

Bruce Hinds

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Date: Saturday, July 1, 2017 10:54 PM
To: "Recipient List Suppressed" <brewster@wavecable.com>
Subject: Fw: Nov'08 Seabee Newsletter

Seabee Club Newsletter

November 2008



Hello Everyone,

So, what's up with all of you Seabee lovers? Since I took Northwest out of the name I'd kind of expected to hear from some of you. I hope you will share your experiences with the group. Send some picture of your favorite places to go and like the picture above, it's always wonderful to "see Bees" together. No pictures, that's okay too, any Seabee tales.

How about Newbees? It has been a long time since I put together my data base and it has slowly grown over the years. I think I've lost some from folks changing their e-address and not updating, but for the most part it's slowly grown. After my last letter though I went to the IRSOC site and gathered those of you that are receiving this for the first time. Welcome to the Seabee Club Newsletter. I've been sending this out for the past 7 years or so as a service to Seabee lovers all over the world.

I started this newsletter when we purchased the Bee in an effort to get to know and fly with others in the area. What I found was a world wide family of folks that love the old waterborne windwagon. 8 years later, this newsletter now goes out to 388 people from the Netherlands to Australia. Now I feel the purpose of this letter is more to keep these wonderful old machines flying and if we can ever get together, that would "bee" all the better. So, I welcome those of you that have not received this before, and encourage all of you to please feel free to send your stories, questions, photos and classifieds. It's all free, and it's all for you.

Some of you haven't seen this video yet, at least the NewBees, click on this link and run this short clip complements of Charles Jackson. <http://www.vimeo.com/1797278> We rendezvoused with two other Bees at the Clear Lake Splash-In last in September. Tom Hillier flew his Super Bee up from Modesto and Steve Lantz brought the Tahoe Special over the rocks from Carson City.

Some news to benefit us all....

This is encouraging regarding the invasive species... <http://www.signonsandiego.com/news/state/20081101-1133-wst-invasivemussels.html>

Different Tailwheels ???

I'm continueing this quest for an acceptable replacement tailwheel. For those of you that are new, I finally installed the adapter rings I got from Russ Aircraft last year to use the 4" tailwheel tire. I was waiting to wear out the 10SC tire before taking it apart, no use to waste any tread. What I found was some corrosion on the hub and although I got most of it removed, my IA said I should look for another one soon.

I had two responses to my request for a wheel. One person had a wheel that I didn't like because it had a grease fitting located in a hole that is where my grease seal retainer attaches. Another person had 3 wheels, two pictured like the one below but with out the little cover and no knowledge of the bearings or seals. That alone wasn't a deal killer, but the diameter was too small to use my adapter rings.



My wheel is Bendix 351188 and the 4 1/4" flange diameter works with my adapter rings. I'd love to find another Bendix wheel or one the same size. Please let me know if you have one you can part with or know where I might find on.



The only one I did find like mine showed some corrosion in the wheel where the flange meets the hub which is not as good as the one I have. So the seeming lack of availability put me on a quest to find an alternative. I'd remembered a Bee out there that had a different wheel, so I contacted the owner who sent the following picture!



Have any of you ever seen one of these wheels? The owner doesn't know where it came from and doesn't know if he has any paperwork on it. He said he'd look into it, but at this point it seems to be a mystery. I know some of you play with other old airplanes and if you can identify it, my IA seems to think we can get a field approval if we can show that it was a certified part on another airplane. Printed on the casting it says "General Tire and Rubber Asm. DWG 208-A-919"(the 8 may be a 9, not sure)! Any help on this would not only be a help to me, but I can see the need for others in the future as that wheel is always in the water and if you've played with these airplanes for any length of time you know how much exposure that little sucker gets.

Do any of you have a different tailwheel than the two types shown? Do any of you use the General Tire wheel above and know where it came from? Or, do any of you have something else? At this point I'm exploring all tailwheel options and would like to find a 4" wheel, even possibly from a nose wheel application. The 4" tire seems to offer the best options. So any information you can share will benefit us all. Speaking of a nose wheel, does anybody know of a nosewheel that uses a 4" tire? Maybe a Mooney? Someone suggested a Mooney Mite may have used a 4.00 X 4" wheel????

Serious Issue

Letter writers jump on this bandwagon... because without your support ALL Warbird flights over 12,500# could soon be history. Please follow the link and respond ASAP http://www.eaa.org/news/2008/2008-11-06_comments.asp

Safety New FAA Online Resource Offers Lessons From The Past

Pilots know they must always keep learning to keep safe, and one way to keep sharp is to study the mistakes made by others. To promote that effort, the FAA has created an [online safety library](#) that teaches "lessons learned" from some of the world's most historically significant transport airplane accidents. The FAA said that even though some of the accidents happened as long as 40 years ago, they all teach timeless lessons that are relevant to today's aviation community.

Each report features the accident investigation findings, resulting safety recommendations and subsequent regulatory and policy changes. The lessons learned from each investigation are explained in detail and grouped into relevant technical areas and common themes. Although all 11 accidents now online deal with transport-category aircraft, many deal with issues that are also relevant to GA aircraft, including bird strikes, wake turbulence, human error and flawed assumptions. The FAA said it plans to add another 40 accident reports to the library by the end of the year.

Bureau of Reclamation

This is an issue that mostly concerns those of us in the western US. Well, that's where the lakes are. This issue is important to all Seaplane Pilots. The BoR is just one controlling agency under the Department of Interior. National Park Service, Bureau of Land Management and the US Fish and Wildlife are also under the DoI and pretty much have a free reign on using the "Public Conduct Rule" to write the regs as they please.

What's happening now, even though it may seem as though we are getting our lakes back. The way they are doing it leaves the door open to place restrictions on us as they see fit. Those of you in the NE that have been around for many years may remember what happened at Fire Island State Park. I believe that was the first time Seaplanes were taken out of the Vessel designation. That paved the way for them to write all kinds of special rules for the operation of seaplanes while on the water.

If you haven't read the information, please do that ASAP because the first thing that will jump out at you when you read the full text of the Revision(don't panic, it's only 5 pages and just a few paragraphs that apply to seaplanes) is that the vessel

definition is 180 degrees from the Coast Guard Regs - and the Revision language *makes a point* of saying it is in agreement with the Regs. It is Not! When you go to the link below for comments, you can view the changes there. It's a .pdf file and you can search for "seaplanes" and it will take you to the appropriate parts.

Keep in mind that seaplanes have been considered vessels by the CG and we are still expected to obey the same navigation rules. The CG has had a long standing reg for our special needs regarding life jackets and how we don't have to have the same safety equipments as boats. That is all we really need. If we allow "Vessels" to not include seaplanes we then don't have the same rights or privileges as vessels and we will eventually be restricted in some manner just as I noted in the Fire Island (US Parks) example above. Here they are opening the door again to this type of legislation and even so state the fact with the wording *Reclamation and its managing partners will retain the ability to establish new allowances or restrictions on aircraft activity through the creation of special use areas. This will eliminate the confusion created by the April 17, 2006, Public Conduct Rule's restrictions on aircraft activity.*

When you've had a chance to digest it all, I'd like to hear from you, especially if you intend to send something in to BoR and/or SPA. The public comment period ends November 24th. To respond/send comments concerning the Public Conduct Rule Revision follow this link, if you can't click on it, copy and paste it in your browser and enter.

http://www.regulations.gov/search/search_results.jsp?

[sid=11D7855992EE&Ntt=BoR&Ntk=Agency&Ntx=mode+matchany&N=8099&css=0&Ne=2+8+11+8053+8054+8098+8074+8066+8084+8055+8098](http://www.regulations.gov/search/search_results.jsp?sid=11D7855992EE&Ntt=BoR&Ntk=Agency&Ntx=mode+matchany&N=8099&css=0&Ne=2+8+11+8053+8054+8098+8074+8066+8084+8055+8098)

Then click on send a comment or submission to the Public Conduct Rule (2nd one down).

Lastly, from Tedd Goth.... *the key to the response has to include why or how does the rule "hurt" the individual responding (FYI-this is key, anytime you are responding in an effort to change a rule or against a new rule the individual needs to outline how it "hurts" him or her, if an ALJ[Administrative Law Judge] gets involved down the road the litmus test he/she will look for is how does the rule hurt the individual. With EVERY rule put to paper someone benefits and someone is hurt, it's the ALJ's job in a contested rule to decide if the hurt is justified.) An ALJ is less likely to take into consideration the grievances of an organization vs an individual (they are there to help protect your rights, not the rights of an organization.) So, as such, individual responses are very important.*

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!*

Needed: Exhaust retention clips Lorne McLean would like to know where to find them for the Franklin Engine? The clip that holds the exhaust to the cylinder? Any help would be appreciated. Contact lornemclean@rogers.com 905 989 2798, Cell 416 434 0091 **2**

I need a tailwheel. I pulled mine apart to change the tire and found a bunch of corrosion on the hub. It's okay for now, it cleaned up well, but I should change it out sometime soon. Let me know if you have a good one you can part with. See the full story above if you didn't see the pictures BruceH@wa-spa.org or 360-710-5793 **2**

Roger Duke's Super Seabee (New Price) and Home 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, \$107,000. Contact Roger Duke 360-321-1537. email rduke@whidbey.com 3

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>

Deal of the Century... Price reduced, drastically.....



1946 RC-3 Lycoming Superbee. Airframe TT 1984.2 SMOH 234.8. GO 480 New 3 Blade Reversing prop, All up Grades, Overhead Controls, New Glass, IFR.GPS and More..... **ASKING \$75,000.** Contact BOB @ 360-304-7621 or ESLNM33@AOL.COM 2

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 1

Super Seabee \$99,000 wow!



Sn 78(1946), Simuflight STC'd 295 Horsepower Lyc GO-480- G1B6 serial # L-1133-35 mfg 1964, overhauled Nov 1983, Total time since overhaul 85 hours. Hartzell 3 blade reversing Propeller Total time since New 55 hours. Total time on airframe since new 2040 hours. Extended Wing Tips, Large Spray Rails, Jasco Alternator 12Volt 50 Amp, Whelen Strobe System, Transponder- Garmin GTX 327 with encoder King KX125 Nav/Com, FlightCom 403 MC 4 place intercom, Cleveland Brakes Garmin 295 GPS New Interior (seat covers, side panels (photo forthcoming, please email), headliner & seatbelts), All new windows (with vents) New Paint (needs minor touch up), All Ads complied with, New Keel 2007, New Battery 2007, Complete 337s, STCs and Log books. Plane is in excellent condition, with tens of thousands of dollars put into upgrades NOTE: Seabee is located in Daytona, Florida area. Contact Lou Fitzpatrick Loufitz@aol.com 610-647-3255 **Contact me Lou to let me know if you want to keep this going.**

Super Seabee for sale in northern IL. He wants to sell it quickly and lowered the price to \$100,000. N3263G has 2100 TTAF with a Lycoming 480; 330 SMOH, new 3-blade prop, STOL wing extensions w/ drooped tips, 3 bilge pumps, electric hydraulic gear and flaps. More info at www.MotorcyclePilot.com/Seabee You can reach Ken at (847) 724-0000 or KenK@mc.net 3

SEABEE Ground-Up Restoration



\$79,000 • AVAILABLE FOR SALE • 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 - located Wilsonville, OR phone: 503 678-5114 **Last time Sam, let me know....**

"ZeeBee" Estate Sale! Price Reduced AGAIN !



The aircraft is located in Sequim, WA and the owner had flown it to BC each summer. **It looks clean and straight and it has the IO-540! N6585K could be a great deal for someone, asking prices is \$85K(make a reasonable offer!).....** Contact Kurt at 360-457-3651 or 360-461-4481, he's not the owner, but has all the information and can put you in touch. **On it's way to Alaska? Let me Kurt**

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 Grumman's. If he says it's one of the finest, you can count on it. Last time Loel, let me know if you want to keep it going.

Other Interesting Web Sites

http://www.tanignak.com/More_Amphibian_Adventures.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 if you'd like to contact him, he can be reached at chankwitz@mac.com
www.alaska.faa.gov/flyak/
<http://shaunlunt.typepad.com/shootings/>
www.dunk-you.com emergency egress training.
www.sfahistory.org Society for Aviation History
www.clearlakesplashin.com
homepage.mac.com/gottalder/PhotoAlbum28.html personal Clearlake photos
www.dhvied.com/clearlakesplashin personal Clearlake photos
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

www.alaska.faa.gov/flyak/
<http://www.bcfloatplaneassociation.com/>
<http://www.floatplanepilots.com/>
<http://www.floatplaneflyin.com/index.html>
www.alertbay.com/eagleair/ Looks like a great place to go, **let's plan a trip!**
www.canadianseaplane.com/index.htm

Seabee Products And Information

Don Kyte's book "*Flightseeing S.E. Alaska's Glaciers and Whales*"

Bubble Windows Aircraft Windshields in Los Angeles is run by a lady named Judy. They do a great job according to Steve Lantz. The bubble molds are there and all she needs is your old windows as pattern for size. Call 562-430 8108

Wing Walks, those things you put on the wings when you want to get up and clean up the oil mess...

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

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

Leading Edge Wing Tanks (I want some of these...)

Second generation Seabee Guru, Henry Ruzakowski, has developed tanks that will hold at least 15 useable gallons per side. They are made of carbon fiber and Kevlar and will gravity feed to the main tank with the operation of one lever. They will be done on a field approval, so you'll have to take your airplane to him in Florida. **So, let's plan a trip to Sun and Fun!!!** Call or email Henry for more information. 561-436-0821 amphibs1@aol.com

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

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 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!" 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.

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.

Bee Sea n'ya,
Bruce Hinds, President
Washington Seaplane Pilots Association
Seabee Club Newsletter
360-769-2311 home
360-710-5793 cell



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