

May 2011 *Seabee Club Newsletter*



I sure would like to fly in the company of some other Bees this summer!

Hello Everyone,

I pulled the photo from my archives taken some where between Seattle and Alaska in the 50's. How much fun would it be to gather with a bunch of Bees? Let's fly together this summer, if any of you are going to be flying in the NW this summer let me know where and when, I'll post to everyone.... let's do something!

Good thing most the Bees planning on making it to SnF didn't get there because of the weather the tornadoes, high winds and heavy rains as you know really took a toll. Fortunately only one Seabee, the twin at the Tavares SPB was the only one damaged.

I spoke with Eric Weaver at Jones Brothers who operates the T-Bee and said the damage was repairable, insured and will be flying again soon. Amazing it didn't damage the wing. Eric said the airplane was picked up and went sideways across the ramp coming down with a side load on the gear breaking the knuckle and bending the gear leg.

Besides the float damage and windshield, there is some damage to the hull too and that's getting a re-skin.

Ben Davidson said their was a Bee at Lake Agnes but I guess most of those activities had been called off. He sent the following link for a bunch of [Seabee pictures](#).



I've asked for interesting stories, check this out!

FAA Inspector Receives “Most Potential” Award for an aircraft at Lumberton’s Mid-Atlantic Fly-in

By Safety Program Staff Writer

Each year the judges are carefully selected to determine the superlative aircraft at the Lumberton, N.C., Mid-Atlantic Fly-in, organized by Mr. Dale Faux and supported by the NC State Aviation Department. The usual winners are examples of superior craftsmanship and the pursuit of excellence in design and fabrication. In order to accommodatesay, the less fortunate aircraft enthusiast, an award for “Most Potential” was created. This award goes to the aircraft that has the most time and distance to travel along the journey of construction (or in this years case), of

reconstruction!



The winner was a 1947 Republic RC-3 Seabee currently in the possession of an FAA Inspector from Orlando trying to help a family from losing the aircraft to the aluminum can factory. The inspector, Ben Coleman, specializes in airworthiness (mechanics) and is currently working as a Safety Program Manager for the Orlando district Flight Standards office. Ben and his wife, Melody, own a side business called Coleman Aeromarine, Inc., who plans to someday give rides in these venerable old aircraft. They also specialize in guided tours to natural Florida venues.

The award winner, N6352K, was perched on a trailer and appeared to have been dragged out of the woods after someone used it for target practice. When Inspector Coleman was asked where the aircraft came from, he reported, "We dragged it out of the woods after someone used it for target practice!" He elaborated, "This is a mission of mercy in the honor of the late Fred Sedorchuk and his widow Harriett Sedorchuk currently living in Miami, Florida." He explained that Mr. Sedorchuk, a retired from the Navy, owned the aircraft from August 1970 to present. The Seabee was one of three

aircraft damaged as a student pilot lost control of a Cessna 152 and careened into the parked aircraft at Clinton, Maryland, in June of 1990. Since that time, Mr. Sedorchuk was involved in litigation until his death. Learning about the aircraft through a friend, Coleman called a family member assisting Mrs. Sedorchuk with property arrangements, Mr. Cornelius Regan.

According to Inspector Coleman, he and Cornelius developed a mutual trust. Arrangements were made for Coleman to retrieve and save the aircraft that once meant so much to the Sedorchuk family. After two road trips to Maryland and almost 4,000 miles later, all of the aircraft in



central Florida.

The aircraft and components are for sale for someone needing Seabee parts or a \$150,000.00 restoration project. If interested contact Coleman Aeromarine at 407 -344-8253, anytime day or night.

“It’s heartbreaking”, Coleman says, “when you happen upon an aircraft that used to be someone’s pride and joy diminished to a pile of corroding aluminum. That’s what keeps us going....”. From our perspective, Coleman, you ‘re a hopeless romantic...god bless you and keep em’ flyin’ !

Classifieds Listings will be for 6 months unless I hear from you. After that, they may 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!

Award winning Stearman

Eng Cont 220, Only 100 hrs sense Total aircraft Restoration , Redline brakes , Turn -Key operation.

Asking \$125,000 Possible trade for a Seabee, SNJ or other project!

Contact Kent Johnson

(360) 802-8959 or KentJ@skynetbb.com
02/11



Seabee Project

Last Annual Inspection July 1, 1998
Not currently ferryable per mechanic (Don't know what needs to be done but will follow up with mechanic.)

Located in Southern California

A/F TT = 385.3

Engine TSMOH = 573.8

Zero STOH

Engine is Franklin 6A8-215-B8F

Currently listed at \$85K but will consider offers

Contact is Katherine Kunnes at kunnes@sbcglobal.net 03/11



Franklin Engine(no paperwork), Prop and all associated parts!

We are converting to the McHugh Simuflight GO480 STC. Anybody interested? I can email Pictures ! Contact Lars 907 229 6792 larsgleitsmann@gmail.com 03/11

Original Seabee Propeller

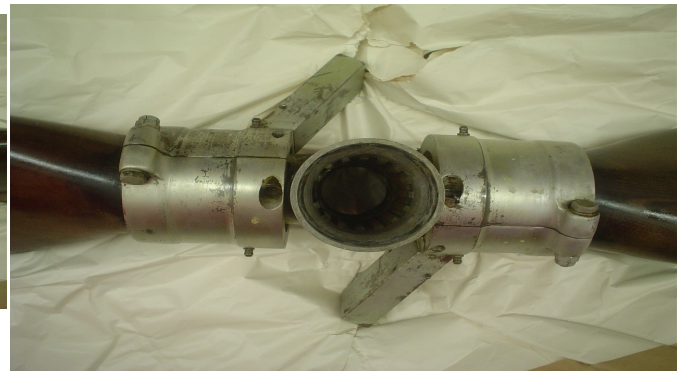
Attached are photos of a Seabee propeller I'd like to sell. I've had it in storage for several years and don't know it's history. I have no logs or records for it, but thought it might be useful to someone. I have no idea of its value, but based on the value of the two blades I saw here, I guess I'd let it go for \$850.00.

Richard Ries

817-301-9312 usnavy_n3n@yahoo.com (note y_n)



Richard Ries' Prop 03/11



New Price on Roger Duke's Super Seabee

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, **\$87,000**. Contact Roger Duke 360-321-1537. email rduke@whidbey.com



Airpark Home on Whidbey Island, WA

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 What a set up he has. Here's a new link to a website for the [Listing Details](#) 02/11

Seabee Project for sale

1947, S/N 907, N6634K. Original logbooks/not flown since 1968, no major damage listed. Have new skin for the hull bottom, intermediate skin damage approximately 5"x 10".... Fuselage and one wing stripped other wing stripped and primed. New lift struts and fuel tank in 2001 extended wing tips with spill plates. B9F engine S/N 23965 and the original Hartzell HC-12x20-2 prop, S/N 2131.

Many refurbished smaller parts.... landing gear, yoke, control wheels and column, rudder pedals and control assemblies etc Asking \$18,000 and I will entertain any reasonable offers, consider full or partial trade: motor home, boat, car, motorcycle, etc. Can Email extensive list of pictures! Contact: Bruce Novotny cindynovotny@centurytel.net Hm 507-872-5110 Wk 507-537-8114 10/10

(2) LOW TIME GSO-480 ENGINES ! • AVAILABLE FOR SALE • 265.4 / 48.4 S.M.O.H. by Columbia Aircraft Services, pickled condition, still in nacelles & stored. Also have other GO-480 Engines and Parts. Contact Gregg Cadieux, located Scotia NY Telephone: 518 424-8235 twinbo550@aol.com this is a great deal folks! 6/10

HARTZELL 3 BLADE PROP • \$2,500 • ACCEPTING OFFERS • 3 Blade prop for GSO-480 Lycoming, Spline shaft chrome spinner, no damage complete Model HCA3V20-1B • Contact Neal York, Owner - located Mead, CO USA • Telephone: 970-290-3828 6/10

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 4/10

SuperBee! GO 480 Simuflight Conversion NEW fuel injected 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

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

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

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.bcfloatplaneassociation.com/>

Seabee Products And Information

Robinson V8 Aircraft has a full service maintenance facility 75 miles north east of Toronto. We do work on certified airplanes, including Seabees, as well as amateur built aircraft. We also have a 3D CAD design capability including a virtual wind tunnel (CFD flow simulation) for evaluating potential modifications. Our website has a list of Seabee modifications we have done to date. We would be happy to perform Seabee maintenance for anyone. Contact: Brian Robinson 705-878 4900, 705-340-2408 Cell and visit www.v8aircraft.com

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

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. 561-573-0668 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@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 weights 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>

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 on 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!" brummrichkaren@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.aspx>

Remember Procrastination is the key to flexibility!

Bee Sea n'ya,
Bruce Hinds
Seabee Club Newsletter
Director WSPA
Director SPA
360-769-2311 home
360-710-5793 cell
www.wa-spa.org