

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Thursday, May 5, 2005 9:42 AM
To: "bruce hinds" <brucehinds@earthlink.net>
Attach: 20005 Upcoming Events.doc
Subject: Fw: Apr.'05 Seabee Newsletter

The Northwest Seabee Club

I couldn't decide on a caption for this:

"Let's see, wheels up for water, right?"

"Glassy water is always tricky!"

"Always take a close look for dead heads and floating debris!"

Hello everyone,

I need discuss some big changes with you. Yes, other changes than what our friend above may be about to experience.

The Washington Seaplane Pilots Association is going through some big changes. The long and short of it is that with out leadership it won't exist. Harold Clark has only stayed on as an interim president until we can find someone else to take the helm. Well, that's not really 100% accurate. Actually, he said he has to move on and can't necessarily wait for us to find someone. There's lots to do and we need help. The board of Directors, I believe will be the accurate term, now feels it's time to try to move some legislation with the state, something like the Oregon Laws and what they've done. The Columbia group is willing to assist, so we need someone familiar with working with the state. We need help on a notification campaign, to try and regain some of those members we've lost over the past few years. We need someone who can take over the website. We need to associate ourselves with other flying groups in the state. What we need, is some new energy and ideas. We need to bring in some energetic blood. Here's a perfect example...

I came home from a trip to find I'd missed a message about a meeting on American Lake that came up on very short notice. Harold called Lakewood for an update only to find they were having another meeting that evening. He writes... I visited the office of the Lakewood Police Department in reference to the speed and noise restrictions on waters which they govern... The revised ordinance has had the definition of "vessel" changed to line out the inclusion of seaplanes. Therefore, seaplaners are always welcome as long as they use common sense and follow the rules. The immediate plans do not call for an FBO or any other facilities for seaplanes except for short period docking at a designated seaplane float. The master plan for the park is not yet complete, and has no particular time frames. They are going to continue seeking funds for the various projects. WSDOT, Stan Allison, is cooperating with them in a big way to help see that the seaplane interests are going to be there.

The bottom line, in my estimation, is that we will have the lake for our use for a long time to come as long as we play it straight.

Thanks,
 Harold Clark, WSPA President (till the next one)

Well yes, that does sound great, but I think we got lucky. We were lucky to have Bob Dempster, John Sibold, Harold Clark and many of you who wrote letters to Lakewood and attended the meetings. It all happened very fast and we didn't have time to make much of a plan. This is not the best way to do this, I'm sure. We may not find out the next time some local jurisdiction decides to pull the plug on one of our wonderful places. We should probably have a short

notice action committee in addition to working with the state on developing some new laws like Oregon. If you can help, or if you know anyone we may talk to about getting involved in these issues, please let us know.

While I'm on this legislative tangent, I should include this piece I received. I haven't done any research on this, however it may warrant some attention, possibly a letter to your senator.

Senator Rick Santorum of Pennsylvania has introduced a bill into the Senate (S. 786) which would prevent the National Weather Service (NOAA) from providing weather products offered by private companies. This bill is obviously designed to protect a local PA company which provides aviation weather products derived from the NOAA reports.

If this bill sneaks through the Congress we could lose the free and quite good weather services available through NOAA (<http://aviation.gov/>) or (<http://weather.noaa.gov/>) which are paid for through our taxes. If this bill is successful we probably can expect aviation weather products only being available through a for fee service or loaded with advertising pop ups.

See www.avweb.com for details of the story.

Changes, yes, we've endured the pain and loss of some dear friends. We had experienced similar losses over the years and decided we couldn't wait to get the Bee until I retired. We had to bite the bullet and just go for it, not knowing how or if we could keep it. All that is still in question, but we're glad we've had it. It brings us in touch with people like you that love the outdoors and a sprit for a little adventure. I think we all felt the need to live now, isn't that why have our seaplanes? We are going to try to make it a point this year to try and get out more, see more of the Northwest including B.C., and we look forward to sharing our travel with those of you that can get out and enjoy it too.

Upcoming Events see the new attachment!

History

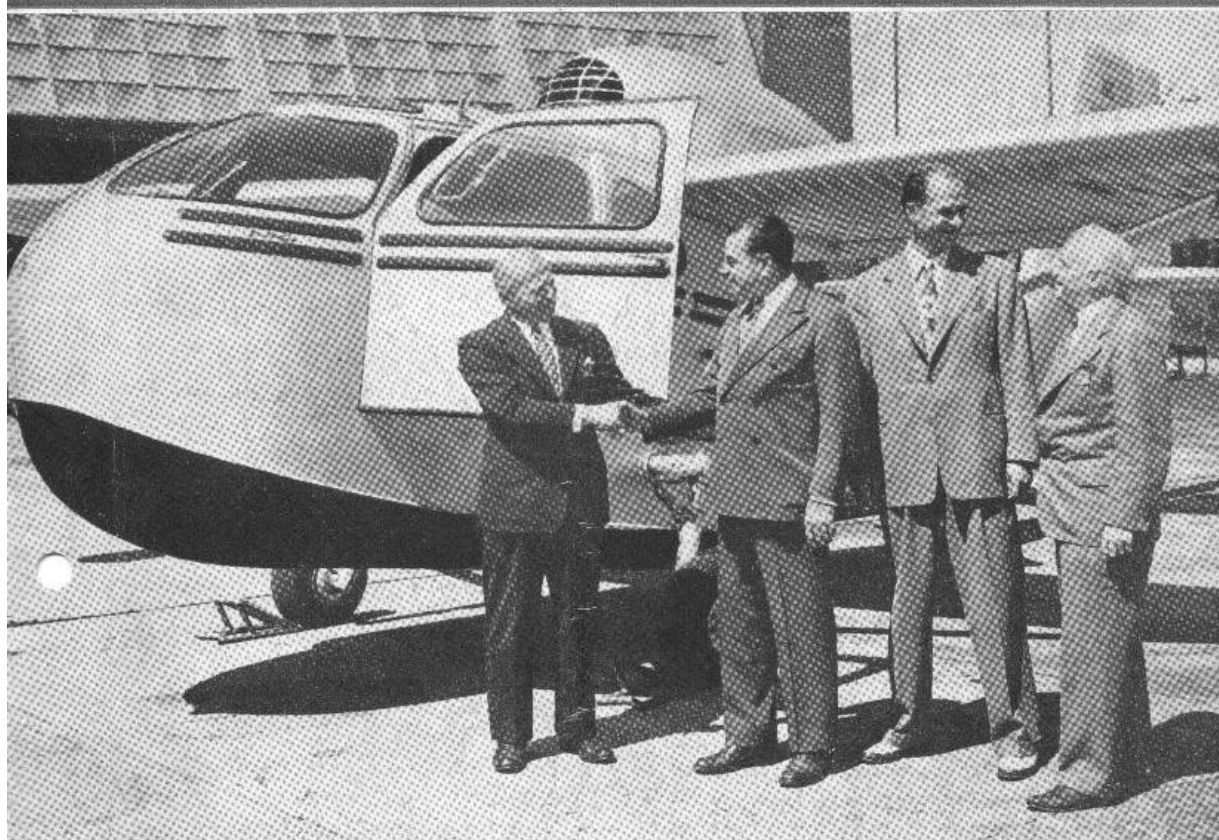
Don Kyte responded with some first hand knowledge about the Seabee production notes I had in last months letter... The letter (email?) you posted from Steinar seems very accurate and jives with what Percy "Spence" Spencer told me. He said that the reason so many Seabees were hand built was because they couldn't get the kirkSITE (sp) dies needed for mass production because the auto industry had tied up all their production. Spence also told me that he was the only one to make any money off the Seabee as Republic paid him to use the "Air-Car" as a guide to design the RC-3.

Look soon for more copies of his book. It's back at the printer and will be updated with a new format. Thanks Don.

This archive material courtesy of Bryan Mahon.

Aviation News

McGraw-Hill Publishing Company, Inc. AUG. 12, 1946



First Seabee to Rankin: First production Seabee amphibian to be rolled off the Republic Aviation Corp. line at the Farmingdale, L. I. plant has been delivered to Tex Rankin, president of Rankin Aviation Industries, Tulare, Calif. Above: Alfred Marcher, Republic president (left), and Gordon Sleeper, sales manager (extreme right), deliver the plane to Rankin, Seabee distributor in California, Oregon, Washington, Idaho and Nevada, and his partner, Robert S. Norswing. The two West Coast men planned to fly four-place 215 hp. plane direct to the Pacific Northwest and California, conducting high altitude tests enroute.

Maintenance & Safety

Please feel free to offer any tips or experiences that you feel could help others. I'll keep all confidential if you like.

Good judgment comes from experience, and a lot of that comes from bad judgment." Will Rogers

I know most of you probably never call for weather for your local flying, I have to admit, I've been lax. It's not too difficult to tell what's going on for a local flight. Heck, if it gets bad just turn around, or if we have to, we can put it down just about anywhere, right? I know some Beaver pilot wishes he'd called for a briefing. We witnessed an event about a year ago.

We were enjoying our coffee on the deck listening to that sweet sound of the P & W R-985. The Beaver on floats was flying low over Yukon Harbor (behind Blake Island). What got our attention first was that wonderful radial sound, but it was completely drowned out by the F-14 that came screaming out of the clouds in the opposite direction, then making a 180 degree turn to intercept the Beav... President Bush was in town!

Planes and Parts (new listings)

Normally... 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! See other Bees and parts for sale on the IRSOC's website, here's the link <http://www.republicseabee.com/Buyseabee.html>

1972 Twin Seabee N123BR



180 HP Lycomings, MX 20 MFD Garmin, Garmin GNS 430, 330 Garmin mode S transponder, Goodyear 500 blind storm scope, EDM 760 twin engine monitor (fuel flow). Many other options, 9/9 in and out \$190,000. or offer contact Roger Glazer twineseabee1@aol.com (949) 300-2575 **1**

Byron Miller is looking for a pilot side door. miller.bj@verizon.net Phone: shop 503-873-1113 home 503-873-2857 **1**

Tom Danaher has a Franklin Bee and needs a oil control valve for the prop.. Can anyone help out??? Contact "West Sanders" <westsanders@sbcglobal.net> Subject: Re: 'Bee Prop **1**

Planes and Parts (old listings)

Royal Gull for sale at the Van Nuys airport...Roger Duke's brother-in-law says he knows someone who has one. If anyone is interested call Dan at 310-980-0307. **1**

Attention Float Pilots.... how about strapping a Porta-Boat to your float struts? It folds to just 4 inches flat !



Carry it under your arm like a surf board and you can attach it to the struts, almost no drag. See their website <http://porta-bote.com/> they even have a picture of a Helio on floats with one tied on! This is the smaller one, the two seat model, it's actually 9'3". It only fits in our Seabee because we've removed the bulkhead, but even then we have to take out all but the pilot seat. Janie wasn't too keen on the idea of making her

sit on the cooler, even though her seat belt was tied to the floor. This boat is NEW, never in the water. It's a \$1200 value, How about \$950 ?? Call Bruce 360-710-5793 or brucehinds@earthlink.net Northern Pilot had a write up in their June/July 2002 Seaplane Special issue. I've only unfolded it twice. The second time I put the seats and transom in it only took me 4 minutes to have it ready for the water. And it weighs less than an inflatable canoe. **3**

IO-360-C1E6, 0 SMOH, 3178 Total, Cerminil Cylinders, Injection system and mags. This engine was rebuilt for an RV project but was never installed. \$18,500. Located in Woodenville Wa. Contact: Scott Henderson Phone: 907.337.2860 e-mail: scott@finite-tech.com **3**

Tod writes... The Seabee project for sale was started by Don Wallace at WE Aerotech and intended to be a new (totally reconditioned) airframe to be fitted with a 375 HP Continental GTSIO-520M engine and a new 93" Hartzell 3 bladed reversing prop. Many of the structural parts are new since Don had an agreement for the PMA rights. The fuselage and tail surfaces were disassembled stripped and inspected before repriming and reassembly. The wings disassembled inspected and primed but not reassembled. The project appealed to me because I could not see putting a new, higher horsepower engine on a 60 year old airframe without totally going through it first. The project was halted when WE Aerotech went bankrupt in 2001. I recently sold the engine because it was going on 5 yrs without having been run. I retained the prop and custom engine mounts so that they could be used in the same application if anyone was interested. Don Wallace is still around and has done some engineering work on the project with the FAA. I have about \$60,000 into the project and will sell it for \$25,000.

For more information contact TodDickey@aol.com **2.**

Seabee Products

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 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!**

The Experts

Simuflight's coming 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. 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. 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 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!" brummricks@comcast.net Phone: 631-757-2216 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.

Other Interesting Web Sites

www.hu-16.com

www.aerocheck.com

www.americanwarbirds.com

www.flightcontractservices.com

www.norcalaahs.org/ interesting pictures

www.rcairplane.net Easy to build Seabee with a 72" wing span, other great models too. Contact Bill Price bprice@puc.edu

Canadian Information

<http://www.bcfloatplaneassociation.com/>

<http://www.floatplanepilots.com/>

<http://www.floatplaneflyin.com/index.html>

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

www.canadianseaplane.com/index.htm

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

Bee Sea n'ya,

Bruce and Janie Hinds

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360-710-5793 cell