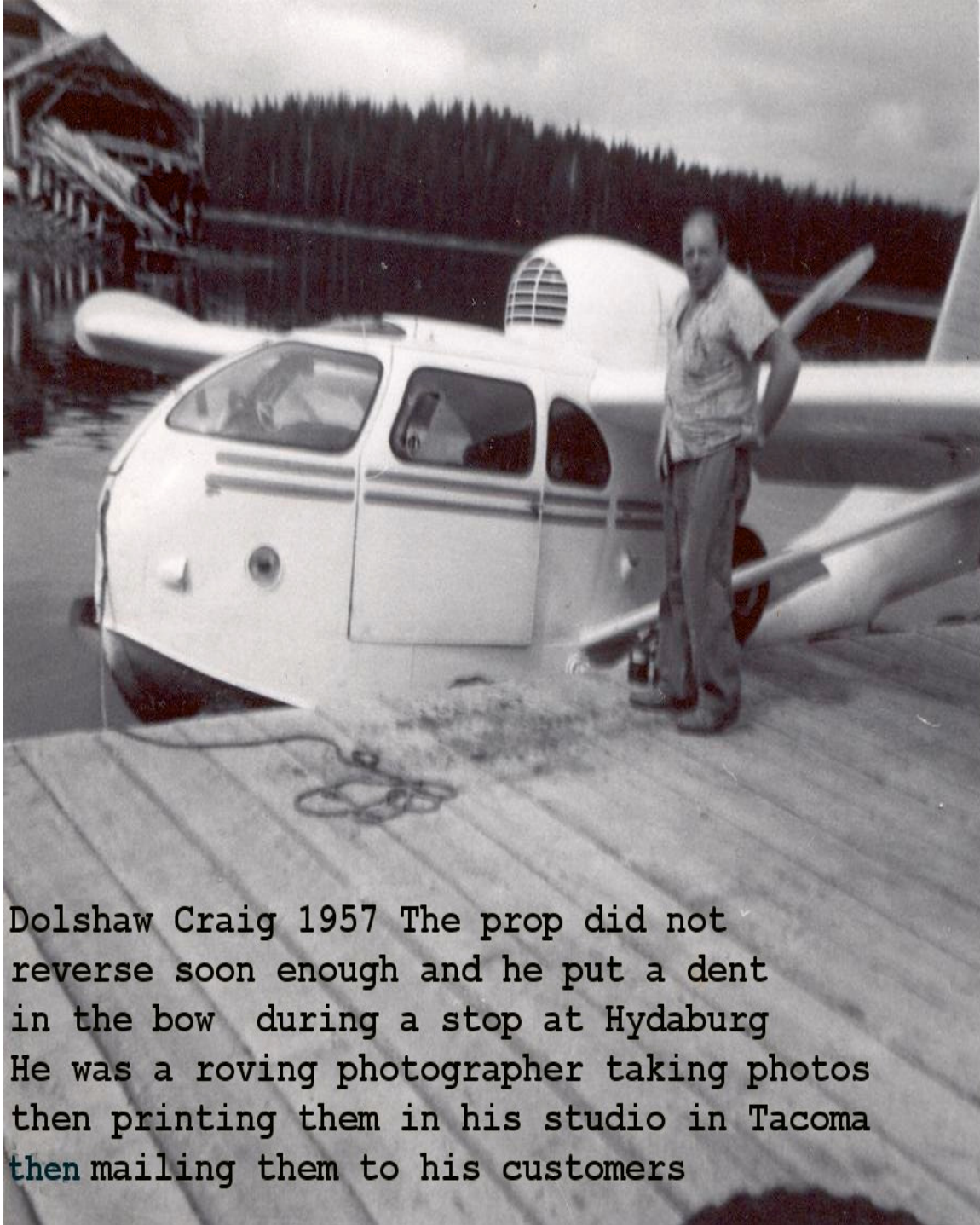


*May 2009*  
*Seabee Club Newsletter*



Dolshaw Craig 1957 The prop did not reverse soon enough and he put a dent in the bow during a stop at Hydaburg He was a roving photographer taking photos then printing them in his studio in Tacoma then mailing them to his customers

You don't see those retractable landing lights much anymore.

Hello Everyone,

I hope you are getting some great spring weather. It's slow in coming around here and I'm hoping for a good summer for a change. BTW has global warming started yet? I'm ready! Let me know of your adventures so I can share them with everyone.

Last months picture of the Bremerton restorations almost brought John Cuny out of the woods. He'd called and said he wanted to come down to see the progress. I know he's anxious to get his airplane home, it's been going through a restoration for the last several years. I sure hope these guys like to get out and fly, it's been a lonely few years and the economy doesn't seem to be helping. How about in Alaska? Do any of you live near Ketchikan? I'll be there June 2-6, not with our Bee, but I'm bringing the boss up in his CJ, so I'll have a few days to mill around.

The folks in Alabama are looking forward to a great splash-in again this year and it will be filmed for our enjoyment too. I got this from Wally Kirkpatrick... We are pleased to announce that a 30-minute TV show will be filmed at this year's Splash-In on May 16. The film crew will be at the site between 1030am and 1230pm. We are looking for your ideas about how we can make the program interesting. Please send your ideas to Bill Shaver and me.

Invite your aviation friends to the Splash-In. We would like to get as many airplanes as possible. If you have any questions, call Wally at 256-837-8004, they usually have several Seabees show up.

Speaking of fun. This is a really fun video of what it takes to build a Spencer Air Car, in just 5 minutes! Thanks Steinar!

<http://www.youtube.com/watch?v=tu1nnEAfyTo>

You've probably seen the new Snapple commercial by now, but here it is just in case you missed the announcement about the "new stuff."

<http://www.youtube.com/watch?v=AQS3bGkIGaw>

**Safety** If you're on the Yahoo discussion group, you've probably just read all posts in regard to Ed Macleod's questions about crosswind landings(on land), but after all the discussion I figured it was worth including here. Hopefully it may help someone new to the Beast or someone that is having some trouble in that regard. If you don't get the notices from the Yahoo group, you should at least go visit and see the other discussions on the subject. If you have trouble getting into it, there is a link below and if you have trouble, I can point you in the right direction.

Let's look at the basic crosswind, you fly a crab to the point you need to track the runway heading which requires the wing down into the wind. The upwind wing should remain down through out the landing and the roll out. Even during a crosswind taxi, if you level the wings it will want to weathervane. When the wing stalls, it only stops producing enough lift to support flight, it is still producing some lift and the

bee has a huge wing with lots of lift. The airfoil is a Clark Y just like a Cub and a Beaver.

There are also a couple of interesting points about the design that can affect the situation. Because the bee is a drag queen, most pilots will carry power to the flair. When you pull the power off, the rudder becomes much less effective. My first instructor in the Bee had me "chop" the power in the flair and the transition was a lot of work because so much was changing so fast. As soon as I was off on my own, I found that a slow power reduction until the tailwheel was planted made all the difference in the world.

One other interesting characteristics seems to be CG. When we're heavy and a well forward CG during take off, the tail will come up before the wing is ready to fly like most airplanes. But, when we're light the CG is in the aft end of the envelope and the wing will fly as soon as the tail is ready, at least with the extended wing. Looking back at the landing statement above, the aircraft is lighter when landing and yes the wing will continue to fly (or try to) until the tail is planted on the ground. Please note, strut inflation height can make some difference here too putting you at a higher angle of attack.

So, I think the secret to success in a crosswind with the old beast is making a smooth and steady transition in power reduction while being dead on center line until you get the tail on the deck and hold it there with elevator. The locking tailwheel is supposed to be a little better in gusty conditions.

Regarding touch down/trim/and bounce. I have about 3500 hours in the BE-18 and DC-3 and I fly the Bee the same way. I feel the aircraft should be trimmed for your approach requiring just a little back pressure for the flair. If you are increasing pitch and continuing to flair upon touch down, you will bounce. So, your flair to a landing attitude should be completed just prior to touch down and when you do touch or just prior, slightly reducing back pressure on the elevator will put the mains or all three on. In a crosswind, you still have to keep the up wind wing down until you are very slow. Some say it is harder to taxi in a cross wind that to land, and I believe that is very true. Position the ailerons properly though and it will be a whole lot easier.

Lastly, on the bounce, be careful! Fly it to the second attempt adding a little power if necessary! If you bounced and flew you were probably too fast. If the mains are off the ground when you attempt to "stick" it with a large movement of the yoke, it will give you a big nose down attitude because of the length that the struts extend and compress. Even if this works, you've now got the tail in the way up in the air and you need to get it down before it loses effectiveness, which will happen rapidly

because at this point I can see the unfamiliar jerking off the power! Not a good situation in a crosswind.

I love the comparisons on how things fly like a Cub. I used to say the DC-3 flew like a Cub with 2400HP!(great airplane) The Bee flies like a cub too, with a huge prop in front of the tail. But, I love it! I hope this may help some of you.

The internet is a fascinating place. I can't believe my request for a tailwheel actually triggered a few Spam responses.... I'm not sure how this works. I'm sure all of you have received a letter from someone in a foreign country stating they need help moving money and will be willing to pay well for your help. I've also heard about the scams on Craig's list and EBay, but I actually got two messages from people in other countries stating they have the parts I'm interested in.

If something doesn't seem right, it probably isn't. One was supposedly from England, but his English was awful. I made a few attempts to verify part #s and get pictures, but what came back was copied and pasted from something I sent and made no sense. Another was also so poorly written I didn't even pursue it. I just can't believe what they'll try!

Safety well sort of....

If you have questions about what's with the new "Escort policy," I received this from our local Washington Pilots Association president. I've included the attachment he refers to. The attached letter was sent to me from Our State Secretary and ASN Volunteer, Marjy Leggett. I know a number of you have written letters of concern over the proposed security directives being forced on commercial airports . . . including the so called "escort policy". I think this letter summarizes everything that has happened to date.

## Maintenance

Channel Tread Tire Users.... What inner tube do you use? I've blown two new tubes so far that Dessert tire sells. They had discontinued the one they normally sell and now provide the slightly smaller tube that they sell for the 10/3.50 x 4 tire which comes with the Russ adapter rings. Please let me know what are you using, this doesn't work. I went back to the 10SC tube but those are expensive.

Antique airplanes are really something, we all know they take some extra maintenance. I remember my dad telling me about some of the old airplanes he used to fly and how much lubrication and maintenance they actually required. I got this recently and I can only assume that his acceptance of what must be required to keep these old airplanes in the air is the only reason he's put up with this nonsense. It's actually quite funny until you realize what he's been going through. I did respond with some information that I hope provided him with the information



he needs to get things sealed up, I haven't heard back from him yet so I've deleted any reference to him or where he is to avoid any embarrassment.

I have the original tail wheel and tire on N \_\_\_\_\_. The tail wheel bearings are actually nothing more than Mobil #28 grease dispensers. During each take off and landing, the grease is uniformly and efficiently distributed from the bearings to the sidewalls of the wheel. While submerged, the grease is efficiently and thoroughly washed out of the bearings by water. I do not have any complaints regarding the original tail wheel or tire from a technique or tracking standpoint. It has been my experience when the aircraft has been in the water for several days, after landing back at KXYZ, if I have a long taxi, back across the airport, the bearings will be warm. If the aircraft is only in the water for the day, enough grease seems to remain in the bearings until the aircraft is back at the Hangar. There I promptly ruin a pair of trousers with the red grease. Even when I wipe down the gun, use 5 rags, carry it at arms length and think, "Great-not a drop on my clothes", my wife usually informs me, "I got another pair". I would prefer to eliminate the post flight grease gun routine after every flight. I'm not sure if that is even possible. Any suggestions are welcome. Thanks again for your work on the newsletter and for sharing it to those of us in the \_\_\_\_\_!

## History

Last month I asked for the story to this photo. They are a rugged old bird....



The photo of C-FEII was taken last summer after an emergency landing in burn's bog Vancouver B.C. The aircraft had just left Boundary Bay airport and reported a loss of engine power at about 1000 ft AGL. There was not enough altitude to return to the airport so a wheels up landing was successfully carried out in the soft ground of the bog. There were no injuries and the aircraft sustained minor damage to the hull. The cause of the power loss was attributed to a failed fuel line at the fuel boost pump that resulted in fuel starvation to the engine. The aircraft was salvaged,sold, disassembled and shipped to Switzerland by the new owners. James Babcock, AME

Thanks James for filling us in on the details.

Ed Tello sent this to us.... Thanks ET

My friend Margy, who works at the Udvar-Hazy Air & Space Museum, sent me this fascinating info on the Seabee. The museum will be displaying this one soon.

It's a good rundown on the Seabee history. Click on the attachment Republic RC.doc at the top.

And the younger generation thinks they developed "net working." Sent by John Cuny, thanks John!

INTERESTING EARLY AMERICAN AVIATION HISTORY Source: Denham S. Scott, North American Aviation Retirees' Bulletin

In aviation history, decades before geeks and nerds altered our way of life, young and gutsy aviation pioneers changed the world with their wood sticks, bailing wire, canvas and aluminum. How many of you know that in 1910, mighty Martin Marietta got its start in an abandoned California church? That's where Glenn L. Martin with his amazing mother Minta Martin and their mechanic Roy Beal constructed a fragile biplane that Glenn taught himself to fly. It has often been told how Douglas Aircraft started operations in 1920 in a barbershop's backroom on L.A.'s Pico Boulevard. Interestingly, the barber-shop is still operating. The Lockheed Company built the first of their famous Vegas' in 1927 inside a building currently used by Victory Cleaners at 1040 Sycamore in Hollywood.

In 1922, Claude Ryan, a 24 year old military reserve pilot, was getting his hair cut in San Diego, when the barber mentioned that the 'town's aviator' was in jail for smuggling Chinese illegal's up from Mexico. Claude found out that if he replaced the pilot 'sitting in the pokey,' that he would be able to lease the town's airfield for \$50 a month - BUT he also needed to agree to fly North and East - BUT not South! Northrop's original location was an obscure So California hotel. It was available because the police had raided the hotel and found that its steady residents were money-minded gals entertaining transitory male hotel guests.

Glenn Martin built his first airplane in a vacant church, before he moved to a vacant apricot cannery in Santa Ana. He was a showman and he traveled the county fair and air meet circuit as an exhibitionist aviator. From his exhibition proceeds, Glenn was able to pay his factory workers and purchase the necessary wood, linen and wire. His mother, Minta and two men ran the factory, while Glenn risked his neck and gadded about the country. One of his workers was 22-year old Donald Douglas [who WAS the entire engineering department]. A Santa Monica youngster named Larry Bell [later founded Bell Aircraft] ran the shop.

Another part of Glenn Martin's business was a flying school with several planes based at Griffith Park, and a seaplane operation on the edge of Watts. His instructors taught a rich young man named Bill Boeing to fly. Then, Boeing bought one of Glenn Martin's seaplanes and had it shipped back to his home in Seattle. At the same time, Bill Boeing hired away Glenn's personal mechanic. Later, after 20 Boeing's seaplane crashed in Puget Sound, he placed an order to Martin for replacement parts. Still chafing from having his best mechanic 'swiped,' [a trick he later often used himself] Martin decided to take his sweet time and allowed Bill Boeing to 'stew' for a while. Bill Boeing wasn't one to 'stew' and he began fabricating his own aircraft parts, an activity that morphed into constructing entire airplanes.

A former small shipyard nicknamed 'Red Barn' became Boeing Aircraft's first home. Soon, a couple of airplanes were being built inside, each of them having a remarkable resemblance to Glenn Martin's airplanes .. that, interestingly, had its own remarkable resemblance to Glenn Curtiss' airplanes. A few years later, when the Great depression intervened and Boeing couldn't

sell enough airplanes to pay his bills, he diversified into custom built speed boats and furniture for his wealthy friends.

After WWI, a bunch of sharpies from Wall Street gained control of the Wright Brothers Co in Dayton and the Martin Company in L.A. and 'stuck them' together as the Wright-Martin Company. Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been out maneuvered with a bad idea, Martin walked out ... taking Larry Bell and key employees with him. From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. Then his good luck continued, when the future aviation legend Donald Douglas, who Glenn persuaded to join his team. Martin MB-1. Quickly emerging from the team's efforts was the Martin Bomber. Although too late to enter WWI, the Martin bomber showed its superiority when Billy Mitchell made everyone mad at him by sinking several captured German battleships and cruisers. In Cleveland, a young fellow called 'Dutch' Kindelberger joined Martin as an engineer. Later, as the leader of North American Aviation, Dutch became justifiably well-known.

1920, Donald Douglas had saved \$60,000, returned to L.A. and rented a barbershop's rear room and loft space in a carpenter's shop nearby. There he constructed a classic passenger airplane called the Douglas Cloudster. Flashing back a couple of years later, Claude Ryan bought the Cloudster and used it to make daily flights between San Diego and Los Angeles. This gave Ryan the distinction of being the first owner/operator of Douglas transports. Claude Ryan later custom built Charles Lindbergh's 'ride' to fame in the flying fuel tank christened: The Spirit of St. Louis. In 1922, Donald Douglas won a contract from the Navy to build several torpedo carrying aircraft. While driving through Santa Monica's wilderness, Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster and prowled around. That abandoned studio became Douglas Aircraft's first real factory. With the \$120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. My brother Gordon Scott had been schooled in the little known science of aviation at England's Fairey Aviation, so he hired Gordon. My first association with the early aviation pioneers occurred when I paid my brother a visit at his new work place. Gordon was outside on a ladder washing windows. He was the youngest engineer. Windows were dirty. And Douglas Aircraft Company had no money to pay janitors. Gordon introduced me to a towhead guy called Jack Northrop, and another chap named Jerry Vultee. Jack Northrop had moved over from Lockheed Aircraft. And all of them worked together on the Douglas Aircraft's world cruiser designs. While working in his home after work and on weekends, Jack designed a wonderfully advanced streamlined airplane. When Allan Loughead [Lock-heed] found a wealthy investor willing to finance Northrop's new airplane, he linked up with Allan. Together, they leased a Hollywood workshop and constructed the Lockheed Vega. It was sensational with its clean lines and high performance. Soon Amelia Earhart and others flew the Vega and broke many of aviation's world records.

I had the distinct pleasure of spending time with Ed Heinemann who later designed the AD, A3D and A4D. He told me how my Dad would fly out to Palmdale with an experimental=2 0aircraft they were both working on. They would fly it around for a few hops and come up with some fixes. After having airframe changes fabricated in a nearby machine shop, they would hop it again to see if they had gotten the desired results. If it worked out, Mr. Heinemann would institute the changes on the aircraft's factory assembly line. No money swapped hands!

In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Lockheed Vega was built, William Randolph Hearst had already paid for it and had it entered in an air race from the California Coast to Honolulu. In June 1927, my brother Gordon left Douglas Aircraft to become Jack Northrop's assistant at Lockheed. While there, he managed to get himself hired as the navigator on Hearst's Vega. The race was a disaster and ten lives were lost. The Vega and my brother vanished. A black cloud hung heavily over the little shop. However, Hubert Wilkins, later to become Sir Hubert Wilkins, took Vega #2 and made a successful polar flight from Alaska to Norway. A string of successful flights after that placed Lockheed in aviation's forefront.

I went to work for Lockheed as its 26th employee shortly after the disaster and I worked on the Vega. It was made almost entirely of wood and I quickly became a half-assed carpenter. At this time, General Motors had acquired North American consisting of Fokker Aircraft, Pitcairn Aviation [later Eastern Airlines] and Sperry Gyroscope and hired Dutch Kindelberger away from Douglas to run it. Dutch moved the entire operation to L.A. where Dutch and his engineers came up with the P-51 Mustang.

Interestingly, just a handful of young men played roles affecting the lives of all Americans ..... as it initiated the Southern California metamorphosis, from a semi-desert with orange groves and celluloid, into a dynamic complex, supporting millions. Although this technological explosion had startling humble beginnings, taking root as acorns in - a barber shop's back room - a vacant church - and an abandoned cannery - but came to fruit on as mighty oaks.



**Classifieds** Listings will be for 4 months unless I hear from you. After that, they will 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!

Bee found on Barnstormers...

<http://www.barnstormers.com/listing.php?id=316033>



**FOR SALE**

**1947 SEABEE, RC3 SN395, TTAF 1463, Franklin B9F, TT 629, 12 STOH, Reversing 3 blade Prop,  
TT Prop 197, 12 SPOH, Bendix/King KX 125 Nav/Com, Cleveland Brakes,  
New Engine Control Cables 2004, Fuel Cell replaced 1996, Artex ELT, Wing Extensions,  
Large Spray Rails, Never operated in Salt Water. Location Muskoka, Ontario, CYQA.  
Asking \$55,000, Contact: Lorne McLean 905-989-2798, 416-434-0091 cell, or  
[lornemclean@rogers.com](mailto:lornemclean@rogers.com) 3/09**

**Tailwheel and Harzite Blades 4 sale!** (I would have jumped on this tailwheel had I not already found one, I believe the Bendix is superior to some of the others out there. Go



ahead, ask me why? These blades are absolutely beautiful, they belong in a museum! Bruce)  
**2 Brand New Hartzite propeller blades Design # L8427... These blades were manufactured by Hartzell for the Seabee and Navion, in conjunction with Franklin engine, at the time they were called the first composite blades and I will sell both for \$1900.00.**

Contact Kim dos Santos at [jaspat4kim@gmail.com](mailto:jaspat4kim@gmail.com), (203) 915-2000 Cell, (203) 877-7750 is Home, or (203) 877-7750 Fax

Dave Reeve, N6102K, is moving back to the Pacific Northwest and he writes.....

I am cleaning out my shop getting ready to move back to Port Angeles. I have a new, never used, SAF-AIR P5000 Oil Drain Valve excess to my needs. It is for the GO-480, but fits a lot of other Lycomings, 540, 360, etc., with 1/2" pipe fittings. **3/09**



See [www.SAF-AIR.COM](http://www.SAF-AIR.COM) for details and applications. 1/2 price \$40, including shipping USA. Contact David Reeve, [dcrlbr@earthlink.net](mailto:dcrlbr@earthlink.net), 414-570-0569.

Opportunity to make a few bucks? Sightseeing flights that takeoff and land at the same place can be done part 91!

David D. Hagen writes: My daughter is getting married (finally) in August at Rosario resort. I would like to hire someone to pick her and her then new husband up and take the two of them on about a  $\frac{1}{2}$  hour ride around the San Juans? Please call toll free 877 232 9757 2/09

I got a couple of messages regarding this request for a charter. It's not my intent to tell anyone what they can and cannot do with their seaplane. If you are interested you should know your responsibilities regarding commercial flight and the requirements to do so....So, **Pilots be advised regarding sightseeing flights under Part 91. The operator must have a letter of authorization from the FAA and a drug and alcohol abuse program to accomplish these flights within 25 statute miles of the place of takeoff and landing. See Part 91.147. (CRAP! I can't believe I just wrote a disclaimer in my own newsletter. What is this coming to?)**

WOW, Another Northwest SuperBee! GO 480 Simuflight Conversion, fuel injected.



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 [wbnurgconsult@comcast.net](mailto:wbnurgconsult@comcast.net) 02/09

**Not really a Bee, but could be great deal! It's a GlassGoose!**

What is for sale is the entire airplane plus instruments and a radio installed in project form. The wings are not attached but are partially done, plus all mods from original design have been applied. He is asking \$8,000.00 and can contact him at 269-930-2666 ask for Ray Mull, or call me at 269-449-8852. The project is located in Watervliet Michigan (40C). I can provide pictures if desired. This is a great deal for someone who likes waterwings and or wants to take off on land, land on a lake, open the canopy, drop a line get bored and take off and go back home or to another lake. Terry White 2/09



**PRICE REDUCED** - SEABEE with Ground-Up Restoration **FOR SALE**

**\$75,000 • 1947 Republic Seabee N6755K, S/N 1043, , T.T. 650, Engine & Prop 17 SMOH, Spare A/W B9F, Alternator, Airwolf oil Filter, new glass paint and interior 07, wide spray rails, wing ext's., overhead quadrant, Cleveland brakes., new fuel cell, inboard strakes, steerable T/W all logs • for two other photos, visit Barnstormers website**

**[http://www.barnstormers.com/ad\\_detail.php?ID=171092](http://www.barnstormers.com/ad_detail.php?ID=171092) Contact Sam [czechride@canby.com](mailto:czechride@canby.com) -**

**[http://www.barnstormers.com/contact\\_seller.php?to=50500&id=171092&title=Republic RC-3](http://www.barnstormers.com/contact_seller.php?to=50500&id=171092&title=Republic RC-3)**

**[Seabee&return=%2Fad\\_manager%2Fmy\\_ads.php](#) located Wilsonville, OR phone: 503 678-5114 01/09**



## LS-6 powered 350 HP Corvette "BEE" for sale, reg.C-FDKJ



Don't miss this rare "BEE", it is a great aircraft. No oil required between oil/filter chgs. BURNS LESS THAN 10 USG PER HOUR ON PREMIUM AUTO FUEL.

- MGW 3350 lbs., Usable load 1200 lbs., rate of climb, over 600 F.P.M. at Max Gross @ SL.
- Hartzell wide cord composite fully reverse-able prop w/spare COMPOSITE & Metal blades.
- Wide spray rails w/propellor" No-Spray shield " at hull step, works great.
- Spectacular T/O performance, even off calm water, at full gross weight, 19 sec's
- All new windows, all new stainless control cables, bow door w/auto hold open feature.
- Aircraft totally re-wired, standby alternator, split-able dual battery system.
- Cabin heater & defog system, free fall undercarriage with positive downlock feature.
- Black stainless disc brakes, good tires and positive tail wheel lock, new 75 gal. fuel bladder.
- Capacitance type fuel tank gauge system, Removable 15 gal long range aux fuel tank.
- New paint & new upholstery & carpet 1 year ago. Short wings, splate tips, flasher beacon.
- All new Inst. panel with COM, transponder, stdby nav/com, Garmin GPS, vertical compass,
- Vac.gyro horizon, some spares, and many more extras too numerous to mention. Meets all specs for import into U.S.A.

Contact Ken at [winterhawk23@hotmail.com](mailto:winterhawk23@hotmail.com) or Phone 604-943-3380 (home) 604-813-7794 (cell)

Asking price \$115,000.00 Canadian 01/09

Roger Duke's Super Seabee (New Price) and Home are 4 sale.....

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, **\$95,000**. Contact Roger Duke 360-321-1537. email [rduke@whidbey.com](mailto:rduke@whidbey.com) 02/09

#### Airpark Home on Whidbey

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 <http://www.windermere.com/index.cfm?fuseaction=Listing.ListingDetail&ListingID=17411843>



## 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 Grummans. If he says it's one of the finest, you can count on it. 1/09**

### *Other Interesting Web Sites*

[http://www.tanignak.com/More Amphibian Adventures.htm](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> Carl Hankwitz has republished the 1949/1950 movie featuring his family's Seabee. You can view it online at

[http://web.mac.com/chankwitz/Hankwitz\\_Films/Movie.html](http://web.mac.com/chankwitz/Hankwitz_Films/Movie.html) if you'd like to contact him, he can be reached at [chankwitz@mac.com](mailto:chankwitz@mac.com) [www.alaska.faa.gov/flyak/](http://www.alaska.faa.gov/flyak/)

<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)

[homepage.mac.com/gotta1der/PhotoAlbum28.html](http://homepage.mac.com/gotta1der/PhotoAlbum28.html) personal Clearlake photos

[www.dhvied.com/clearlakesplashin](http://www.dhvied.com/clearlakesplashin) personal Clearlake photos

[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

[www.alaska.faa.gov/flyak/](http://www.alaska.faa.gov/flyak/)

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

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

<http://www.floatplane-flyin.com/index.html>

[www.alertbay.com/eagleair/](http://www.alertbay.com/eagleair/) Looks like a great place to go, **let's plan a trip!**

[www.canadianseaplane.com/index.htm](http://www.canadianseaplane.com/index.htm)

## Seabee Products And Information

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](mailto: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](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 Mojonnier, 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's Back** They have been back in business since the first of the year for parts, maintenance and restoration work. 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.

### **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 weighs 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/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 in 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!" [brummricks@comcast.net](mailto:brummricks@comcast.net) 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](http://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.

**Speaking of engines....** Randy Komko is putting together a new website... Check it out for current pricing on Lycoming engines..Props..parts..ect  
he'll be updating it with 2007 prices soon.. <http://www.seabee-transition.com/>

Please feel free to submit any information that you feel may be of interest to other Seaplane pilots. Also, please print and/or forward this to any others you may think are interested.

Thank you one and all for your support of our organization.

## THE SEABEE ON WATER

### Approach

Particularly on the first time in, take account of trees, cliffs, etc. at or near the approach path.

Check for shoals or other obstructions on the water or immediately below.

Check for obstructions that might hinder a possible pull up.

Check for obstructions that might create possible cross wind gusts.

Always plan an approach into wind ---- or if extremely light wind and for the sake of convenience --- down wind. Do not attempt cross wind landings unless in extremely light winds with no chance of gusts.

In good light and with at least a ripple on the water use normal approach at approximately 85 m.p.h., round out to level flight or slightly above --- at approximately two feet off water and hold steady until the machine settles in.

On glassy water or just quiet water with a grey sky, plan approach as close as possible to shore parallel to line of approach. Cross shore line as low as practical then immediately put aircraft in level flight position with sufficient throttle to maintain a very gradual descent.

In extremely choppy water enter the water at as slow a speed as possible. In other words do the landing in a three point position.

Avoid landing on water where swells are known to occur --- such as the open water of any of the Great Lakes.

Never plan a landing in the middle of large bodies of water. In the interests of water safety, if at all possible, parallel a shore line, or land as close as possible to your destination, always, of course, leaving room for a possible pull up because of boats or other obstructions which were not visible earlier -- or because of extreme gusts, etc. near the water.



## THE SEABEE ON WATER

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### Take Off

In relatively quiet water choose "into wind" or "down wind" take off to give greatest clear stretch of water with best shoreline ahead. In the event a "down wind" take off is attempted first, make final decision whether to take it off after you see how much lake is used up getting ready to "come off" -- definitely keeping in mind need for extra distance ahead for build up of flying speed after take off, and climb out to safe altitude over far shore.

When taking off into wind NEVER cross far shore with any tree or vertical rock formation, without adequate height to take care of any down draft action. It is much safer to hold nose down to gain extra speed for a low level turn down wind before the down draft area is encountered.

In lining up for take off always begin by lining up to the left of the actual take off line. In this way, as the throttle is opened, right rudder can be applied to overcome torque. If this is not done and the right float tends to go under water -- close throttle and begin take off again.

The aircraft will offer to "porpoise" under certain load, water and wind conditions. Immediate, deliberate action should be taken to counteract this tendency before it becomes violent. If it becomes serious, close throttle slowly to avoid damage to the hull.

Once on the step with a loaded aircraft, the take off run can be shortened by slowly pulling nose up and then resting it back again several times -- each time resting back at a higher level. Never pull nose so high on step that tail wheel or tail drags in the water again.



## THE SEABEE ON WATER

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### Docking

Always remember where there is any possibility of wind reaching the aircraft by direct exposure or by gusts through trees, around rocks or around buildings -- the aircraft will "weather-cock" when the slipstream of the prop is reduced or removed from the rudder. Consequently NEVER approach a dock in any manner except into wind unless you have experienced help on shore.

ALWAYS approach a dock as slowly as possible, keeping in mind that the reversing feature of the prop is not mechanical but rather hydraulic -- and hence can not be controlled exactly. Use approxi mately 1200 R.P.M. when operating the reverse lever.

Do Not operate engine any longer than necessary in neutral or reverse pitch -- overheating may occur.

### When Leaving Dock

If backing away -- check to see that aircraft is pointed in such a way as to avoid obstructions even though a gust may hit it. Start your engine before pushing or being pushed from the dock.

In warm weather, if only a few minutes have elapsed since your arrival, do not use throttle pump to prime.

If the Dock is so constructed that it may be straddled between the wing float and the hull, Do not exert pressure on the wheel hydraulics by jacking the wheel down on the dock. It may break the operating lug in the hull. It is permissible though to re s t the wheel on the dock and apply the wheel bra ke to steady the ship.

For this purpose, after resting wheel on dock, be sure to flip selector to "up" position so that boat swells, etc, will not tend to exert too much pressure on hydraulic lug.

If the wheel Brake is ever used in this way, always be sure to check to see that brakes are "off" before attempting a wheel landing.



## THE SEABEE ON WATER

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### Taxi

Into wind - for short distances, taxi with minimum throttle setting. For greater distances, over quiet unobstructed water, taxi on the step.--To save time and afford good cooling for the engine.

Cross wind - Should be avoided if possible. In a wind of even average velocity it is dangerous to taxi on the step and yet a fair amount of throttle must be used to maintain direction. This heats the engine and the water cuts into the prop tips.

Down wind - Forward - Same procedure as 'Into Wind' above, except care must be taken in judging speed and distance required to slow down. In reverse - This should be used in strong wind and rough water with the propellor in neutral or slightly forward of neutral. Note - To leave the propellor in reverse will invite water rudder damage if not complete fracture of the post.

Always taxi with flaps down -- It helps to keep water from the prop.

When approaching a ramp or beach, throttle back to minimum when lowering wheels. It's easier on the hydraulics and you.

Do Not stop the aircraft on sand in the water -- it will sink sufficiently to make departure difficult if not impossible.

If stopping on shore in sand, be sure to stop so that the start may be forward. Reverse is useless when power is required.

## Republic RC-3 Seabee

The Republic Seabee amphibian was one of the most unusual airplanes to appear on the post-World War II general aviation scene. It was designed as an affordable all-purpose sport aircraft for transportation as well as a broad spectrum of recreational purposes. The sea/land capability not only provided a broader selection of travel options but also remote access to fishing, hunting and many sporting activities.

The design of the Seabee originated as a private venture of Percival H. (Spence) Spencer who flew the all-wood original prototype in 1941. Spencer had designed a number of airplanes in his earlier years and teamed with Vincent Larsen in 1937 to produce a forgettable amphibian known as the Spencer Larsen SL-12. Spencer decided to strike out on his own and, on Long Island in 1940, he developed a more practical design, the Spencer S-12 Amphibian Air Car. It was a two-place, side-by-side amphibian of all-wood construction, with flat sheet plywood shaped to fit the bodylines. The wings and tail structures were fabric covered with wood spars and ribs. It was powered by a 110 hp air-cooled Franklin engine, mounted in a pusher configuration powered the aircraft. The tail was mounted on a structural boom and the wings and tip pontoons were strut-braced. Spencer demonstrated the airplane and intended to go into production, but World War II intervened.

During the war, Spencer worked for Republic Aircraft which had begun to look for a commercial design for sport flying that could be a viable post war business venture for the company. Some of Spencer's colleagues at Republic remembered his Air Car design and after some negotiations Spencer sold the Air Car rights to Republic in December 1943. He was assigned to help convert the airplane to all metal construction. Along the way it became a three-place airplane with a bigger engine, metal hull from nose to tail, a tapered smooth skin cantilever wing and single strut-mounted wing floats. The airplane was renamed the Republic RC-1 "Thunderbolt Amphibian". It was a good performer but the construction was very labor intensive and the costs began to skyrocket. The original intent was to market the airplane for \$3,500 but price estimates projected a \$12,000 sales price. To be market competitive the airplane's structure was completely redesigned for low cost production and the aircraft became a four-place airplane for better utility. The rear seat in the RC-1 had been restricted to one passenger because the partially retracted main wheels were located in wells that protruded into both sides of the rear seat area. To provide space to seat two back seat passengers comfortably, the wheel retraction wells were eliminated and the main landing gear rotated up parallel to the hull. The design change slightly increased aircraft drag but reduced manufacturing costs and provided a fourth seat. Five pre-production prototypes were designated as RC-2s and renamed "Seabee" and were extensively tested and demonstrated. The re-designated RC-2 was now a model of simplistic lightweight construction in labor and tooling costs. The rivet count, for example, was reduced from 9,650 to 3,440. The fabrication and assembly time was reduced from 2,500 man-hours to a phenomenally low 400. The design change from a tapered to a straight wing with simple spars and end cap ribs covered with beaded structural skins was a major contributor to these savings. The hull was essentially a full monocoque bulkhead and skin construction, thus eliminating the usual multiplicity of stringers and intercostals. The wing tip floats were made in two hydro-pressed longitudinal halves that were machine-riveted along their exterior seams. Full production aircraft

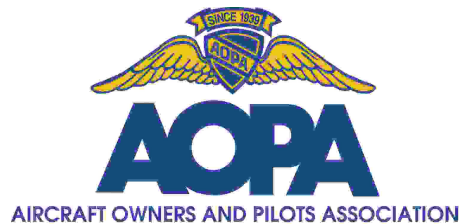
were redesignated as RC-3s and started coming off the Republic production lines in the spring of 1946.

Operationally the Seabee was an extremely rugged and versatile aircraft that could take harsh treatment, but it required high maintenance. It had excellent cabin accessibility and a cavernous interior with exceptional visibility. The water handling was outstanding but it was considered less comfortable in land operations. Its in-flight performance was adequate, cruising at 105 mph, but with somewhat heavy flight controls. As a victim of the collapsing market, the projected goal of producing 6,000 Seabees was terminated at 1,076 aircraft in 1948. J. K. Downer of Saginaw, Michigan purchased the design certificate in 1956 and provided spare parts for the remaining Seabee owners. Still underpowered, its owners resorted to several engine conversions, and the United Consultant Corporation marketed the Twin Bee which had two 180 hp Lycoming IO-360 BID engines. This venture was not too successful because of high initial purchase and operating costs. However, many Seabees are still flying and they remain popular with seaplane pilots.

The NASM RC-3 Seabee, N6709K, came off of the Republic production line in June 1947 as serial number 992. Robert N. Stine and Alexander D. MacCallum purchased the airplane on September 16, 1969 from JUL Incorporated of Hato Rey, Puerto Rico. With his son as a passenger, he personally delivered the aircraft to Hyde Field, Maryland, on September 6, 1984. It had logged 835 flight hours and came equipped with the 215 hp Franklin engine and the optional Hartzell controllable and reversible propeller, with aluminum blades. The ability to alter the blade pitch, or angle, of the propeller increased performance at takeoff and cruise and facilitated maneuverability of the water.

In 2001, Stine donated the aircraft's original propeller blades made from Hartzite, an early type of composite material consisting of fabric impregnated with plastic that Hartzell introduced to offset the effects of water erosion. Over the years, owners often replaced them with aluminum alloy blades because the Hartzite blades began to disintegrate when the laminate coating wore off.

Wingspan:	11.5 m (37 ft 8 in)
Length:	8.5 m (27 ft 11 in)
Height:	2.9 m (9 ft 7 in)
Weight: Empty	951 kg (2,100 lb)
Gross	1,427 kg (3,150 lb)
Top Speed:	192 km/h (120 mph)
Engine:	Franklin 6A8-215-B8F, 215 hp
Manufacturer:	The Republic Aviation Corp., Farmingdale, Long Island, NY



April 22, 2009

Dear ASN volunteer,

AOPA has been following the controversial issue known as "TSA Security Directive 1542-08F" very closely since it was first announced in December 2008. Like you, we have been extremely frustrated with the information "void" surrounding this change and have been in regular contact with the TSA to try and have the situation remedied. In our most recent meeting, we pressed the TSA to delay implementation of the security directive at Category II, III, and IV airports where general aviation makes up the majority of the activities. Additionally, we urged the TSA to conduct an outreach by Federal Security Directors (FSDs) to provide airports with ideas and alternative measures that will minimize the impact on the general aviation community.

Security Directive 1542-08F was issued by the Airports section of the Transportation Security Administration, Transportation Sector Network Management, Commercial Aviation Division. AOPA immediately objected that no one from the general aviation community was consulted prior to its release. Had we been consulted, we might have been able to mitigate many of the problems that airports, pilots and aircraft owners are experiencing today.

TSA Security Directives (SDs) can be issued without going through the Notice of Proposed Rulemaking (NPRM) process, as we are seeing with this badging requirement. The distribution of the SD is tightly controlled, (because AOPA is not a "regulated party" we have been denied access to the full document) and the TSA's reluctance to provide additional guidance has resulted in a veil of secrecy that has surrounded this SD. This lack of information has led to the rumor mill running rampant and increased the level of frustration for all involved.

To avoid spreading incorrect information among our pilot communities, here are the facts we can share about this SD, which have been verified to the best of our ability:

- Because this SD has been classified "Security Sensitive" it cannot be freely distributed. If you come across the document online, AOPA is advising members that they should not open, download or distribute it because it could lead to a criminal investigation.
- The TSA does **not** consider ASN volunteers "need to know" individuals per 49 CFR 1542.303(f)(1-2).
- The SD requirements only apply to airports with commercial airline service.
- Pilots will not need a badge issued by every airport they visit.
- Escort procedures for transient pilots are in place, and have been for quite some time. This SD should not change those existing escort procedures according to the airport's security plan.
- While AOPA will continue to seek alternatives and solutions, the June 1, 2009 compliance date remains in effect and we encourage you to contact your airport to take the necessary steps to ensure you will have access.
- It should not hinder your trip into Oshkosh for AirVenture or any other airport with commercial service that you visit.
- The TSA has indicated that they will soon release a new version of the SD, which will be known as 1542-08G. SD-08G will provide some clarifications for the airport administration, but will not include any increase or decrease in scope requirements.

AOPA and other industry organizations are dealing with this SD on numerous fronts, and we understand and value the importance of making sure your Congressional representatives fully understand how this

SD will impact general aviation. We encourage you and your fellow pilots to contact your local representatives and explain how Security Directive 1542-08F will affect you and your airport. Because of the recent initiatives by the TSA, there are some members of Congress that combine this issue with the Large Aircraft Security Program (LASP). In your contact, please mention 1542-08F specifically so that members of Congress understand this is a separate (and equally as important) issue.

Areas of concern that you may want to bring to their attention include:

- All general aviation pilots are covered by similar security measures as commercial pilots including vetting. The requirement for an additional check as spelled out in the SD seems redundant.
- The TSA has laid out, in regulation, definitions of sensitive portions of the airport including Security Identification Display Area (SIDA), Secured Area, and Air Operations Area (AOA). Each area has differing requirements based on its sensitivity. This SD does not seem to take this into account.
- Previously, the TSA and FAA have recognized the principle of time and distance when applying security measures at remote sections of the airport. This SD appears to ignore this option.
- This SD also appears to ignore the differences that exist between airports, which may impose unnecessary requirements on many of the smaller airports in the country.
- Ask your elected official to urge the TSA to suspend implementation of the badging requirement at Category II, III, and IV airports until workable alternatives can be developed.

AOPA staff members have been involved in many meetings with the TSA, DHS and other associations who are just as concerned as we are. We also continue to work on Capitol Hill to educate Congress and their staff about SD 1542-8F. AOPA is working with the TSA to develop alternative proposals and procedures that will minimize the impact on general aviation, and will be looking into long-term solutions as well (similar to those that AOPA members have suggested/discussed). Rest assured, we are doing all we can to bring our concerns and impact to the highest level of the TSA and DHS. If you have any questions, do not hesitate to contact the Pilot Information Center at 1-800-USA-AOPA or via email at [pilotassist@aopa.org](mailto:pilotassist@aopa.org). Our Aviation Technical Specialists are fully briefed on this issue and would be happy to assist you.

Sincerely,



Craig Spence  
Vice President, Regulatory Affairs  
Aircraft Owners and Pilots Association

Stories AOPA has published on this issue:

[http://www.aopa.org/whatsnew/region/2009/090416montana.html?WT.mc\\_id=090417epilot&WT.mc\\_sect=gan](http://www.aopa.org/whatsnew/region/2009/090416montana.html?WT.mc_id=090417epilot&WT.mc_sect=gan)

<http://www.aopa.org/advocacy/articles/2009/090317tsaliation.html>

<http://www.aopa.org/advocacy/articles/2009/090312tsaliation.html>

<http://www.aopa.org/advocacy/articles/2009/090224badges.html>

<http://www.aopa.org/advocacy/articles/2009/090212tsa.html>

<http://www.aopa.org/advocacy/articles/2008/081218security.html>

Links to writing your elected officials:

Representative: <https://writerep.house.gov/writerep/welcome.shtml>

Senator: [http://www.senate.gov/general/contact\\_information/senators\\_cfm.cfm](http://www.senate.gov/general/contact_information/senators_cfm.cfm)



Bee Sea n'ya,  
Bruce Hinds, President  
Washington Seaplane Pilots Association  
Seabee Club Newsletter  
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