

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Thursday, March 4, 2004 12:23 PM
To: "bruce hinds" <brucehinds@earthlink.net>
Subject: Mar.'04 Seabee letter

The Northwest Seabee Club



"The SeaHornet"

Hello everyone,

For the last 3 years, I've been calling the WSPA's annual meeting the *Ground Hogs Dinner*. I stand corrected, there aren't any ground hogs dining and they aren't serving any either! But, since I've gotten to know them, the *Grounded Hogs Dinner* as it's known, may be more appropriate. At least I made a hog of myself. The dinner was fabulous and so was David Killin's presentation on the Martin Mars operation. I can't get over scooping 7300 gallons of water in 30 seconds on the step at 80 knots with a larger wing span than a 747. Wow!



Correction #2... All these months Richie Brumm's had a new email address. Even though I had it in my address book, I'd neglected to change it in the Experts section below. My apologies if you've been trying to contact him, try brummrchikaren@aol.com.

Correction #3... OKay, okay, so I forgot the advice I promised on the Iced up trim story I left out of the last issue. I've included it below...

Market Place Report... This seems like it could be something of interest. I've been surprised at how the prices

have seemed to climb over the last few years. The second February issue of Trade a Plane has 5 Seabees listed. \$55K for a 65-SMOH B9F, to \$145K for a 110 hours since total rebuild of the entire aircraft, with a Franklin!! 2 of the 5 are GO-480 Bees. A 260 HP "Robertson Conversion" (?) for \$95K and a 295 HP Simuflight with 571 SMOH for \$125K. Please feel free to send any conversation on knowledge of what aircraft have sold for. I also haven't received any new adds for the Planes and Parts For Sale section. If you'd like to advertise for free, I think I now have about 150 contacts on my email list. Can't hurt...

Upcoming Events as these submissions increase, I'll create a seperate list as an attachment like I did last year.

The Concrete Fly-In is the third weekend in May.

NIMPO LAKE, BC. AGM for the BC Floatplane Ass. (Copa Flt 72). Starts at 1:00 PM in Terry Brandt's Hangar with parking and accommodation at the NIMPO LAKE RESORT. Camping available. Call Mary 250 742-3239 for reservations. Located on the Northwest end of Nimpo Lake N 52.22 W 125.14. Paved strip at Anahim Lake a few miles to the north. Social: Evening dinner (BBQ) and hanger dance. Guests VERY welcome. Contact bmatas@island.net or madamedragon03@hotmail.com for more information.

Stillwater Landing in White Fish, MT will be the 6-8th of August.

New Website Addresses If you liked the story on the Death Valley Albatross that I sent out separately, or missed it, I've included the addresses at the end of this newsletter. There are some great photos...

News

Here are a few more pictures of the Sea Hornet, they claim the new sponsons will help improve docking in addition to the performance. I have my own doubts about the docking, with the nose and the sponsons, it looks to me like that will only be harder, keeping you much farther away from the dock, that's a big step!



I guess we'll have to see it at Clear Lake in September and see for ourselves. What I'd like to see is retractable floats, and something like a wheel pant or fairing attached to the strut, so when the wheels come up, the tire disappears into the pant or leaving a little sticking out the bottom, the wheel helps keep the aircraft from rocking when it's at the dock! If there were more boats on this little lake, I would have tied it another foot forward. But as you can see the wheel will sometimes sit perfectly on the dock and keep it from rocking!



Maintenance I'm looking for tips if you will share them...

How about a tail wheel to mount the square shouldered tire, 10 1/2 X 4 Channel Tread with out using the adapter rings? If anyone knows of where to find one, please let us know, several people I know may be interested.

Has anyone tried to make gap seals for the Seabee? I posted this on the Yahoo discussion group, seems there was a little work done long ago, nothing official, but doesn't seem much advantage was gained.

On the Super Bees, an oil change is also a matter of Attitude by Robert St-Louis Aircraft Maintenance Engineer ...and Seabee owner.

Yes, yes gentlemen, remember that, unless you actually raise the tail of your aircraft, you will never be draining the engine oil completely. Since the engine drain plug on the sump of the Lycoming is actually forward, (Seabee installation.. the Hex nut on the GO-480 oil pan is towards the back of the engine where the Oil pressure and Suction screens are. And, since that engine is installed as a pusher, we end up with the drain plug not being at the lowest point.) About 4 US QTS will remain in the oil pan. We know this from actually having drained the oil prior to removing the engine. Subsequently the oil pan was removed to install a new gasket. We then found out that amount of oil was still in there. Because that back end never drains, sludge also tends to accumulate in that area. So, word to the wise, if you are in a hangar with enough height to clear the fin, you could benefit from knowing that an oil change is also a matter of Attitude on the Super Bees.

Safety Section "IT WILL NEVER HAPPEN TO ME!" Please help out and share your mishaps? I'll keep it confidential if you wish.

iced up trim warning It was simple, land as soon as possible. Why not fly it out of trim? I was told of a guy that lost his life this way, I guess a corroded cotter pin has been know to fail. The nut then vibrates of the clevis on the elevator horn, and then control is lost. Trim is the only way to control it at that point which in this case wasn't sufficient.

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



RC-3

REPUBLIC SEABEE (1947), TT3200. Engine 120-SMOH 20-STOH. Excellent condition. Multiple Mods all 337 complied with. KX155 NavCom, Intervox intercom, Apollo Loran, Narco AT-50, JPI Engine Monitor, Cleveland brakes, SW oil cooler, Airwolf Air filter, SS tailwheel yoke and collar mod, Quick Engine Cowl Mod. \$75,000. With new interior \$80,000. Contact John Barnett TX/(210) 844-4463. Email jmbmd@ktc.com for photos and video.



FOR SALE $\frac{1}{4}$ SHARE Cessna 180 Based American Lake/Tacoma, Washington 1957 Cessna 180 Float plane based at American Lake, Tacoma, has a 1/4 share for sale. A well maintained aircraft, desirable 4 way corporate partnership. More Info Call Wiley Moore 253-988-4722 cell 253-671-0777 home **Wiley, send me the picture separately, I couldn't transfer it from Word!**

Lou Fitzpatrick writes..."We're looking for a tailwheel fork. Ours has granular corrosion." If anyone can help him please contact Lou at loufitz@aol.com

Robert Wells is about 20 mile north of Grand Rapids, Michigan. If anyone needs parts, let him know. He has lots of wing struts, control surfaces, engine case halves, prop controls, one complete engine(Needs overhaul) some fuel pumps, wheel assy, etc. rwcopter@auis.net

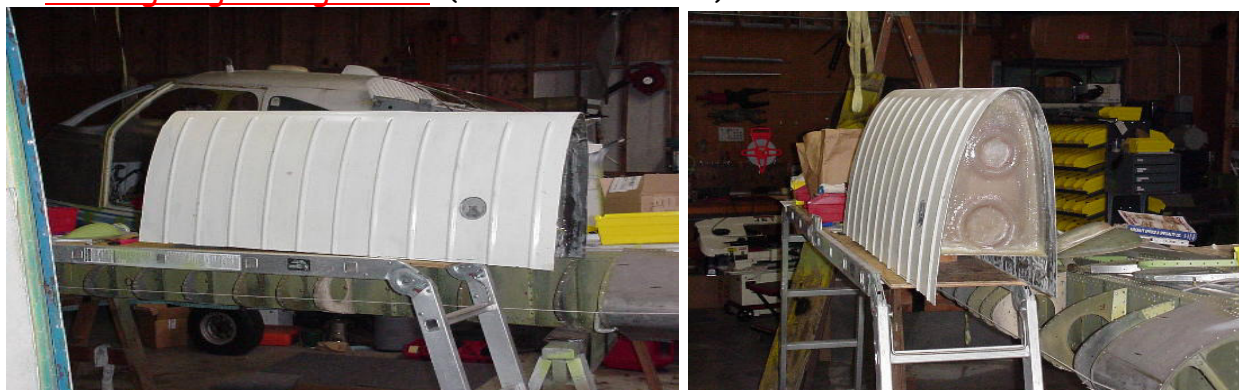
New Products

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 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 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@intcd.com 360-701-1119 or 253 851-6315.

<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 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

Planes and Parts (old listings)

Bill Lawson needs one good blade for a two bladed Franklin Prop. Blade model LV8433N Contact him at wlawson@frontiernet.net or 715 247 3242 **2**



Super Sea Bee AF 1200 TT, GO-480-B1A6 512 SMOH, Hartzell reversing prop 800 SNEW, Simuflight conversion (increased gross weight), STOL Amphib long wings, overhead controls, electric hyd. pump, wide spray rails, droop tips, landing lights, steerable tailwheel, Cleveland brakes, new tinted glass, cabin cover, GMA340 Audio Panel w/ intercom, KX-155 w/ LOC, SL30 w/GS, TRT250 w/encoder. Contact Mark mark@yachtcollection.com **3**

Seabee propeller items "I've had them for a couple of years now, and it would help on our Seabee travel expenses this year to sell them. 1) 3 propeller blades for a Franklin Engine- LV8433. 2) 3 Propeller blades for a Lycoming engine- VL9333C-3. 3) Associated for Lycoming engine- HC-A3VF-5AL. Prices are negotiable." Contact E.T. at (954)557-6340, or etseabee@yahoo.com. **3**



Super Seabee serial number 330, N6144K is a Daubenspeck conversion with top hatch access. Aircraft TT is 3780, 340 HP Lycoming GSO-480 Supercharged. 170 hours SMOH. Air wolf spin-on oil filter. 6 cylinder CHT. Prop AD done April '03. Prop TT 445. Hartzell reversible. New paint June '01. New droop tips. Dual landing lights in each wing which can flash inboard and outboard lights alternately via a Pulselite. Wing tip strobes. Custom instrument panel (shock mounted) with a new Edoair engine driven vacuum gyro horizon and electric trim coordinator, Garmin GNS-430 NAV/COM, Garmin GTX-327 transponder and a Standard Galaxy Marine VHF/FM Transceiver. Full IFR. Three David Clark and one telex ANR-1D headsets. Bucket seats mounted on tracks. Spare Piper pilot and co-pilot seats provided. Doors open 180 degrees. Wide spray rails. Heavy hull bottom. 24 volt system. 24 volt marine bilge pump which can pump any of the five hull compartments. Seven inch main wheels with Cleveland brakes recently rebuilt. Stainless steel brake pistons and sleeves. New starter and solenoids, April '03. New engine oil and gas hoses, new oil cooler, new vacuum pump, October 2000. Hydraulic system and elevator trim system refurbished April '03. New plane cover, anchor, full tool kit, new heater ready to install. Three spare propeller blades available for separate purchase. New tinted glass to be installed prior to sale. No corrosion. Annual done May '03 by Henry Ruzakowski who has been maintaining the airplane. Asking \$150,000 now, and will be may be adding new interior soon. Will deliver anywhere in North America. wjmcnamara@earthlink.net 252-634-9538 H 252-349-9538 C **2**

Wanted: I am looking for an original Franklin Bee to purchase. Please e-mail me on any information you might have on any project or flying Bee. contact Preston plike@hotmail.com **3**

Tod writes... "I was in the process of having a Seabee built with a 375 hp Continental GTSIO 520 with a new Hartzel reversing 93 in prop when WE Aerotech went bankrupt. Engine sold, but prop, turbo, and mounts (and partially completed airframe). Don Wallace has already done some engineering on this conversion." Contact TodDickey@aol.com **2**

The Experts

Simuflight is Back Joe McHugh's family has joined forces with Ken Thompson of Kenair in

northern California to recreate Simuflight. The long term goal for Simuflight is to be a complete resource for Seabee's regardless of what conversions or kits you want or already have on a Seabee. They are also interested in Seabee parts that may still be out there that don't have a home. They will be setting up shop in Fallon, NV and are accepting work as of October, 2004 for now, maybe sooner. All inquiries should be forwarded to the following contact information. Scott Henderson

McHugh Aviation Inc., dba Simuflight, 3763 Image Drive, Anchorage, Alaska 99504 Phone: 907.337.2860, Fax: 907.333.4482 scott@finite-tech.com

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.

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.

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@bellsouth.net **I have them both, they're a great reference!**

"Frankenstein Guru" Rich Brumm in Northport, 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: 631-757-2216 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 on a **new web site**, check out <http://www.seabee.info/seabee.htm>

Interesting Web Sites

New <http://www.hu-16.com>

New <http://www.aerocheck.com>

New <http://www.americanwarbirds.com>

New <http://www.flightcontractservices.com>

<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>

I hope you've enjoyed this. Feel free pass it along to anyone who may bee interested. Please call if you get to the Seattle Area, or want to go out and play! Bee Sea n'ya,

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