

# Seabee Club Newsletter

## November 2013



Louis Hugdin's "Sea Tub" for sale in AZ!  
See "Stuff" at the bottom.

Hello Everyone,

Since the last newsletter I made the effort to go through Steve Mestler's membership list on the IRSOC website in search of members I may have missed. I noticed that many of the familiar names have newer contacts, some have sold their Bees and some others have "flown west." I'm making a list too of discrepancies that I've noted to send off to Steve. We'd like you to visit the website membership list and update any information you'd like. Also, if you have a chance to scroll through the list, it is nice to see who's who and where they are, please let us know if you come up with any other changes you may notice.

Some of our new members since I've been actively doing the newsletters are; Mike Shay, Gary Porter, Larry Nudson, Sten Karlsson, Andre Durocher, Seth Schlam, Brian Hoffmann, and I'm hoping to hear from Jerry Frey that bought Ed Clark's Bee.

### Newsletter - purpose and scope and comments

I'd like the newsletter to be of the most benefit to its members. I feel its purpose is to keep everyone safe, knowledgeable and inspired! I appreciate the several responses to my question about classifieds. Due to the length of time they are required to be carried until something might sell in today's market, I'll announce anything here that you'd like and carry it just once so all the other Bee-Rattlers can have a first shot. After that, I think everyone is much better served by getting it up on the website and other sites such as Barnstormers.

It's fun and inspiring to hear from members with tales of their experiences, I look forward to sharing your stories for all to read. This has kind of put me in a pivot position which is fun since I get to speak with many of you on occasion and find out what's going on around the Seabee world. I hope in sharing all this we can meet and help our fellow Water Wagon lovers and meet up on occasion.

Although I'm fairly new to the group, I've been here long enough to get to know some of the old timers before they've given up or gone west, and also greet some of the new-bees just as I was 13 years ago. If you haven't noticed, we're losing the older people at what seems to be an accelerated rate and their stories go with them. We need those for the up and coming new owners, to inspire them and keep them safe. Since some of the aircraft prices seem to be at an all time low (comparatively). I'm seeing some real interest from people that know nothing about them. The Bee has always attracted the bargain hunters, not sure why, but I feel it's up to us help them as much as we can. I sure appreciated it.

Mike Shay writes . . . "-- as part of "our" objective is to do our best to preserve and keep flying as many Seabees as possible as there isn't anything quite like them. Plus when you consider the price one can purchase them for, there isn't anything that comes close. I qualified for the endorsements needed to fly my restored Seabee a few weeks ago and now flying solo -- relatively new pilot at 72 -- practically a life long dream, now accomplished!" 72! Way to go Mike.

I've been carrying on a conversation with Andre Durocher regarding Tundra tires, landing gear, etc. He writes . . . "My tundra tires are Good Year 26 X 10.5 X 6". 25 PSI. 20 lbs more (including bigger brakes) than

the original wheels. "I asked him how much better they worked than the 700 x 8's " I did not do a lot of beaches before but I can tell you that the tracks of this tires on the beach are almost non-existent!! The tail wheel is the one who is digging a lot." I suggested forward yoke to help and of course converting to the 4" adapter rings and larger tire. Then asked if they slow him down.

"Cruising speed, I don't know. The air-speed shown on my EFIS never worked well so I don't pay too much attention. I think I am cruising about 105 MPH with the Corvette engine at 50% power, 12 gph.



I don't know if this could be of interest to Seabee pilots. I never read about this in the past. I did 2 water take-offs with the tail wheel down and 1 water landing with the tail wheel down. Take-offs were dragging and I had to find a middle point between having the nose low (to get the tail wheel as much as possible out the water) and having the nose high so I would take-off. I could not see the tail wheel as it was hidden by the water spray. The take-off speed was faster than usual. Landing was a bit challenging as I did not want to touch the tail wheel first but at the same time I did not want to touch the nose first. So, I touched the tail wheel about the same time I touched the nose (at a higher speed than normal). As I touched down, the nose quickly turned to the right, a quick left rudder and everything settle down. I lowered the mains and climbed on the beach. Everything was fine."

I don't see it here, but we did have some "conversation" about the gear. I seem to recall that he pumped the gear until it was "up" and I don't remember how he described that. I had suggested that he gear pressure follows the path of least resistance. I know in the down sequence, the tail moves first all the way down and when pressure builds the mains unlock. The falling main gear pushes enough fluid back the other way to unlock the tail before pressure builds enough to insure they are all down and locked.

Without putting the Bee on the stands, I'm not sure of the up sequence other than the initial movement in the up position brings up the tail first. The question though might center around the floatation of the tundra tires. If their tendency is to float, that could put the tail wheel back down prior to completing the sequence. We've not spoken about that since. Anyone out there have some thoughts?

### Safety- Plug that drain, or should you.

The scupper drain for the engine compartment, yeah you know that one that always has something coming out that can really make a mess of the tail. Anything that leaks, drips or is spilled in the engine compartment usually makes its way down that drain. Add in a little rain or moisture from the air and you've got an embarrassing and messy situation on your hands. I thought I had the cure.

I fashioned a champagne cork to fit the whole, shaped the protruding part in an airfoil shape and painted it white to match the finish. Nice, neat, and I could collect my droppings when and where I wanted to. I've talked to some others, boat drain plugs, where you turn the brass "T" handle and it expands the rubber plug work well too. A friend had an engine failure not too long ago and he'd really praised the little plug for not spoiling the environment. There was a lot of oil contained.

But, is it SAFE? If you've ever had a fuel pump failure you'll know that they don't necessarily just stop working. The three pump failures I've had showed normal pressure to the engine, but I was leaking fuel through the diaphragm vent or the drain off the drive. The drain line extends back to the lower

portion of the scupper while the diaphragm vent just spits fuel on the firewall deck ahead off and below the engine. Either way, with the drain plugged I was carrying around a pretty large open container of 100LL, not to mention the possible spray of fuel fumes that must have trialing along behind us. Could a quick chop of the throttle upon landing, you know the one that causes a pop in the exhaust, ignite the fuel? I don't want to find out.

### More Newsletters?

Possibly. Many of you know of John Cuny. John has been a Bee Nut for a long time and moved from Texas to Washington several years ago. He's built two beautiful hanger homes since moving up and much of his stuff has been packed away for many years. One of his treasures packed away are some of the old newsletters from Don Kyte and West Sanders. Some of those are posted on the website from others that have forwarded them to Steve, but we're hoping to find some real treasures that may not have been made public yet. John and I are going to meet in the next several weeks to see what we can unravel.

### Stuff

Sea Tub - The opening picture on the newsletter! Louis has owned this airplane for years and it's sitting on the ramp under cover in Chandler, AZ. He's willing to let it go for \$38K or a possible trade for a small flying or near flying small amphibian fliberdejibet like a Volmer, Coot, Mariner, or whatever plus cash. Contact Louis Hugdin, 602-509-3751 or [landlhugdin@msn.com](mailto:landlhugdin@msn.com)

Seabee Parts - I don't know if I retired or if I'm just retarded. I had a helicopter service from about 1971, quit flying about 5 year back, still run the shop doing overhauls and annual, the problem is that when the gas price goes up, flying goes down and the FAA gets larger. (Keeps me out of trouble.) I have a lot of Sea Bee parts; a lot of junk but also some good things. Wing struts, control surfaces, some wing floats, couple of struts for the floats, engine parts, one propeller (It's look good, but I don't think it is any good, it's the old fiber/plastic) tail wheel parts, anyone interested, let me know and will check it out. Open for pricing, would prefer trade to for things I need. Contact Robert "Bob" Wells at [RWcopter@gmail.com](mailto:RWcopter@gmail.com)

Thanks all for taking the time to read through all this. Feel free to call or write, offer comments, criticism and/or suggestions. Help us keep the Seabee alive. Seabee is always spoken here.

Bee Sea n'ya,  
Bruce Hinds  
[BruceHinds@EarthLink.net](mailto:BruceHinds@EarthLink.net)  
360-710-5793 cell

PS For those of you that may not know, I'm on the Board of Directors at SPA and I'm always looking for feedback from members, past, present and/or prospective members.