in Orlando for Page Lynette, Progressive Aerodyne VP to check over and he made some adjustments and pronounced it in good shape... the (one of a kind) heel brakes, which partially inhibited use of full rudder, have been replaced with the new Grove toe brakes (cost over a thousand bucks). I have over \$70,000. invested in it (including labor costs to have the professionals assemble, do the panel, and paint it). It would cost much more

to have it built today. The engine alone has increased \$4,000. and now costs over \$18,500. It was built in early 2001 and has been in a hangar most of it's life. It cruises at an honest 90mph on about 4.8 GPH and prefers super unleaded auto gas. The Rotax 914 can also accept 100 LL avgas. With the large 23 gallon metal fuel tank I had installed, it has a 400 mile range with reserve. It also has elect. flaps and elect/hydraulic gear making it easy for a frail woman to fly. I just recertified it for a gross weight increase from 1370 pounds to 1450. Empty weight is 955 so that gives a payload of 495 pounds. In other words, 2 average size people and full fuel. It has 96 hours total time. I am asking \$57,500 for it which is less than the parts alone cost." Contact Don dvkyte@aol.com Editor's note... if you have trouble getting hold of Don, let me know, he's in the middle of a move, but the little amphib is staying in Orlando if it didn't sell at S n F.1

Henry's Auxiliary Wing Tanks That's right, Second generation Seabee Guru, Henry Ruzakowski, has developed some leading edge wing tanks that will hold a least 15 useable gallons per side. They are made of carbon fiber and kevelar 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 2

Planes and Parts (old listings)

My really nice Beech swapover yoke with the Ram's horn wheel for sale, may be sold(?) to a new Twin Bee owner from Southern California. It has a Davtron electronic clock in the middle, a mike button, map light underneath and of course the Aileron Trim.



This is a specially made "bolt in" set up for the Seabee! The Beech shaft that goes through the panel has been mated to the Seabee unit. Just widen the hole in your panel and bolt this puppy in. It has been modified to connect right up. \$1600 or best offer, 337 included. Call me at 360-769-2311 or 360-710-5793

Rod Teel doesn't have a Bee, but would like to find one, either Franklin or Lycoming, in reasonable condition. He's a 757 captain for American Airlines in Washington, DC and plans on using the airplane on the east coast and Chesapeake bay. Let him know if any one hears of a solid Bee for sale. Thanks! Contact captianrod@comcast.net 3

Can't afford your own airplane, here's an interesting deal...

" I'm in the process of completely refurbishing a Cessna 180 on Edo 2870s. We're putting a number of STCs on it along the way (wing extensions, horton stol, baggage extension, and a bunch more). Eventually, I'll be putting together a fractional ownership program for the aircraft. We'll be basing the aircraft at Kenmore. I have 2 of the 5 fractional owners already accounted for (me and a mechanic from Kenmore). When we get a little closer to getting the aircraft back to airworthy status, I'm going to take applications and offer the other 3 fractionals to the most qualified folks. The buy-in for each fractional owner will be somewhere in the 30-35K range. vince_mancuso@compuserve.com " (their is an _ between his first and last name) 4

Tom Donnelly writes ..."I just updated to the new Garmin GPSMAP 196, which has more features than I can use but way whizzy. This leaves me with a II Morrow Apollo 920+ that I would like to sell. Nice hand held w/ PC interface kit and yoke mount. UPS supports this unit and publishes new databases for it. If you know someone who is looking for a nice GPS at a reasonable price put them in touch." Contact tdonnelly@mindspring.com 3

Ron Lyall's Super Seabee is for sale in OR, but he'd actually rather find a partner. It's a simuflight conversion with the 340HP supercharged Lycoming. \$115,000 or bee his partner...



Contact Ron, rseabee@internetcds.com 360-604-9549 4

George Coy writes... "We have decided to put our Bee up for sale. (s/n 750) It is an ORIGINAL bee with almost everything original. We have spent 10 years restoring her and have added an Icom Nav radio as well as a Transponder and encoder. We also added wing tip strobes. Other than that she is as she came from the factory. She has only 260 original hours on her. We are repairing the Wing floats now from a gear up landing last summer and she will be ready this spring. The gear up was due to a hydraulic pump failure. Rich Brumm has since rebuilt the pump and done the necessary service bulletins. The engine and prop have about 6 hours since overhaul. It is painted in the original Bee colors. The engine was overhauled by Gaston Blackburn in Canada. (Rich Brumm knows him and his work as they do the same mods). The airplane is in Northern Vermont and our phone is 802-868-5633. We re asking \$55,000.00" 1

Doug from Kenair writes... "Finally got some info on the Bee for sale. TTAF - 1089 TSMOH - 154 IGSO-480 Lyc. 340 HP Simuflight conversion New prop. Goodies include extended wings, bilge pumps, electric hydraulics, HSI, marker beacon, bearing buddies, droop tips, rudder lock, steerable tailwheel, Cleveland brakes, electric oil cooler door, EGT/CHT, vacuum system.



He doesn't mention radios but there are some. Encoder by the looks of the paperwork. Seems to me a good deal for \$145K. Couldn't build one for that. Ken put this together a while back, I think it was the first one he did, made the cover of TAP. Not flown very much." Contact Ken Thompson 707-939-0401 4

S/N 779, N11NW was spotted on the ramp in Phoenix. TT 700, 200 SMOH and 200 SPOH. Extended wings, and wide spray rail. Annualized Feb of this year. Asking \$60,000 for the airplane and all the spare parts. He has a few airframe parts and a lot of Franklin parts. and enough used and NOS parts to put together a spare "stock" Franklin engine. He's interested in doing another amphibian project, and would be interested in a trade if the right airplane came along. His interest would include a Lycoming Bee, a Twin Bee, Widgeon, Seawind, a 20's or 30's amphibian, or ???????? He's found a very challenging 30's amphib and a Seawind project, but will consider all offers. Contact Louis Hudgin at 480 988-1382 or 602 509 3751.

3

Kathy Anderson from XP Mods. writes ..."We've had a Sea Bee here for a long time and the owner wants us to find the remaining part, used. It's a reversing control block with spool, for a Hartzel reversing (3-bladed) propeller. The part number of the part I need is A4117. Waaaaay too expensive to buy new. Can you help??" contact info@xpmods.com 3

Needed Seabee fuselage, preferably with little or no corrosion to complete project aircraft.
Gordon @ Ph(503) 694-5316. 2

The Experts

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! They also have free classifieds for members.

Jim Poel's database and clearing house for all Seabee 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.

Steve Mestler has produced The Seabee CD and the new Newsletters 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 Mojonner, 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@bellsouth.net I have them both, they're a great reference!

"Frankenstein Guru" Rich Brumm in Northport, N.Y. is one of the experts. If you ever heard of a problem with the Franklin, he has the fix for it! richkarenbrumm@prodigy.net Phone: 631-757-2216 Office: 516-885-5879

<http://groups.yahoo.com/group/Seabee> This is a great Discussion group that gets lots of activity. If you post a question, you'll be sure to get a response with good experience behind it. 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. The author has also done a great job with his own new web site, this is great, check out <http://home.c2i.net/otter32/seabee/seabee.htm>

Interesting Web Sites

<http://www.norcalaahs.org/> interesting pictures

www.rcairplane.net The flying Seabee model! This is cool! Easy to build with a 72" wing span, check it out!! Contact Bill Price bprice@puc.edu

<http://www.bcfloatplane.com/> Interesting pending legislation in BC similar to our own Lake Isabel issue!

<http://www.alertbay.com/eagleair/> Looks like a great place to go, let's plan a trip!

<http://www.canadianseaplane.com/index.htm>

Call me, Let's get out and go!

Bee Sea n'ya,

Bruce

360-769-2311

360-710-5793