

## Bruce Hinds

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**From:** "Bruce Hinds" <brucehinds@earthlink.net>  
**Date:** Tuesday, July 4, 2017 8:06 AM  
**To:** "Recipient List Suppressed" <brewster@wavecable.com>  
**Subject:** November '04 Seabee Newsletter

### *The Northwest Seabee Club*



How about this for seaplane wanna-bees? I can't wait to see their docking maneuvers!

Hello everyone,

Thanksgiving, it's that time of year again? I'd like to take this literary moment to give thanks to all of you. Your support and encouragement these past years has sustained the newsletter effort. Just about the time I feel like it's a lost effort, I run into someone that offers a kind word or mentions that it helped them in some way. I couldn't have done this alone. The "Seabee Network" is made up of many caring and knowledgeable folks. It's because of all of you who are willing to share your information and experiences that have allowed me to produce this newsletter. Your input has helped others, thank you for that! I know it's greatly appreciated.

It didn't take long to download this time, because the above picture is the only one you'll get this month. I know starting a new computer isn't supposed to be a big deal. However, your newsletters for the past four years have all been produced on a notebook that is now almost 9 years old. Very few changes to the old computer had ever been made. For the past 6 weeks I have been going through computer hell trying to load the old stuff in the new computer and low and behold, I find the new one almost comes with viruses and worms before you get it going. Well, sort of.... The first thing to do is to download the updates for your MS operating system. Then you have to do the same with your virus protection too. I was Too late! I had spent most my spare time of a ten day stretch loading and filing all my stuff while trying to conduct normal internet and email activities, not knowing the new stuff needs immediate updating. I'm still not there, and

may have to start over, but at least it's clean, and, it's protected by Norton. Some stuff just isn't working or working right just yet. And worst of all, I had started a November letter, so the changes to the classifieds that you've sent may have been lost. Please double check the listings and let me know if you'd like a change, addition or deletion. I remember Don sent me a message about a reduction in the price of his book and it includes postage. And, I think Tim's project is gone.

I've had a few computer recommendations I'll share with you that I may just try if I don't get things back on track soon. I have heard from more than one source that if I get away from Microsoft, I can avoid most of the viruses and worms. I keep hearing about Mozilla and Eudora from those in the know. As I understand the situation, those crafty devils that devise all the problems don't even bother trying to attack products other than Microsoft. This could be a "no-brainer!" I'll let you know what I find out, and if any of you have some experience with those products, I could sure use it about now.

We didn't get to Clear Lake, I really didn't think we would get the time off. Someone had sent pictures that I can't find or retrieve. I'll be loading Service Pack 2, that's supposed to fix the problem. If that doesn't work, I'm sure you will be able to get the pictures on their website [www.westernseaplanepilots.com](http://www.westernseaplanepilots.com) sometime in the near future. They haven't updated it yet, but there are some great shots from the previous years. Maybe too, this thing will be on track next month and I can send it then if it's not lost forever.

I knew we wouldn't miss the Oktoberfest at Renton, no way! But, that's another story. I'm just glad it didn't happen in the wilderness. I'll share that with you below in Maintenance and Safety.

The rest of the newsletter will be basically a copy of October. Again, most of the work I'd done in updating your classifieds is currently lost or gone. So, please look them over and send me another update. Any suggestions for a new look may be a welcome change for the new year too.

Hopefully this winter we won't be too idle. We will be looking to get out when the weather permits. There will still be some great weather, so if you're going out to play and want some company please let us know, we didn't get out as much as we would have liked, but we finally did get to Isabel and Ross, and there's lots more to see. You are welcome to use my email list as a bulletin board if you like. "How would that work," you ask? Simple, email me with a note that you are going to fly, or want to, with a contact # or email. I will send it to everyone as a "blind copy" just like the newsletter. (nobody else's emails will appear. I'm trying to keep everyone protected.) Anyone wanting to go play can respond directly to you or just show up if things change and they can get out last minute. That's what happened at Isabel and it was great. When we agreed to meet, only one other aircraft was going. When we left we had 4. It was a fabulous day! Remote area picnics I think are a great idea, no muss no fuss.

## Maintenance & Safety

We'd been to some out of the way places this past summer with all the confidence in the world. Everything had been working great. No worries! Renton was going to be a beautiful day, the weather was great and we actually got away from the house early enough to be on time. At most of the events it's enough just to be there and see everyone. We had really looked forward to this one. I had just finished reading "The World Flight" about the World Crusier, and couldn't wait to share it with Bob Dempster since he's recreating one. Tamara McKinney had been taking flying lessons and the last we saw her at Cushman, she was on fire about being almost ready to solo! I can't imagine how excited and proud Bob would have been. But Renton wasn't to be! We were all set to go and when I turned the key, all I got was click... Battery right? No problem, I have a "jump and carry." Out come the floor boards, just a short delay, all hooked up... Click! Okay, we'll just wait for it to charge a little, I'll go pay for the fuel.... Click! Maybe this things down on juice, I'll call for the power cart. That didn't work either.

You know how some of these thing can go, you make a wrong assumption and you end up spending lots of time researching, testing and troubleshooting the wrong thing and wasting a bunch of time. (this is beginning to sound like the computer) I've done lots of work on cars, I know airplane are different, but not that different. The starter solenoid must be good, I could hear it click. It even had continuity. That took a long time since there are 3 solenoids together, it was easy to single out the hydraulic pump, but the Master and Starter were ganged together and the Master turned out to be the one that wouldn't test. That didn't make sense, so just to be sure I pulled them both and put them on the bench. Yep. That should be an easy fix... It was. But, that wasn't the problem and now I had a new one. No power on the Master switch!

So, one major difference I'm sure all you A&P's will get a charge out of... I had no idea about the master switch being a ground! I even had some "expert" help on that one, we spent hours trying to trace why we had no power from the battery switch. If you've seen where these babies are you can get an idea of the time I was wasting. They're way up in the nose, in front of the battery box. It's one of those places you have to use an open end wrench, then flip it because you can only move it a tiny amount. It would be easier too if you could see what you're doing. After a few days of screwing around I finally got some good helpful advise and back on the right track. The long and the "short" of it was, even though the solenoid was connecting, the old contacts inside apparently weren't allowing enough voltage to pass. I could fix it again in maybe an hour if I had the part in hand. But it was a good learning experience. I just wish I'd seek out the knowledgeable ones first before I jump into a project making my simple assumptions. I'm sure you all know where they came up with the word assume. Any time you assume anything you make an ass out of you and me.

Planes and Parts (new listings) New listings will only be new for 2 months, then I'll

run them in "old listings" (now listed after new products) for another 4 months unless I hear from you. After that, they will be gone...renew as long as you like! See other Bees for sale on the IRSOC's website, here's the link <http://www.republicseabee.com/Buyseabee.html>

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

Attention Float Pilots.... how about strapping a Porta-Boat to your float struts? It folds to just 4 inches flat! Carry it under your arm like a surf board and you can attach it to the struts, almost no drag. See their website <http://porta-bote.com/> they even have a picture of a Helio on floats with one tied on! This is the smaller one, the two seat model, it's actually 9'3". It only fits in our Seabee because we've removed the bulkhead, but even then we have to take out all but the pilot seat. Janie wasn't too keen on the idea of making her sit on the cooler, even though her seat belt was tied to the floor. This boat is NEW, never in the water. It's a \$1200 value, How about \$950 ?? Call Bruce 360-710-5793 or [brucehinds@earthlink.net](mailto:brucehinds@earthlink.net) Northern Pilot had a write up in their June/July 2002 Seaplane Special issue. I've only unfolded it twice. The second time I put the seats and transom in it only took me 4 minutes to have it ready for the water.

## Planes and Parts (old listings)

Ben and Gail Brower are new Seabee owners this year. They are looking for a pair of rudder pedals with toe brakes they'd like to install on the right side. If anyone can help them out, they're at 1325 U P Trail Ln, Camano Island, WA 98282 360-387-1448 [gbear@whidbey.net](mailto:gbear@whidbey.net) 1

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

For more information contact [TodDickey@aol.com](mailto:TodDickey@aol.com) 2

Tim MacEwan has a Sea Bee Project for sale. Ser.# 612. It's been in a heated shop since 1969. he has a brand new Lycoming GO-480 G2D6 and New Hartzel prop. (Not Rebuilds- Brand New in the crates). Everything is complete, a pristine project, he reports that only needs final assembly. (250)991-6429 Canada. \$75,000.00 Canadian Contact Tim at [tmacewan@telus.net](mailto:tmacewan@telus.net) Last

Hartzell Prop: Model HC 12X20-3, Serial 5114, Blade design L8427, Blade #s55011/205 and 66092/205. Complete with reverse valve and ring. \$6500 Franklin B9F, Mark 15, serial 23580, Complete \$2000 RC-3 Seabee, Complete, disassembled, Serial #172, Hull sealed and painted inside, All exterior paint removed. No engine. Good panel. \$21000.00 Molded fiberglass headliner panels for RC-3 Seabee. \$500 Contact Steve Lantz, Carson City NV (775) 720-4157 Last

## Seabee Products

FLIGHTSEEING S.E.ALASKA'S GLACIERS AND WHALES. sub titled: A CLOSE UP VIEW OF S.E.ALASKA'S SPLENDOR WITH ONE MAN'S VINTAGE AIRCRAFT. by Don Kyte It is about 50 pages plus some pictures. It is soft cover and more booklet than book. It is about the 10 years he flew his Seabee in his one man, one airplane company, Glacier View Airways. He is selling it **now for \$9.95/per booklet** plus a more reasonable shipping and mailing fee of \$1.50. Send checks to: Seabee Publishing, 257 Ostego Dr., Ft. Myers Beach, FL 33931

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 make these for \$100 each. He does a great job from the original plans, they just aren't quite as wide. Which is nice, they are easier to handle. I have two one for each side. He also puts felt on the bottom edges so they don't scratch the wing and carpet on top. Contact Jim [jdickson@intd.com](mailto:jdickson@intd.com) 360-701-1119 or 253 851-6315.

<http://www.aircraftwalkaround.com/seabee/seabee.htm> is an interesting series of pictures of a walk around. Note the high polish job and a very interesting water rudder.

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 kevelar and will gravity feed to the main tank with the operation of one lever. They will be done on a field approval, so you'll have to take your airplane to him in Florida. **So, let's plan a trip to Sun and Fun!!!** Call or email Henry for more information. 561-436-0821 [amphibs1@aol.com](mailto:amphibs1@aol.com)

The Seabee CD and the new Newsletter CD! The Seabee CD contains all the Bulletins, Flight Manual, Parts Manuals, etc.. He states ..."Everyone I have sold this CD to has found it most useful. I have re-typed all of the Service Bulletins and reformatted the parts manuals for easier reading. The **Newsletter** CD contains most of the old Seabee news letters by George Mojonier, and Richard Sanders. No special software is required. All files are in Adobe Acrobat format and I include a reader with the CD. Once the Acrobat Reader is installed, just put the CD in the computer and it starts automatically! Contact Steve at [smestler@bellsouth.net](mailto:smestler@bellsouth.net) **I have them both, they're a great reference!**

## The Experts

Simuflight's coming Back Joe McHugh's family has joined forces with Ken Thompson of Kenair in northern California to recreate Simuflight. The long term goal for Simuflight is to be a complete resource for Seabee's regardless of what conversions or kits you want or already have on a Seabee. They are also interested in Seabee parts that may still be out there that don't have a home. They will be setting up shop in Fallon, NV and are accepting work as of October, 2004. All inquiries should be forwarded to the following contact information. Scott Henderson  
McHugh Aviation Inc., dba Simuflight, 3763 Image Drive, Anchorage, Alaska 99504  
Phone: 907.337.2860, Fax: 907.333.4482 [scott@finite-tech.com](mailto:scott@finite-tech.com)

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.

Jim Poel's database and clearing house for all Seabee 337 forms and field approvals is also a free service to IRSOC members. For the time being all forms would have to be faxed to Jim: May to November (315) 531-9168; November to May (386) 767-0706.

"Frankenstein Guru" Rich Brumm in Northport, N.Y. is also one of the experts. If you ever heard of a problem with the Franklin, he has the fix for it! He's also done some interesting things to fix other plagues that continue to give Bee owners headaches. Tired of changing wheel bearings? Ask him about the "Double Lip Seal!" [brummricken@aol.com](mailto:brummricken@aol.com)  
Phone: 631-757-2216 Office: 516-885-5879

<http://groups.yahoo.com/group/Seabee> This is a great Discussion group that gets lots of activity. If you post a question, you'll be sure to get a response with good experience behind it. If you don't want to join the group right away, you can log in as "seabee guest" with a password of "Seabee". Enjoy, it's a great site with lots of great pictures and links. The author has also done a great job on a **new web site**, check out <http://www.seabee.info/seabee.htm>

## Interesting Web Sites

<http://www.hu-16.com>

<http://www.aerocheck.com>

<http://www.americanwarbirds.com>

<http://www.flightcontractservices.com>

<http://www.norcalaahs.org/> interesting pictures

[www.rcairplane.net](http://www.rcairplane.net) The flying Seabee model! This is cool! Easy to build with a 72" wing span, check it out!! Contact Bill Price [bprice@puc.edu](mailto:bprice@puc.edu)

<http://www.bcfloatplane.com/> **Interesting pending legislation in BC similar to our own Lake Isabel issue!**

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

<http://www.canadianseaplane.com/index.htm>

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

Bee Sea n'ya,

Bruce and Janie Hinds

360-769-2311 home

360-710-5793 cell