

May 2010

Seabee Club Newsletter



Next month I'll tell you how to get stuck.... I'm becoming an expert! Well, just 3 times in 10 years. Anyone want to own up? This could make for some good stories. I can keep it anonymous if you like. Tell us about your experiences!

Hello Everyone,

Last month I shared the bad news about "Big Jim" Sorensen. This month I get the bad news from Crazy Harry (as he calls himself) in Florida about a guy I'm sure many of you that have spent time there may know. Lenny Francis flew west this past Saturday. Harry had developed a close relationship with Lenny as he rebuilt Harry's Twin Bee. Lenny owned Caps Flying Club and retired from ABF Freight Lines 20 years ago.

I can also report on the death of SPA's forum. I know many of you have complained since they revamped their website.... I don't know about you, but I found the "new" forum totally unusable. Jason Baker was asked to help straighten out the mess and he got fed up with the software, SPA, and their constraints in making the whole thing work, so he ventured off on his own and created www.SeaplaneForum.com. He's done a magnificent job and created spots for regional organizations too. I even posted a page for Seabees. For those of you that have found the Yahoo Discussion Group difficult, Jason's new site will be much easier to login to. Viewing is open to anyone. You only have to log-in to post. The software is like so many other forums and type clubs, I'm sure it will look familiar.

In other Florida news.... Ben Davidson writes....."I just wanted to let you know that there was a lot of neat Seabee activity at the Sun N Fun in Lakeland this year. They held a splash-in at Fantasy of Flight in Polk City, and there were a few Bees there...notably, there were two twin bees, both of which were beautiful to see both on the ground and in the air. If you're interested, I uploaded [a few photos of the Twins](#) to my Flickr group. It really was cool to see these birds in the air. Good luck and safe flying up there in the PNW!"Thanks for sharing that with us Ben Most Bee lovers in CA know of the history of Seabees at Mike Browns SPB at Lake Tahoe, Chuck Kimes wrote.... We are pleased to announce the launch of the website for our first seaplane event of the season, the Fourth Annual Mike Brown Memorial Splash-In, at www.mikebrownsplashin.com We are delighted to support this community-run event that honors the legacy of Mike Brown's 30 years of seaplane operations on Lake Tahoe.

Remember Julia Hensley in Tennessee? I'd mentioned all her Bee parts she needs to part with since he husband passed away. She wrote that she'd take \$5000 for everything to someone who would take it all away. She may negotiate prices for people who just want a few parts, but she'd like to move it all soon. She has a lot of high resolution pictures she can send.



Robert Vaughn had written...."When we got there the Seabee that I wanted to look at as well as two others, were part of the surrounding vegetation. The one I wanted to look at was serial number 485, the factory built six seat Seabee with extended wings. There were two other Seabee hulls there; one of them was in the process of being converted to a six place by Mrs. Hensley's husband who passed away before he could complete the conversion. I believe she said he was using the other two fuselages for parts. Mrs. Hensley said she has the paperwork for this conversion. I had a limited amount of time and just gave each fuselage a preliminary examination; the six place has a cracked stringer and some dents in the bottom of the tail boom just aft of where it attaches to the main fuselage. The door jams had been removed although the doors are there. There is no landing gear or associated parts (it looks like a true seaplane). The unpainted hull that Mrs. Hensley's husband was converting has no landing gear; but the through hull fittings for the gear are there. It looks like it has surface corrosion from being out in the weather without any paint or other protection. The white painted airplane with turquoise stripes has the landing gear with the shoe breaks, the drums are gone. The nose has been removed and the keel strip is loose, and the left door is gone. The painted airplane looks like it's in the best shape of the three. Of course none of them have engines or propellers or wings. Most of the holes I looked into were filled with organic debris. It looks like it would take a good week or more to get them cleaned up enough to inspect. Mrs. Hensley says she has a tail boom and some more pontoons in a shed that I did not get to see while I was there. Needless to say I was overwhelmed.... as I was looking at these forlorn pieces of history. She has an awful lot of miscellaneous pieces and parts, and I'm sure that if somebody came in with a reasonable offer, she would let all her Seabee stuff go. Her name is; Julia Hensley, she is located in East Tennessee her e-mail address is: hensleyj@greenek12.org her phone number is: 423-741-3057 **Robert has been very helpful with this and he may be able to give you some insight as to what all is there. His contacts are, zrobert@msn.com 248-459-0027 Cell, 352-293-7801 Home.**

History

I got my scanner going and learned to how to save something as a .pdf file. Big accomplishment for me! I wanted to share with you the Gene Landman article I mentioned last month that I'd found regarding his report from the March 1946 Skyways Magazine. However, it's such a large file that it won't send! I'll have to find a way to send it in parts, or copy it at a lower setting. The darn thing is over 8megs!

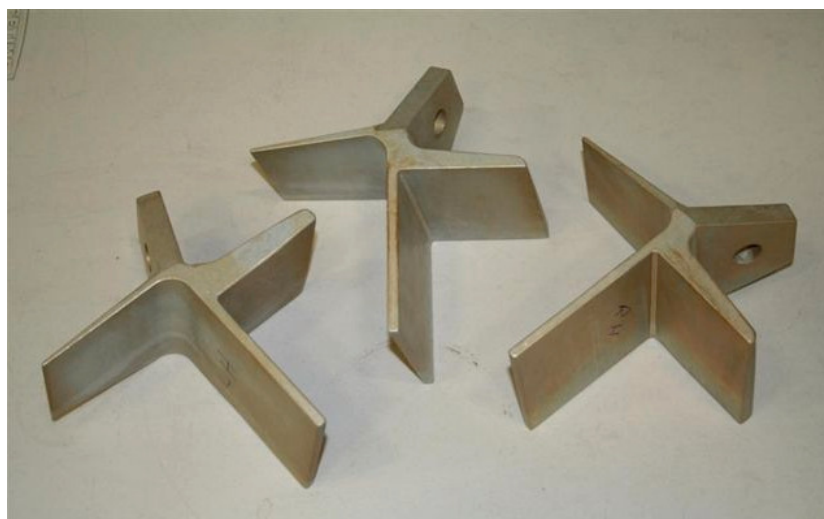
Safety Strut AD! You know the one! Check for corrosion, 6 months or 25 hours.

Bob Gould was just doing his annual with Tim Sutter. Everything was beautiful last October and Bob has not flown that much this winter. UNBELIEVEABLE how this could happen so fast! Don't overlook this inspection! Does anyone know, can you fly with out the fairings?



Classifieds Listings will be for 6 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!

Lower Wing Strut Fittings



Tough times generally involve great sales prices and I have a great sale price that I'm hoping someone is interested in. I ran a batch of 5 sets of RC-3 fuselage mounted, lower wing strut fittings and they ended up costing me a bit over \$1k for each piece to make. I need to try and get some financial recovery out of the two RH's and one LH that I still have. I'm willing to take \$300.00 per piece and will consider offers if you are interested. This is only 25% of what it cost to produce them. Know these parts were produced

under the original RC-3 drawings. Metallurgical testing was performed from an aerospace metals lab on an original piece and they determined what modern alloy would be equal/better to use as a replacement since the original alloy is no longer produced. I can provide all of the certifications paper work.

Disclaimer: Although the parts were produced professionally, they are allowed for use on Experimental aircraft only as they weren't produced under an FAA approved process for Type Certificated aircraft.

If anyone wants it, I could also sell the C&C program that I paid for, should you ever want to make more. Contact, Bob Mortenson The Pitstop, Inc. PH: 406-777-3163, 406-370-5860 Cell

N3N Floatplane



This USN file photo shows an N3N (not mine) on floats. My N3N, N45129, is currently hangared in Colorado. It's in the landplane configuration, although I have a 100% complete set-up to re-configure the airplane for water operations.

My N3N was built in 1940 (S/N 1962). It remained in US Navy service until 1946, when it was surplused and became a crop duster. In 1969 it was placed in hangar storage in Texas, where it remained until 1980 when it was ferried to Arkansas for restoration. It underwent a ground-up restoration from 1980 until 1989 when it was certificated in Standard category. From 1989 until 2001, it had flown 401 hours when the owner died, then went into a hangar until July 2004 when it was purchased by me. I flew it to Texas and installed Redline disc brakes, using FAA Form 337 on a field approval.

In February 2005, I took a job in Singapore, flying the N3N to a museum in Arizona where it remained on display until April 2008. In April 2008, I flew it to Colorado and put it in a hangar there, where it remains today.

It has a 300-hp Lycoming 9-cylinder radial engine with Hamilton Standard 2B20 constant speed prop. Both engine and prop have 437 hours of operation. There is no wood in this airplane, as the US Navy manufactured them using aluminum extrusions left over from the dirigible program. The fabric is now 20 years old and shows its age, but is good for many years. It would benefit from a new paint job. Regarding spare parts, I have a core 300-hp Lycoming engine with mount, pristine upper wing, right and left lower wings, two elevators, rudder, vertical and horizontal stabilizers, "N" struts, eight ailerons and a multitude of spare parts too numerous to mention. My float set is 100% complete, including 20-foot centerline float, 6-foot wingtip floats, all struts, braces and attach fittings, and newly manufactured stainless steel flying wires.

I'm still working in Singapore and have decided to take up permanent residence in Asia, which is why I've put the airplane on the market. I have approximately \$105,000 USD invested in the airplane, spares and floats, but will consider any reasonable offer. Upon purchase, it will be given a fresh annual. I would also be able to provide delivery and a check out, with CFI endorsement. General historical and factual N3N information can be obtained via Google.

Should you have further interest, I'll send copies of logpages, 337s and other relevant maintenance documents.

Please reply to my Yahoo e-mail address: usnavy_n3n@yahoo.com

Best regards. Richard Ries 2/10

SuperBee! GO 480 Simuflight Conversion, fuel injected. NEW ENGINE and PROP!



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 wbnsurgconsult@comcast.net 02/10

Lycoming Prop. and parts



I bought this new HC-A3VF-SAL / VL9333 CH-4 as a spare propeller for my Sea-Bea in 1980, later I cannibalized hub for few parts namely one clamp. There are three new blades and partial hub for sale. Asking \$9,000 -OBO.

Also have pair of prefabricated longitudinal steps - STC - SA 575NW. No paperwork, \$200 8 feet of keel extrusion asking \$100. Location Miami

JAN BEM Tel# 305 866 1408 Cell: 786 999 9829 e-mail: janbem@centrum.cz Tel# in Czech Rep. 011 420 602 203 660 01/10

1954 C-180 Representing a 1965 U-17C of the RVNAF

Approx. 6900 hrs TTAF, 975 TTSMOH McCauley 88" prop installed 2006 MARCH annual KY-197, KMA-24, and Northstar M1 □ VFR only Same owner 20 years, always kept in hangar Located at Hicks Airfield Texas (T67) Seen in several magazines, books, video, and Trade-A-Plane cover. \$80,000 Phone: (817) 658-8637 wrsanders_98@yahoo.com 12/09

Right Wing Needed for Seabee!

AS MENTIONED I NEED A RIGHT WING....., FOR NOW? RICHARD LAWRENCE

250-675-3008 or email richard@airspeedwireless.ca 11/09

Seabee Art!



Ginny Ivanicki is an artist and Seabee lover. Ginny does some incredible oil paintings of the 40's and 50's that include other seaplanes and warbirds too. You can see her works at www.elliottlouis.com/dynamic/artists/Virginia_Ivanicki_Strell.asp. Contact her at ivanicki@telus.net or 604-709-0190 9/09

The Remarkable Tahoe Special Experimental Amphibian is for Sale!



Grand Champion Oshkosh, Grand Champion Sun & Fun, numerous first place awards at airshows throughout the USA. The best single engine four seat seaplane in the world. Powered by 405 HP LS-6 Corvette V8. Corvette air conditioning and heat. Four bladed custom reversible MT propeller, custom upholstery and paint by Paul Shepherd. 446 hours aircraft and engine. 9.8 gallons per hour on auto gas, 120 gallon fuel capacity. Will consider trade/trade in for Husky, Super Cub, Bearhawk, American Champ High Country or Maule. \$185,000. Aircraft is at Carson City NV. Will deliver for expenses. Contact Steve Lantz at stevelantz@aol.com or call at 775 720 4157 10/09

Turbocharged SeaRey



Options include; Hydraulic gear, Heel brakes, Electric trim, Whelen strobes, King com radio, King transponder, 121.5 mHz ELT, Nav lights. Rotax 914.turbocharged engine 115 hp. Full electrical system. Dual electric fuel boost pumps. 137 total hours. Built by an A and P mechanic. Always hangared. \$45,000. (A new Rotax 914 sells for \$31,000 by itself.) Contact Tom Watkins 253-549-4549 Cell 602-284-0770. 8/09

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



\$65,000 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

Contact Sam czechride@canby.com -

http://www.barnstormers.com/contact_seller.php?to=50500&id=171092&title=Republic RC-3

[Seabee&return=%2Fad_manager%2Fmy_ads.php](http://www.barnstormers.com/contact_seller.php?to=50500&id=171092&title=Republic) located Wilsonville, OR phone: 503 678-5114 07/09

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!)

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 jasp4kim@gmail.com, (203) 915-2000 Cell, (203) 877-7750 is Home, or (203) 877-7750 Fax

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
02/10

LS-6 powered 350 HP Corvette "BEE" for sale, NOW U.S. registered!



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.

- MGTHW 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 or Phone 604-943-3380 (home) 604-813-7794 (cell)

Asking price \$115,000.00 US 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 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 cowls.

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%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>

<http://web.mac.com/chankwitz/BlueHorizons/Movie.html> Carl Hankwitz's republished 1949/50 family Seabee movie.

<http://shaunlunt.typepad.com/shootings/>

www.dunk-you.com emergency egress training.

www.sfahistory.org Society for Aviation History

www.clearlakesplashin.com

www.aerocheck.com

www.hu-16.com

www.SeaPlaneOps.com

www.flightcontractservices.com

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.alaska.faa.gov/flyak/>

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

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 page@earthlink.net 253-973-9985 or at home 253-232-9463.

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 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 **I have them both, they're a great reference!**

The Seabee Experts

Simuflight

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) 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.

Scott is looking for intersted parties concerning replacement floats. They are working on a new design as parts are getting hard to find. He writes... The Floats will be STC'd

* I am guessing carbon fiber and should be very light.

* They will be one piece so no seam, they will look better. The actual shape will not change since changes like this would require flight and water testing. I am just going to get rid of the seam.

* Less drag? maybe but nothing to right home about.

* No corrosion - we are going to make sure these have no parts that will corrode.

* Off the shelf replacement - We spend a lot of time straighting bent floats because there is no more replacements. The one we are doing now have \$600+ in labor and heat treating in it.

* Price - Who knows, FAA is going to beat me up a little but my hope is to bring each float in under \$1000 but I am guessing a starting point would be \$995 per float. This price would assume fairly good volume. The engineering on this is going to take some time to get through the FAA. I can't just make a look alike float out of carbon fiber I have to design the layup and write a specification for the resin and manufacture and then get it all approved. I am guessing I will have about 160 hours of engineering by the time I am done with the FAA. Then we still have to make them as well.

Bottom line is if there is no interest I am not going to jump into this project. Jereme still has a few float halves

available so we can work with those for the time being. The problem with his floats is, they are not heat treated and when we heat treat them they like to warp on us.

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.

Scott Henderson, McHugh Aviation Inc. <http://www.simuflight.net/http://www.simuflight.net>

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 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!" brummricken@aol.com (or rbseabee@aol.com)
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 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.

T.A.C. Transition Aircraft, Randy Komko's business is now at <http://temp.seabee-transition.com.officelive.com/default.aspxhttp://www.seabee-transition.com/>

Bee Sea n'ya,

Bruce Hinds, President

Washington Seaplane Pilots Association

Seabee Club Newsletter

360-769-2311 home 360-710-5793 cell www.wa-spa.org