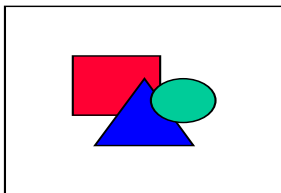


Dear Bee Keepers,

"IT'S GOD'S RESPONSIBILITY TO FORGIVE BIN LADEN... IT'S OUR RESPONSIBILITY TO ARRANGE THE MEETING!!!"

I hope this finds you all dry and cozy, unlike my hanger ... the roof is damaged and it's real wet inside, fortunately no damage yet. These letters are getting pretty long, so you may want to just print it and take it to your favorite reading place. If you do print it please pass it along to anyone interested in the old beasts. Some of you know Bee owners that don't do the email thing, so anything that will expand our network really helps ...

Like last month's story of the scoundrel that made off with 2 Seabees worth of parts. One suggestion was that there may be an owner that also is an Attorney. If anyone know of such an individual that may be willing to help the widow, I'm sure she would appreciate any help. I don't know how savvy her attorney is when it comes to Aviation Law or issues in VA., since they are in OR. The latest on that is "... they did not come through with anything on November 30th, but called and tried their usual trick of telling my lawyer the funds were expected in their hands "soon". HA! ...So now the lawyer has scheduled a hearing with an Arbitrator for January 10th in Albany, Oregon close to Corvallis where I live. As he says to me in his recent note re the 1/10 meeting, by then they will have either paid or be broke." **If anyone knows some one that can help, please call me.(360-769-2311) I'd be happy to put them in touch with her.**



Any of you old Bee drivers know when and where this was taken ...

Good News

Beat Meyer from B.C. has decided to keep his Seabee # 639 in the family even though he may be getting a new Seafire Amphibian.

New web site ... Steinar Saevdal from Norway recently started a Seabee Group at Yahoo Groups on the Internet.

<http://groups.yahoo.com/group/Seabee/> He writes ...

"This group has been founded to connect people sharing the love and enthusiasm for one of the most unique aircraft ever; the Republic RC-3 Seabee amphibian. Nobody is indifferent to the Seabees; either you hate them - or you love them! Some owners affectionately call their Seabee for the "Seabeast"... Someone has said that the Seabee has a "face that only a mother can love"... I am not a Seabee owner or a pilot. However, my favorite interest is aviation history - the Republic Seabee "bee"ing my favorite subject. I am very fascinated by her history and the story of her designer, the legend Percival Hopkins "Spence" Spencer, and the stories of the many great pilots flying Seabees since 1945. The Seabee was undoubtedly one of the most important post WW2 personal airplanes, introducing several unique aircraft design and manufacturing features. The Seabee was also the best buy you could make in 1946/47 being sold for a fraction of her manufacturing costs...

My aim is to document the history of the Seabee and all her "sisters" as detailed as possible. I want to make a Seabee History Web Site, or even write a book on the history of the Seabee.

Dear fellow Seabee enthusiast; please make this Seabee Yahoo Group your favorite Yahoo group! Your contributions will be highly appreciated!"

Thanks!

Steinar Saevdal

Northwest History of the Seattle Seabee Club

as promised in the last letter, Don Kyte writes about the history of the Seattle Seabee Club. This kind of camaraderie is what I hope to achieve ... enjoy

"Some of my happiest memories have to do with experiences with my old Seattle Seabee Club and Canadian American Amphibian Assoc. As you have probably heard, I started the Seattle Seabee Club after moving back to Seattle in 1965 or 66 after living near Chicago for several years where I bought my Seabee (#330 N6144K).

I patterned the Club after the Chicago Seaplaners Club run by George Mojonier. While it was called Chicago Seaplaners Club almost all the members had Seabees. They would meet once a month at a restaurant for an informal meeting and then frequently got together at various places around the area for fun fly-ins, etc..

When I arrived in Seattle I was surprised that most of the Seabee owners (and there were a bunch of them) didn't know one another! I sent to the FAA and got an owners list and then sent a letter to all the Seabee owners in the area informing them that I was interested in starting a club and that we would meet at the restaurant at the airport just north of I-90 near the Southwest end of Lake Sammamish on such and such a time and date. The airport no longer exists and I can't even remember it's name now.

Much to my surprise, about 40 to 50 people expressed an interest in coming. In addition to the local people, we had a number of Seabee owners from the Vancouver, B.C. area come down. Seems they had a Seabee club there and a clubhouse on Vancouver Int. Airport. They were a very active group with at least 15 Seabees and had a fly-in (splash-in) nearly every weekend during good weather.

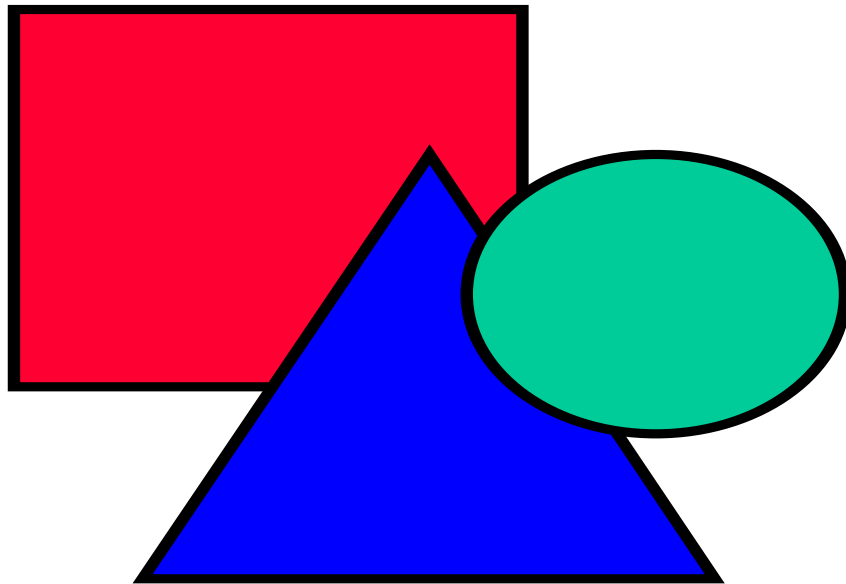
Since the group was so large, the restaurant insisted on just one entree item and one bill. I chose steak which seemed to suit everyone but later they gave us a choice of several, if we chose beforehand. The cost was about \$5.00, including tip so you can see how times have changed.

I sat up a table at the door, collected the money and my wife, Maxine, made up name tags. For our first efforts it went very smoothly and everyone had a great time. This dinner-meeting led to group fly-ins and from the first, our Canadian friends were always a major part of our total group and most of our splash-ins were to places in British Columbia organized by the Vancouver Club at places where they had been having group weekend picnics for years.

As time went on, at their suggestion, instead of a dinner meeting once a month near Seattle, they would alternate with a meeting someplace in or near Vancouver. By this time we had all become close friends and we always stayed at the homes of members in Vancouver when we went north and they did the same when events or meetings took place in our area.

Initially would type up some sort of newsletter each month and send copies in the mail to everyone. This was time consuming and expensive, even at 3 cents a stamp. I never charged dues and bore the expense myself as part of the costs of my hobby. After a short time I contacted Jack Brown, editor and publisher of the Northwest Flyer aviation newspaper and asked him if I might run a column each issue. Jack agreed. Soon I was receiving letters and phone calls from Seabee owners and those interested in Seabees from all over. Since many of those responding were from Canada and far from our immediate area, I decided to form a new organization called the Canadian American Amphibian Assoc. or Can-Am Amphibs for short. I ran both columns simultaneously which allowed me to keep the local news more personal in the Seattle column and things of a more general nature in the Can-Am column. The Northwest Flyer was later purchased by Dave Sclair and is now the Flyer, which includes many other newspapers Dave has acquired through the years and covers the whole U.S. and beyond. Later still, Jack Legget, editor of Sport Flying magazine asked if I would care to do a column for his magazine. My Can-Am Amphib column ran there for several years and brought me new friends from all over the world. I still keep in touch with some after all these years. After a divorce from Maxine in '73, I moved to California and turned the Seabee Club over to other members of the group. They kept it going for a time but nothing has been done in recent years till you came along. It was very time consuming and took a lot of work, at least the way I conducted it, but I felt the rewards were worth the effort. I did burn out, however, and have not cared for a leadership roll in much of anything since. When I retired from United in '88 I started a flight-seeing business in S.E. Alaska called Glacier View Airways with the Seabee. I did this till '98 when the cost of maintenance and insurance made it impossible to continue. It was the most fun flying I have ever done but I could no longer afford the fun. I recently sold my Seabee after owning it for 36 years and some 4000 hours. I now have a SeaRey homebuilt amphib which I hope I can afford. It can't do all the

things the Seabee could do but I certainly did all the things I ever wanted to do with it and life moves on. I wish you well with the Northwest Seabee Club and know you will not be sorry for starting it. By the way, the man I consider "Mr. Seabee" who started me on my long association with Seabees, George Mojonier, is living at Western Airpark at Yelm, WA. He is also the guy who first had the idea for a Lycoming engine conversion and is largely responsible for inspiring the development of ALL the Lycoming conversions that have come along since. He still has his Seabee with his own version of a Lycoming conversion. If you haven't met him, you should." *Don, thanks again ... B*
Name the Dock, it's a great spot!



Old News

IRSOC You have to check out the International Republic Seabee Owners Club and Join. Go ahead, it's free! It's also the best source of information and experts on the old beast that you will find. They have free classifieds for members too!

EMAIL SEABEE OWNERS WEBSITE

<jhooper3@mindspring.com> <<http://www.mindspring.com/~jhooper3>>

"Living The Life" "The International Seabee Owners Club"

"Life is what Happens While You Are Busy Making Plans"

James Poel's database and clearing house for all Seabee 337 forms and field approvals. This would be a free service to all 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" parts ... Rich Brumm in Northport, N.Y. is one of the experts. He started a small shop when he and another owner figured they could do a better job on their engines than was currently available. If you ever heard of a problem the Franklin's have, he has the fix for it! richkarenbrumm@prodigy.net Phone: 631-757-2216 Office: 516-885-5879
Here's a new twist. It seems as though everyone has tried, or is still trying to add more power to the old beast. What would happen if you added less? That's right, less! The latest conversion I've come across is a 200-210 HP IO-360 with a composite prop. It's small, and light which is the key. Of course we won't know until it flies, but it sounds real promising. I was told the Bee is only about 1500 lbs. without the engine and prop. I don't know what the IO-360 will add to that, but a few hundred pounds would make a big difference. The other big difference is the \$. He's going to try and keep the cost down and make it a simple conversion. I haven't been in touch, but will let you know any news as I get it.

Planes and Parts (newlistings)

Grant Leonard wrote ..."I recently broke the lower link on the landing gear, Part #1112 and I'm presently having it welded. It broke at the spot that the hydraulic piston attaches, normally, the clevis would break instead. I would like to acquire that part"... if you can help, contact him at grantleonard@intergraonline.com

FOR SALE, Seabee suffered Off Airport Ldg. due to ignition failure.,S/N 1035, TT 590, B9F eng. with 9 hr. smoh, prop 20 hrs smoh, mod. hull damage, wings , struts, floats/struts, tail feathers all OK.

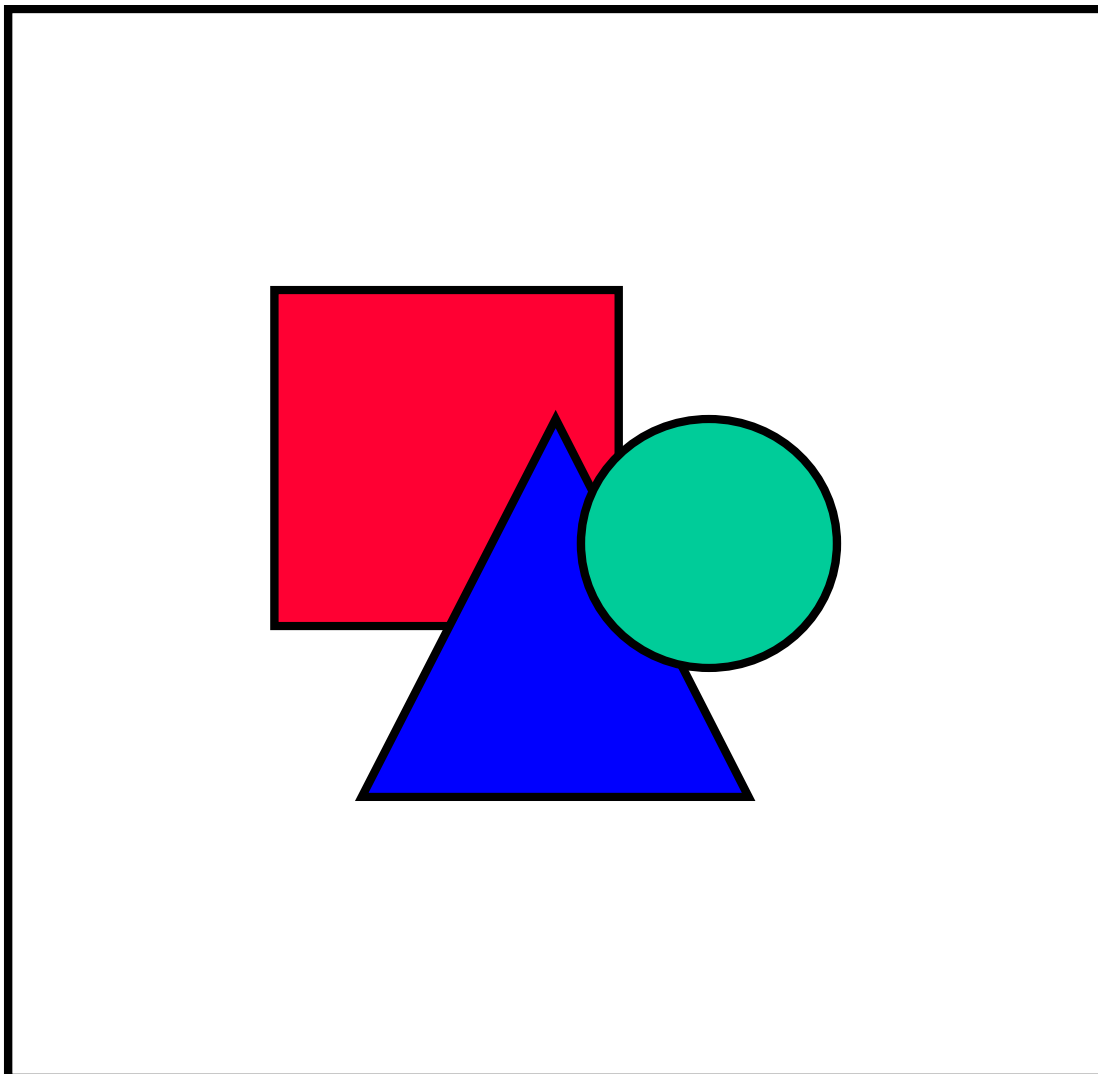
New or OH instruments, new Valcom and KT-76 Tx, support equipt., work stands etc., plus extra complete B9F engine and parts. \$14,500.

Sam @ Ph (503) 678-5114 or E-Mail czechride@juno.com/

Needed Seabee fuselage, preferably with little or no corrosion to complete project aircraft. Gordon @ Ph(503) 694-5316.

(previous listings) please update!

Badly corroded wings and the tail feathers in reasonable condition.



Also we have a completely stripped B9 Engine with most parts in good condition ...digital pictures available on request ...There are both Fed-Ex and DHL offices in Cape Town for easy shipment to the US and SAA fly direct to Fort Lauderdale and Atlanta twice weekly.

markb@myiafrica.com

This is one of the bee keepers I met at Arlington ... I am in need of a wing float strut. Lower priority needs include a lift strut and RH lift strut fuselage fitting. **If any one can help him, it's** Tom Kennedy, 50881 O'Byrne Rd, Sardis, B.C. Canada V4Z 1B6.

thos2kennedy@yahoo.com 604 824 9090

There's also this Super Bee for sale over on lake Chelan, Michael Stevens

seabee pilot@aol.com 509 682-3531 home, 206-658-0333 work.

Interesting Websites,

Mostly B.C. stuff, but I'm already dreaming of next summer ... if they're listed in blue, you may be able to just click on them to launch your browser ...

<http://tappix.com/506824>

<http://www.members.home.net/makins40/>

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

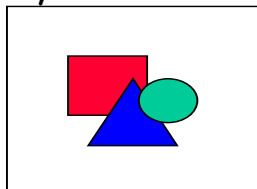
<http://www.alertbay.com/eagleair/> Looks like a great place to go, let's plan a trip!

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

The flying Seabee model! This is cool! Easy to build with a 72" wing span, check out www.rcairplane.net Has anyone built this? I'd love to find out more about it.

That's about all the Bee Buzz for now. Let me know when you are going out

to fly, I'd like to shoot some pictures with my new digital camera and fly some formation if you're up to it.



Have a great Holiday and God Bless,
Brewster