

OCTOBER 2011

SEABEE CLUB NEWSLETTER



Cutts Island, Henderson Bay, WA

Hey Gang,

I haven't heard too much from our little Bee hive, I have been in contact with a few new pilots interested in buying a Seabee though. I wish I had some financial backing, there are some great deals out there and some airframes that need to be saved. What a great time to buy.

I sure do like the V8 idea. Robinson seems to have put a bunch of time on his and it seems to be proving itself well. Below in the classifieds there are 3 for sale. For the big spenders the Thunder Bee is available. By the way, it got one of the Lindy Awards at Oshkosh. Talk about a first class job, it is magnificent. I think Buzz had not intended to keep it, he has two more he's planning to build up. Steve Lantz has his award winning Tahoe Special for sale after his mishap at Lake Shasta, but with minimal work it will once again be a real sweet ride. Ken Kunz has his VeeBee back on the market too and at a good price reduction.

Anyone know the latest on the warbird designation? I think it is interesting the US Army actually tested one. Someone said they actually used it in service.... I need to look into it, that airplane is actually in Lakeland FL. The Forest Service used the Seabee also. I just came across this photo. Look close, that's a forest service logo on the door.



Scott Cooper just sent me this trailer for the new Johnny Depp movie, "The Rum Diary". He says, "The airplane does a fly by and at first I thought it was a Widgeon, but you will know what it is right away." It appears several times in the trailer....www.youtube.com/watch?v=-m0yqS3jodU

You all know how I'm always crying about not being able to get together with other BeeKeepers to fly together. I really had my hopes up for the Clear Lake Splash-In this past month. We'd planned to make the trip and I'd heard from Bill Flotens who has a 340 HP SuperBee. He's been flying like crazy lately and said after Nimpo Lake, then Yellow Knife and Oshkosh, he'd fly it down to California with me.

I knew too that Tom Hillier and his son David always show up with Jim Sornesen's airplane and I just knew I could talk Pete Norman to bring his Lindy Award winner over from Carson City. Buzz was doubtful, but who knows... and there was Jim Nesgoda from Las Vegas last year too... that makes 6 we could actually get together.

Well, our airplane was the only Bee for the weekend... I don't know who flies this one, it came in for a very short time on Saturday and left before I could talk to the pilot.

As I understand the story, they have two. The other one is in parts and pieces. Note the cowling, I think it's a one off STC for the IO-470 P. Is that the engine from the back of the Cessna 337? It has a pretty long prop extension and the extractor exhaust



looks like a nice feature. I can't say much for the shape of the cowling though.

Bill had all good intentions of making the flight but on his way back from Oshkosh he got diverted back to Alaska and had fuel pump problems. So, his airplane was stuck in Port Hardy, BC. Since he couldn't fly and wanted to make the trip, he drove down! Funny, we live just about 15 miles apart, but have never met until then. I'd lucked out and found a fuel pump last year through the Twin Bonanza group on Yahoo. It's taken Bill a little while longer to find one and said he struck pay dirt with Accessory Overhaul in Tulsa. Our pump that I'd gotten last year was overhauled at Dixie Airparts in FL. Don't get rid of any cores, I guess they are becoming hard to find.

Well, it was a great time even if there weren't any other Seabees to play with. Tom and David came up in their C-206 and we got to see many others that we know. Many of the old timers were dearly missed like Don Kyte and Alan Watson. It's just not the same without them. Speaking of old timers, I understand that Ed Clark's Lycoming Bee may be on the market soon. I've spoken with his widow Connie, I'll let you all know when I get the scoop.

Send me your summer stories so we can all share in the thrill of what we're missing and let us know any maintenance tips and tricks you may have. I'd also like you all that have ads to let me know if I need to remove or change them. I'm going to weed this stuff out soon since little has changed and I've not heard from most of you.

Bee Sea n'ya,
Bruce

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!

LS-6 powered 350 HP Corvette "BEE" for sale is 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.

-MGTW 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/propeller "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 reduced to \$99,000

US 09/11

THUNDER BEE AMPHIBIAN VERY HIGHLY MODIFIED REPUBLIC SeaBee | eBay
[THUNDER BEE AMPHIBIAN](http://cgi.ebay.com/ebaymotors/...BEE...-/180723636682?..)
cgi.ebay.com/ebaymotors/...BEE...-/180723636682?..

Fred Austin
Golden Age Aeroplanes
325 E. Washington St.
Sequim, WA 98382
Phone: 360-457-6174 Cell: 360-477-3100
Email:
goldenageaeroplanes@gmail.com





THE TAHOE SPECIAL CORVETTE POWERED SEABEE IS FOR SALE \$85.000.00

**GRAND CHAMPION OSHKOSH & SUN AND FUN - 405 HP CORVETTE V8 LS-6 POWER
MT FOUR BLADED REVERSABLE PROPELLER, CUSTOM SPINNER
ROBINSON REDUCTION UNIT AND MOTOR MOUNT
CORVETTE AIR CONDITIONING AND HEAT
FULLY INSULATED - EXTENDED WINGTIPS - LANDING LIGHTS - ELECTRIC BILGE PUMPS
CUSTOM SPRAY RAILS - NEW TIRES - LARGE BRAKES
CUSTOM UPOLSTERY BY PAUL SHEPHERD - CUSTOM PAINT
120 GALLON FUEL CAPACITY
FUEL BURN IN CRUISE UNDER 10 GPH AUTO GAS
OVER \$250.000.00 AND 2000 MAN HOURS BY PAUL SHEPHERD AND STEVE LANTZ IN
CONSTRUCTION
FIRST PLACE OR BEST OF SHOW AT MANY AIRSHOWS
EMPTY WEIGHT 2650# - MAX TAKEOFF WT 3800#
CRUISE 100 MPH @ <10 GPH - CRUISE 120 MPH @ 15 GPH**

On January 21 2011 the Tahoe Special struck debris while landing on Shasta Lake. The right float, and the right wing were damaged in the accident. The right passenger door and the nose door were damaged when the aircraft was towed in . The aircraft sunk in 40 feet of water but was recovered with no additional damage. The engine was not running when the aircraft sunk and it has been torn down to the extent necessary, cleaned and inspected. It is running perfectly and the compression is the same as when it was installed new. The GM engine analyzer shows no faults.

The propeller was sent to Precision Propeller, disassembled, inspected and necessary parts and seals replaced. It has been signed off as inspected and serviceable.

The upholstery was removed, properly dried and reinstalled. It is perfect.

Items that will need replacement for sure are Radios and Transponder, the Dynon EFIS, flight

instruments and auto gauges, the right float and the right pax window and the nose door window. The damaged items will need to be repainted after repair. The electrical system from the engine to the ICU and from the ICU to the cockpit will need a thorough inspection. Circuit Breakers and relays should be replaced.

Items that might need replacement but are repairable are the right pax door, right nose door, and right wing. Ken Thompson at Simuflite estimates he could repair the wing for about \$10,000.00 with new, never installed skins. The doors could be repaired or replaced for about \$1500.00. Radios, Dynon and instruments, depending on your selection, will be about 4-\$6000.00. Paint has been estimated at \$2500.00. The airplane could be back in the air for under \$25,000.00 easy.

Own one of the finest single engine, four seat seaplanes in the world. This airplane has been a joy to fly. The performance is excellent even at 6200 feet MSL at Lake Tahoe. I have flown it a total of 560 hours since it was new without a glitch. It has crossed the country twice in quiet air conditioned comfort. The last condition inspection was October of 2010. FAA certification goes with it. Operations specifications include the entire USA as a proficiency area but will need to be reissued by your local FSDO.

Contact Steve Lantz 775 720 4157 stevellantz@hotmail.com

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 03/10



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 its 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



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

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 interested 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 straightening 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. Jerome 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>

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!" brummricken@comcast.net 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