

**Bruce Hinds**

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**From:** "Bruce Hinds" <brucehinds@earthlink.net>  
**Date:** Monday, September 5, 2005 11:48 PM  
**To:** "Brewster" <brewster@wavecable.com>  
**Attach:** 2005 Upcoming Events.doc  
**Subject:** Sept '05 Seabee Newsletter

*The Northwest Seabee Club*

Hello Everyone,

Ooops late again.... I'm not making any promises for retirement. As most of you know I usually do this while I'm commuting and off on my trips. I'm not doing that much any more and don't plan on doing it at all after October!! Late may become the order of business. Sitting in front of the computer just isn't near as much fun as other stuff.... This new life is gonna Bee great.

Please make a note to change my email address in our computers, I'm getting rid of EarthLink, the new address will be [brewster@wavecable.com](mailto:brewster@wavecable.com)

Don't forget, this coming weekend is the Lake Cushman Splash-in. Lots of Burgers and Dogs, corn roast too! It's a pot luck, so bring your favorite dish... See you there, I think we'll be using 122.9 for advisory.

Sept. 21<sup>st</sup> they had the Return to Thun Field Car show and fly-in. Cars, planes, boats, I love all that stuff. The opening shot is the interior of a '39 Chevy. I had one of those in College, it looked nothing like that, but it's an inspiration to see what some of these guys are doing. We've got a lovely interior in our Bee, but these seats look wonderful....

Yes, fly-ins are great, but as you know, you can't get the chocks in before the questions start. I've wondered how many are still flying and estimated it at about 250(?). I sent the question to Steinar, here's his response...." I am sorry I have no idea about the exact number of Bees FLYING. But there are currently 311 on US Registry, 64 on Canadian Registry, 16 registered in Scandinavian countries (Sweden, Finland and Iceland), 3-4 in rest of Europe, unknown in South America, 1 in Australia, approx 20 in museums. So I guess a total of 400 in the World. I don't think more than 60% of them are flying..." Any ideas?

Don Kyte has published another batch of his books. This one is a much improved versions with more stories. He writes....

"At long last my new book about my flying in Alaska is printed and ready to be mailed out. It contains most of the material from the 42 page booklet titled: "Flightseeing S.E.Alaska's Glaciers and Whales"(now out of print) plus much much more. This one took a year to do and is 168 pages long including 16 pages of color pictures and a lot of other stories not in the small booklet. This one is titled:Southeast Alaska Flightseeing Via Seabee" The price is \$14.95 plus \$2.05 for postage. Send me a check or money order for \$17.00 and your signed copy will be sent to you ASAP. For any books going to Europe, the postage is \$5.00. Please send your checks or money orders to: Don Kyte 257 Ostego Dr. Ft. Myers, FL

33931. I think you will agree this book is worth the wait. I enjoyed writing it and re-living those happy years... I think you will too.  
Very best regards,  
Don"

I made a shocking discovery about entering Canada some time back, for those of you that don't remember, here's a story I found interesting, not completely accurate, but it's an eye opener. <http://www.komotv.com/stories/38472.htm>  
They mention a time frame of 10 years, that's what the paperwork says, but believe me they can and will go back allot longer than that if they want to.

Last month I mentioned Mike Steven's lift for his Bee. What a slick unit that is. It has a key chain remote that has an up and down button. Warm up secure on the lift, then as you lower yourself down, grab some reverse and you're free. Mike said too it was fun to put it away. Just drive on the bunks. Since you can adjust the lift, you could do it with idle thrust.

I had a few inquiries on this and found an old picture. You can also see that there is about a 3 foot wide deck on either side of the airplane.



### History

You may also recall a few months back I included a bear story. This is the link to another one. It's too long to copy here, but save the link for when you have time to read it. It's an incredible story. "Rescuers made grisly, wrenching discovery" by Nick Jans.

<http://www.adn.com/front/story/6868722p-6764794c.html> Bee careful out there.

### The Last Saturday ?

This month will be the Clear Lake Splash-In Sept. 24 - 26, we definitely want to make that happen. It's a long trip, but we want to go to Reno too, then to the splash in. Here's the info... [www.ClearLakeSplashIn.com](http://www.ClearLakeSplashIn.com) Anyone interested in making the trip south wit us? It would be fun to have a few airplanes going together.

Upcoming Events for this year, please see the attachment...

### Maintenance & Safety

Please feel free to offer any tips or experiences that you feel could help others. I'll keep all confidential if you like.

### Planes and Parts (new listings)

Normally... New listings will only be new for 2 months, then I'll run them in "old listings" for another 4 months unless I hear from you. After that, they will be gone...renew as long as you like! See other Bees and parts for sale on the IRSOC's website, here's the link <http://www.republicseabee.com/Buyseabee.html>

George Wray is looking for some Landing Gear struts. If you know of any for sale, contact him at [gawray@mac.com](mailto:gawray@mac.com) 1

I think this has been on the market for a while, But now it's in Bremerton. I haven't seen it, but I'm told it has all the good mods....





N87553 Serial # 114 TTAF: 1984 Lycoming GO480G2D6, 275 HP 65.8 SMOH Hartzell constant speed, 3 blade prop w/reverse. 100 Lbs. increased gross weight, new electrical wiring and system, instrument panel, instruments, avionics, windows, 180' door swing, wing and flap extension, droop wing tips, corrosion proofing though out, improved spray rails, Cleveland brakes, locking tail wheel, Control wheel with removable co-pilot side, custom tail wheel tow bar, and a New annual with sale. Contact: Pat Heseltine [avianinc@oz.net](mailto:avianinc@oz.net) Phone: 360 674 2244 1

#### GO 480 and Prop

If the prop is serviceable and it probably is, at \$1500, it is a bargain. No logs, and the engine probably needs a complete rebuild, but who knows. I just have to clean house a bit and it has to go. I still am running my Franklin and I am completely satisfied. In the Midwest, there are no big rocks to climb over.

Grant Leonard [IDREV88@aol.com](mailto:IDREV88@aol.com) Phone: 952-447-3625 Mobile: 952-210-2096 2

### Planes and Parts (old listings)

Tod asked to renew this... I can't believe someone hasn't scarfed this project up. It seems like a lot of stuff 4the\$.



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

Byron Miller is looking for a pilot side door. [miller.bj@verizon.net](mailto:miller.bj@verizon.net) Phone: shop 503-873-1113 home 503-873-2857 2

### Ed Porter from Santa Cruz needs help and writes...

I have been grounded by that pesky Airworthiness directive on the propeller. The blades are good but one clamp has a bit of corrosion and I need at least a new clamp if not a replacement propeller. I know many operating Seabees have had engine conversions to newer Lycoming and other engines. I'm looking for those propellers and clamps that were taken out of service when those new engines were installed.

I have a Franklin 215-B9F (215 HP) engine (standard stock engine) in good running condition. The Seabee and engine are completely operational. The prop blades are good as well. However, the required AD procedure on the prop reveals a very minor amount of corrosion on one of the propeller CLAMPS. If I could get a single clamp, that would be perfect. However, I haven't found any source for those clamps. Hartzell wants a staggering sum to produce an entire propeller assembly and they seem to have no interest in selling me a single clamp. It appears it would be a custom made propeller at this point and I simply can't afford it.

I'm open to a used propeller or even a set of clamps that could be used with my propeller blades. I know there are many of the original props that were removed as part of engine upgrades and they must be out there somewhere, hopefully persevered. The Hartzell 2 blade prop parts I need is a C3-1L clamp.

Hartzell says they may have D-6831-1AL and D-6831-1CL clamps and don't recognize my C3-1L part number. That's probably because it's so old and they re-numbered more than once. But, that's not a certainty either. My clamps and prop blades are off in a prop shop so I can't go and get all their numbers.

I'm also considering having a clamp made from scratch. I did that with my valve guides and, while I understand that a propeller clamp is much more complex and subject to tremendous stresses, it still might be a possibility. Maybe I can find someone who has done this "owner manufactured part" process....

I'd certainly appreciate any leads or suggestions you might have or, if you have a serviceable prop clamp that fits my prop, or, if you can locate one, we definitely can do business! Thanks for anything you can do! Ed Porter (831) 427-0836 1

I acquired a lot of Seabee stuff from a friend, John Joyce who demolished his Seabee in 1986. He did have both engines from a Royal Gull, and after his accident, he sold me the wreckage and all the Seabee parts that he had. Also the GO480, along with the 3 blade prop. I believe it is a D, and it is missing the starter or Generator. He claims it was pickled with oil after the gear down landing, and I am not sure of its condition. It has no logs. Any reasonable offer will get it. Call me for more info if you like. My # 952 447 3625 and my cell# 952 210 2096. I am trying to make room for a lot of stuff that I have in my Minneapolis building that I recently sold. Grant Leonard 1

Tom Danaher has a Franklin Bee and needs a oil control valve for the prop.. Can anyone help out??? Contact "West Sanders" <[westsanders@sbcglobal.net](mailto:westsanders@sbcglobal.net)> Subject: Re: 'Bee Prop 3

1972 Twin Seabee N123BR





180 HP Lycomings, MX 20 MFD Garmin, Garmin GNS 430, 330 Garmin mode S transponder, Goodyear 500 blind storm scope, EDM 760 twin engine monitor (fuel flow). Many other options, 9/9 in and out \$190,000. or offer contact Roger Glazer [twinseabee1@aol.com](mailto:twinseabee1@aol.com) (949) 300-2575  
 Last month, let me know if you need it to continue....

Royal Gull for sale at the Van Nuys airport...Roger Duke's brother-in-law says he knows someone who has one. If anyone is interested call Dan at 310-980-0307. Last time Dan, let me know....

**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/> This is 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?? It's never been in the water!! 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. And it weighs less than an inflatable canoe. **make it my last!**

## Seabee Products

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](mailto: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](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 Majonnier, 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. 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 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!"** [brummrickskaren@aol.com](mailto:brummrickskaren@aol.com) Phone: 631-757-2216 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](http://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.

## Other Interesting Web Sites

[www.hu-16.com](http://www.hu-16.com)

[www.aerocheck.com](http://www.aerocheck.com)

[www.americanwarbirds.com](http://www.americanwarbirds.com)

[www.flightcontractservices.com](http://www.flightcontractservices.com)

[www.norcalaahs.org/](http://www.norcalaahs.org/) interesting pictures

[www.rcairplane.net](http://www.rcairplane.net) Easy to build Seabee with a 72" wing span, other great models too. Contact Bill Price [bprice@puc.edu](mailto:bprice@puc.edu)

## Canadian Information

<http://www.bcfloatplaneassociation.com/>

<http://www.floatplanePilots.com/>

<http://www.floatplaneFlyin.com/index.html>

[www.alertbay.com/eagleair/](http://www.alertbay.com/eagleair/) Looks like a great place to go, **let's plan a trip!**

[www.canadianseaplane.com/index.htm](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,

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