

## *The Northwest*



### *Club*

*"How to enjoy another rainy day in Washington!"*

Hello everyone,

So sorry to have been out of touch for so long. We had a great summer planned and we've been real busy. I wish it had been flying the Beast on my five week trip like we'd been planning. Flat head lake was planned in August, but a neice got married. That was going to be the short trip... The BIG ONE was going to be a round robin of sorts... Across northern Washington to Idaho for about the first 10 days... then down to Reno for the races. (no special classes for amphib that I know of) Lake Tahoe for about a week, then over to Clear lake for the big splash, and take our time up the coast coming home. I actually had the time off!

We learned how life can really throw you a few curves. It's a good thing I did have the time off to be home. My wife, Janie, was diagnosed with MS. It came on her like a ton of bricks. One day she was fine. Then, what seemed like overnight, she developed slurred speech, dizzy spells and lapses of memory among other things. Doctors, clinics, MRIs, blood tests, a spinal tap and awaiting all the test results consumed all of our time. I thank God I was able to be home for her. She's just now coming off the initial treatment of steroids, and has started the regular MS shots. She is starting to show some slow signs of improvement. I thank all of you who've known about this and responded with your heart felt love and prayers.

She's scared and hasn't been able to drive for about the last 8 weeks. I did venture out with her for a few miles this past week and it looks like she may gain some of her independence back. Her philosophy now is... "do it while you can!" One of the saddest moments during these past few months was to find her sitting on the bed with her private pilot handbook in her lap. She was crying up a storm realizing she may never be able to hold a medical. Life is short! Let's get out and go while we can. I'll have another medical in December and will ask my AME about the MS. I have heard of some pilots with MS... Do any of you know of pilots with MS?

Speaking of personal experiences... I'll share a few in the "Safety Section" over the next few months. If any of you want to admit to a bone headed maneuver, I'll be happy to contribute it to the benefit of the group... anonymously of course! With the weather changing, I should have more time to devote to this stuff, so, email any experiences you'd like to share. Or if the weather is flyable and you're getting out... give us a call.

## Lake Cushman

The Washington Seaplane Pilots Association Annual event had excellent weather on Saturday again this year. Great food and company too!



A personal milestone for me was to meet one of my life long mentors. Late in the day we were graced with beautiful formation arrival of two Widgeons. One of the pilots was Richard Bach. I guess they would have been there earlier, but Richard had some tailwheel problems so he had been working on that for most of the day.

## News

I've had this for a while, and would love to find out more...The sea hornet (turbine powered bee)



has had its first flight and hope to have more info in the future. They've accumulated a few hours on the 'Sea Hornet' and no problems so far. No definitive testing as yet, just evaluating the handling and getting familiar with the aircraft. They hope to be on the water by the time you read this!! *Contact John Cuny* cell number 817 8755909 [j.b.cuny@worldnet.att.net](mailto:j.b.cuny@worldnet.att.net)

**Maintenance** Here are some tips found on an Aerocommander web site... (c) Chris Schuermann - 1996

## *How to operate your geared Lycoming aircraft engine*

The Lycoming geared engines have acquired a bad reputation over the years - quite undeserved. These are very solid, reliable engines, but only if operated correctly! If operated like the engine on your Cessna, they have a tendency to be quite short-lived and very expensive. Treated with tender care and flown by someone who knows how to operate the engine, they reliably make TBO time and time again. So, here are my tips to make TBO:

This information has been derived from MANY conversations with MANY very knowledgeable people including freight operators, air-taxi seaplane pilots in Alaska, Lycoming engineers, and Aero Commander "old-timers" from Oklahoma City. It has been verified by many Lycoming shops also.

In a nutshell, the secret to long life of your GO-series Lycoming is to NEVER EVER let the air turn the prop! Although the Lycoming planetary gearbox is pretty stout, things really begin to bang and clatter if you don't have a solid, positive power setting.

ALWAYS keep the manifold pressure up. You'll be able to hear the gearbox "whining" if you come down final at too low a throttle setting.

Don't push the prop levers forward upon arrival at an airport I know this probably goes against everything you were ever told by your instructors, but when running a GO-series engine, you'll be doing the gearbox a BIG favor by keeping the RPM back to 2700-2800 until landing. If you need to go around, it's perfectly safe to advance the throttle fully before bringing the RPM up - unless you're running a "blown" engine. ie: G50-480, etc

Keep your idle speed up. Much below a 1500 RPM idle will "chatter" the gearbox causing VERY rapid wear of the outer planetary "ring-gear". This is a horribly expensive part to replace by the way. Last new one I found was \$3500!

Move the throttle levers VERY slowly! Lycoming recommends a MINIMUM of 30 seconds from fast idle to takeoff power. FOLLOW THIS RULE! When going the other way, go even slower.

If your GO-series engine has a Bendix pressure carb, follow the operators book: maintain FULL power during climb. The Bendix carb has an "auto-rich" compensation circuit that allows the engine to run rich at full throttle setting. If you pull the throttle back during initial climb, the carb goes "auto-lean" and you will risk over-tempering the engine. Again, follow the book!

Fly often. This is the single biggest killer of any aircraft engine in my honest opinion. Lycoming engines especially, suffer greatly from non-use. Corrosion on the cam lobes, cylinder rust, and valve damage occur rapidly on engines that don't run frequently.

## *How to tell if you need an overhaul*

There is a Lycoming service bulletin that specifies an allowable play measured on the prop. You are allowed 1/2" play at a location 4 feet from the center of the prop (radius). Just take a tape measure, make a pencil mark at the point on the blade 4 feet out from the center of the spinner. Place the tape measure on the ground with one prop blade in the horizontal position and measure how much "slop" you have in the gearbox. Having been through several gearboxes, there is another issue that I have noted. If you have a distinctive "stop" at each end of the range of movement of the prop, then chances are that everything in the gearbox is OK. If there is more than one "clank" or contact when moving the blade around, the plate that holds the stationary gear\_may\_ have partially sheared the attach bolts. Worn gears are not going to self-destruct, but if that stationary gear shears the bolts, then the whole gearbox may come completely unglued! Although I have not witnessed this myself, I have heard that it can be pretty exciting.

A "CW turn-clunk, CCW turn-clunk" check is always part of my preflight. So, there you have it. Follow the above steps, and you will have a happy motor. I won't

guarantee TBO, but I can assure you that your next overhaul will be much cheaper if you don't have to replace everything inside of that expensive nose case!

Chris

## Safety Section NEVER AGAIN! Maybe this should be the new title of this

section...Perhaps if I get enough response I'll do that. What do I mean, never again?

I will never come out of the water perpendicular to the water line again unless it's a hard ramp!!! It wasn't pretty... It was a Sunday afternoon in late September. There were 4 adults in shorts and our two grandsons with no coats, sweaters, long pants, blankets, shovels, food or anything. We had just gone up for a quick splash and a swim. We had even left the hanger open back at TIW. We had only planned on being gone an hour or two. Now the sun was going down, and we were stuck. We dug (with our hands), pushed and tried to power out, but all we could do was get it in deeper. Just before dark the only boat on the lake came along and the young couple tried to help us push, but to no avail. It was dark when we gave up, and they were kind enough to give us a ride a few miles down the lake to the resort. Fortunately, we were able to get a cabin, and they opened the little general store, so we could get some food.

I had been out of the water at that particular place several times. The beach looked good and hard. It was even hard when we walked on it. But because the water was going down, we approached the beach very slowly to look for rocks and stumps. When it looked good, the water was so clear I still had time to swing the gear and I powered straight in! It was the wrong thing to do. The next morning my son and I rented a boat to get back up the lake and dug for about 2 hours. We weren't getting anywhere. The tail wheel was in deep and with the angle on it, we were just pushing it deeper. We returned to the resort where I called in some help. A few friends I'd met from the Washington Seaplane Pilot's Association, Geroge Johnson, Don Schwabel, and Bob Dempster, agreed to come out in the afternoon to help and would bring a jack and some lumber if I needed it.



I was able to scrounge a bunch of lumber from the resort's scrap wood pile and they loaned us some shovels. Back to the north end for a few hours of digging. The hardest part was getting the tail wheel locked again and on a piece of plywood. It was still in the water and the wind was blowing

about 20... It had turned about 90 degrees then buried itself. The tail was too low to get anything under it. But once we were able to get it straight and locked we could pry up the tail with a small log. That was just enough to get a some plywood under the tail wheel. Even with the keel on the ground we were able to get the small log under, just ahead of the tail wheel.

Yes, I'd been out of the water there several times before... what I didn't realize is that when they are draining the lake, the beach is only hard on the top. 2 inches down it's saturated and really soft. The other times we had used that beach it was spring, and it had been dry all winter, the lake was on the rise. We finally got the airplane out about 3:30. Just before my buddies arrived, the resort manager had come up and brought a guy from water district that owns the lake. All he wanted was to take pictures and tell me about was how "sensitive the are was to digging!!!" But, they were actually the ones that helped us push it back in the water. I flew the airplane back to the resort and my son Steve agreed to shovel back all the dirt we'd moved before he returned with the rental boat. That seemed to make the guy with the camera feel better... I guess we'll find out.

What an ordeal! We had only planned to be gone 2 hours and it turned into 24... Always approach a beach on as much of an angle as you can, so if you start to get stuck, you can turn back to deep water! Some survival gear, warm clothes and a shovel wouldn't be a bad idea either! Also, I just saw advertised for the winter season some long narrow mats used for putting under your wheels in the snow. Those would have been handy too. Had we been at a more remote location, we could have been there until spring.

**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!**



This used to be Henry Ruzakowski's Bee and is again for sale... 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](mailto:mark@yachtcollection.com) 1

We have a customer's Super Bee with GO480 (275 hp) for sale. The aircraft needs some engine work. We found four cracked cylinders at last annual. We bought new cylinders, but as soon as we started to install the cylinders we found a soft lobe on the cam. The aircraft has about 1850 hours total time and about 500 SMOH. It has wide spray rails, wing tip extensions, droop tips, bilge pump, electric hydraulic pump, full electric gyro panel, dual nav com, transponder etc. The paint is about a 5 of 10. (not shiny, but all there) The interior is also about a 5 of 10. I have pictures if anyone is interested. I think the owner will let it go for around \$50,000. We can install a cam and the four new cylinders for about \$9,500.00. It will make someone a really good deal on a Super Bee. Contact [George@gesoco.com](mailto:George@gesoco.com) 1

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](mailto:plike@hotmail.com) 1

My wife and I will be building phase 1 of our retirement home on San Juan Island next spring, shortly there after we will be in the market for a Super Seabee to get on and off the island. We think it will be a perfect fit for the area. I am a Delta 767ER Line Check Captain (with 16 hours of prop time) and my wife is a 767 First Officer with lots of prop and rotor time, she used to fly for Horizon Airlines out of Portland. We are just now beginning to do research on the Seabee, we saw one a couple years ago in Oshkosh and really liked it. If you could include us in you email newsletter mail list we would appreciate it. Thank you, Erik and Elaine Schumy, 1820 Parkside Dr. Marietta, GA 30064 770-426-0029 1

Roger Duke says that all of a sudden has a need for a tail wheel collar and Joe would have been his first contact. Do any of you know any of the local Seabee guys around who might know where some parts are now? Contact [rduke@whidbey.com](mailto:rduke@whidbey.com) 1

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](mailto:etseabee@yahoo.com). 1

Daniel Furmanek has a ton of parts to sell in a single lot. If your address is on the IRSOC website, you probably received the 3page list of about 90 parts. Some he says are rare and valuable, some new in the their package. He estimates them to be worth over \$4000, and will sell the lot for \$1500. He can ship it all UPS in 7 or 8 boxes, but he says he lives on the shores of Lake Ontario between Buffalo and Rochester, and you can park on his door step. But, he doesn't say what the stuff weighs! You might need the length of the lake to get airborne! Call him in Appleton at 716-795-3540 1



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. Will deliver anywhere in North America. [wjmcnamara@earthlink.net](mailto:wjmcnamara@earthlink.net) 252-634-9538 H 252-349-9538 C 2

1947 RC-3 Serial No. 1047. \$133,000 Airframe TTSN 1185, Lycoming GO-480 (295 HP) SMOH 921. Bendix fuel injection, August annual. Magneto OH 2002. New fuel bladder 2002. New tires 2002. Simuflight Cleveland brakes, Steerable tail wheel, Simuflight wing extensions, Simuflight droop wing tips. Nylon cockpit cover. Simuflight heated pitot, Inflatable life jackets (4), paddle, WE Aerotech custom bilge pump system. Electric hydraulic system. Annunciator lights - gear-up, gear-down, low vacuum, low oil pressure. Flush enlarged windows, Wing tip and tail strobes. Landing lights. Southwind heater, King 76A transponder, King KMA 24 Audio Panel. King 197 Com, King KX155 Nav Com. Northstar M1 Loran. ISOCOM intercom W/4 David Clark head sets. Shadin fuel flow / totalizer. Insight Engine Analyzer. Simuflight wide spray rails. Flush fuel filler. Cessna 310 seats (front w/4-way adjust; back w/2-way adjust)Interior window frame covers. Overhead panel with 4 individual air vents. Extra insulation, Nice paint and interior, tan and brown. Always hangared since simuflight conversion, to see the airplane in Deer Park, Washington Phone: 509-276-4117 The owner is in Alaska, Russ Mager [Rkmager@hotmail.com](mailto:Rkmager@hotmail.com) 907 362-2370 2

#### Note about Dr. Harris's airplane

Viking Air in Vancouver, B.C. has a 1948(?) SEABEE They sent me a brochure that I can't reformat and it's over 2 megs! Sorry. But it looks sharp! AIRFRAME TTSN: 535.4 hours, Lycoming GO-480 (time?),Hartzell 3-Blade Reversing Prop PRICE USD \$115,000.00 OWNED AND MAINTAINED BY VIKING FOR LAST 16 YEARS Times and equipment subject to customer verification. Contact George Gee Sales and Marketing Co-ordinator Tel:(250)-656-7227 Fax:(250)-656-0673 Toll free 1-800-664-8444 email: [george.gee@vikingair.com](mailto:george.gee@vikingair.com) 1



## Planes and Parts (old listings)

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. I have the engine, prop, turbo, and mounts (and partially completed airframe). Don Wallace at WEA has already done some engineering on this conversion." Contact [TodDickey@aol.com](mailto:TodDickey@aol.com) **1**

**I love the original style paint job...**



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" **2**

Geroge is also the contact for another Seabee... We have another bee here with a GO480 on her and the engine needs repairs. The owner says sell her. It needs a cam and lifters and put the 4 (?) new cylinders on her to get her back in the air.

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 / Make me an offer. Contact [tdonnelly@mindspring.com](mailto:tdonnelly@mindspring.com) Last

## 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](mailto: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.

I want some of these...



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](mailto:amphibs1@aol.com)

## The Experts

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! 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 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 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](mailto: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 thing to fix other plagues that continue to give Bee owners headaches. Ask him about the "Double Lip Seal!" [richkarenbrumm@prodigy.net](mailto: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](http://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](mailto: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 when you can go fly!

Bee Sea n'ya,

Bruce

360-769-2311

360-710-5793