

**Bruce Hinds**

**From:** "Bruce Hinds" <brucehinds@earthlink.net>  
**Date:** Thursday, November 30, 2006 11:24 AM  
**To:** "Brewster" <brewster@wavecable.com>  
**Attach:** Sandra's status.doc  
**Subject:** Dec '06 WSPA&SeabeeNewsletter

## Washington Seaplane Pilots Association

Keeping Washington's waterways open! [www.wa-spa.org](http://www.wa-spa.org)

and the Northwest Seabee Club



Photo courtesy Roger Cain, taken at Clear Lake Splash-in 2006

Due to time and resources, mine, I've combined the two newsletters. Most of the Seabee specific stuff, Products and Experts, etc. are at the end of the newsletter.

Hello Everyone,

Can you believe it's already December? I guess it's not hard with all the snow. Thanksgiving weekend I came upon an interesting tradition that got me to thinking about how it relates to Aviation at least my aviation. The tradition of one family at the Thanksgiving family feast is to have everyone at the table take a turn and tell what they are thankful for. This person's story of a large family of several generations as I recall was from the ages of 9 to 94. I'll bet that was interesting.

This past thanksgiving weekend I've been going through my father's old log books. As many of you may know, he flew for Pan American. Although he didn't fly the boats, he did have an interesting career. His mother was born on a wagon train as they traveled from Kentucky to Oklahoma to settle the new territory. As a small boy in the 20's that pioneering spirit lived in my dad. I remember him saying that he wanted to be a part of PAA because they were pioneering the world. It was all over the news papers he was selling as a small boy and he got to see it every day.

His early log books are of particular interest because we've wanted something like a cub or a chief, and that's just what he learned to fly in. T-crafts, Chiefs, Cubs and Porterfields are all part of his early log books. He was also part of the Civilian Pilot Training Program and became a civilian instructor for the Army Air Corps prior to WWII. I'm not only thankful for that rich history of his past that he's shared with me over the years and his introduction to such a wonder world. But, I'm also thankful too for all of you and the rich history of seaplanes in the northwest and the love of it that you've shared with us. The enjoyment we've shared these past 6+ years is as close as we can get to that original pioneering spirit. Isn't that what Seaplane flying is all about?

Please share with me, won't you, about what has inspired you to fly seaplanes.... I'd love to have a history blurb each month.

Last month I kept referring to going south. Well, we did. Unfortunately we couldn't find an acceptable weather window to get out in the Bee. We actually drove. Good thing too, it wasn't just the rain when we left, but the winds were beyond. We stopped by Carson City to see our Seabee Hero Steve Lantz and his Corvette powered Bee. While we were there the winds had hit 80 Knots up on the mountain. I've included an update on what's happening in Carson City.

Previously I've mentioned a few good deals that seem to come along, I just received a call from Tom Benedict concerning the price on his C-195. Check the adds below, he's defined what *Half Price* means.

Several of you had responded to Sandra Hamilton's situation. The founding Matriarch of the Washington Seaplane Pilots Association still needs your prayers. I've included as an attachment the latest information on her, it was an email from her son

Rob that I've reformatted for easier reading and updated since it was written about a week ago.

The Yahoo discussion group seems to be a success. <http://groups.yahoo.com/group/WA-SPA> Several people have shared information on the site which was the intended point. I've listed an accident below in the safety section because I find it ironic that a newbie seaplane pilot would be looking and receiving information on Lake Isabel, can meet a new friend, take a couple of aircraft up there and have a great time, yet a Helio Courier which you would think would have a pilot with a high level of experience, has a hard landing, after takeoff, and the aircraft sinks! There are not too many details available, but if you read the narrative and have ever been up there you can find just a few items that will make you wonder what they were up to. It doesn't sound like they were real familiar with the lake and possible conditions. The pilot's name isn't listed and the name of the aircraft owner is not listed on our membership list. If it was local information that was needed it's most probably available through your WSPA. Please encourage anyone you see with a seaplane to join. This mishap will not go unnoticed by all those that are trying to shut us down. Our access to Lake Isabel is still tentative.

"All lakes and reservoirs controlled by the Bureau of Reclamation are now closed to seaplanes." This was a real scare last month. Reclamation controls about 460 bodies of water throughout the western states. It was feared that the that all lakes and reservoirs controlled by the Bureau of Reclamation would be closed to seaplanes. If you haven't seen this, I've included a report from SPA's forum. Can you imagine Lake Union closed?

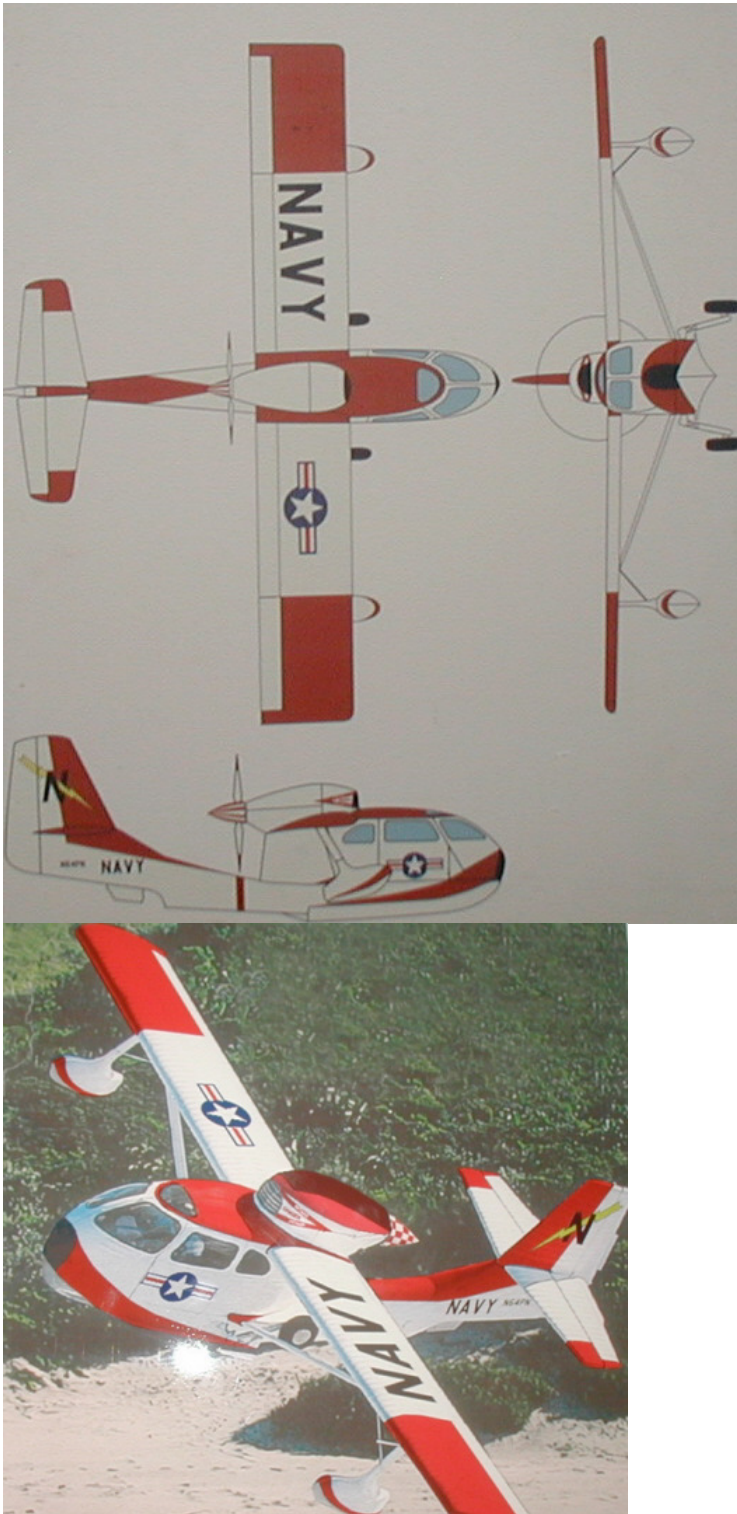
With the estate sale of the Spencer Aircar I've had several inquiries concerning affordable Seabees. Below is a piece from Scott Henderson concerning what seem to be the current values and with the Seabee interest this month I've included a piece in the Maintenance Section concerning a problematic gear switch. It's an interesting read that I think we can all take to heart. My preflights probably aren't what they should because I'm the only one that flys the aircraft and it's kept in a hangar. That's no excuse, but now that we're not flying as much it would benefit us all to take some extra time to really dig around and see what could pose a potential problem.

Mark your calendars for the Grounded Hogs banquet this coming February 23rd. It will be held at the **Embassy Suites Hotel, Seattle Tacoma International Airport** at 15920 West Valley Highway, Tukwila, WA 98188 [www.advancedmethod.com/embassysuites/tour](http://www.advancedmethod.com/embassysuites/tour) I'll have more details as we put things together.

### Carson City

Many of you have seen Steve's beautiful Navy Blue "Seabee." He's been to Arlington, Oshkosh and Sun and Fun. We had the opportunity to visit his hangar just south of Reno. What an experience that is! They've got the local FAA on their side which allows them to assemble the "Tahoe Special" under the "amateur built" category.(51% rule)

As you may know, Steve's "Bee"... oops, it's actually a Tahoe Special LS-6 is painted in his Navy squadron colors and he's won honors for the magnificent work. In the same tradition his buddy Pete is building one in honor of his outfit that he flew for. The airplane is coming together nicely, here are some renderings of what it will look like.



Too bad these were never used in the Navy, they really take to the paint schemes.... This makes 3 that I've seen in navy colors. It only seems fitting since the winner of the naming contest was to honor our Navy Seabees.

Pete also has an interesting idea for his panel. He's canted the top portion forward a few degrees under the glaresheild so his viewing angle will be better for the flat panel display. You'll notice the nice simple installation with lighted rocker switches and of course note the a/c outlets for all that Corvette 45 degree air. Experimental does have it's advantages.....





#### Bureau of Reclamation Nov. 10, 2006

Last month several SPA members have been told by Regional Division Managers of the U.S. Bureau of Reclamation that all lakes and reservoirs controlled by the agency are now closed to seaplanes. Reclamation controls about 460 bodies of water throughout the western states including Lake Union. The new Rules in the Code of Federal Regulations (43 CFR Part 423.41) were posted in the Federal Register on April '06 and are in response Homeland Security mandates, according to Bureau officials. SPA contacted the Utah Reclamation Division senior leadership to inquire about details of the closure. The Bureau Division administrators confirmed the ban, and said the ruling came from their Washington, D.C. Headquarters. Multiple week-long conversations between the Washington Bureau's Deputy Chief of Congressional Affairs and SPA's Executive Director, James McManus, led to some progress on the issue. Following these conversations, the Deputy Chief has convened meetings with various offices within the Bureau. While complete responses to McManus' concerns are still pending, the initial reply from the various Washington offices of the Bureau of Reclamation is that "seaplane use as practiced prior to the April 17, 2006 Rule will still be permitted." It is not the intent of Reclamation to ban seaplanes from waters under their control; this information will be conveyed to the Division offices by Bureau Headquarters in Washington, D.C. The Deputy Chief said Regional officials in Utah gave "too harsh a description" of the Rulings. For the time being, the Congressional Affairs Chief said seaplane pilots are encouraged to contact "....the responsible entity or office in advance to determine the reservoir's status in terms of seaplane access". SPA will continue to consult with the Bureau and lobby for seaplane pilots' access as they develop implementation procedures for this regulation. Pilots are encouraged to contact SPA with any new local information regarding this issue.

#### Seabee Values

Scott Henderson from Simuflight writes that at this time he's aware of several Bee's for sale. This is what he's been seeing lately for Seabee's up for sale.

- \* A project capable of flying someday with limited issues \$10-20K
- \* A flying Franklin version \$20-70K.
- \* 480 converted Daubenspeck \$70K-150K.
- \* 480 converted Simuflight \$\$110-\$250k+

#### Maintenance It's that time of year we should all have a little extra time to snoop around our aircraft, no telling what you may find. Steve Mestler writes.... **Check your Tail Wheel Microswitch**

I had an incident occur which I feel most Seabee owners should check out at their first convenience to prevent it from happening to them. This situation could cause the tailwheel not to extend fully and though not life threatening, on a hard surface it could ruin your whole day.

I, along with six other Seabee owners, was lucky enough to attend the Glenn Curtiss Seaplane Homecoming in Hammondsport, NY and some owners volunteered their Seabees for airplane rides that benefit the Curtiss Museum. A worthy cause. As the morning disappeared into afternoon, I was giving three people a ride up Keuka Lake and back; about fifteen minutes and after I landed on the lake and prepared for an exit onto the boat ramp that was graciously provided for us, I noticed the green gear light did not illuminate. Recycle the gear. No light. Check the bulb. It's good. (You do carry spare bulbs, right?) I had to assume that the tailwheel wasn't down as I could see the main gear down and I heard the signature "clunk" under the back seats indicating an over-center down and locked position of it. After trying three times to get a green light, I resigned myself to the fact that I was going to have to pull up the ramp and hope that perhaps the tail wheel was in fact down.

As I pulled up the ramp I noticed an unusually nose high attitude as the main gear made its way up the gravel ramp. Okay, the tailwheel isn't down. (Remember that you need TWO switches to close to get a green light, only ONE to turn on the red light. I was up the ramp just enough to let the three people out without getting their feet wet and also, unfortunately, not far enough to prevent blocking anybody trying to get up the ramp to park their trusty seaplanes! What a deal. We

had to work fast as I didn't want to be the roast of that night's activities after the flying is done plus we had seaplanes "hovering" in the lake waiting to get in. D-oh!

There were ample volunteers to help lift the tailwheel out of the water and onto a wooden block so I could get the tail wheel down and pull the Seabee back up on the beach. By the way, if you ever have to do this fill the cabin with the heaviest guys you can find and put a couple of guys on the bow cleat (via a looped rope) so it is easier to lift the tail and block it up.

After getting the tailwheel down and the Seabee back on dry land, I opened up the right and left-hand tail inspection covers. With the help of Jerry the local mechanic (sorry, I don't know his last name), we noticed the tail wheel microswitch had rotated 45° and was jamming against the tail wheel drum support inside the fuselage. This allowed the hydraulic pump (electric) to operate normally and shut off at its preset pressure of 800 psi. but without the tailwheel being fully extended. The small bulkhead was strong enough that it didn't get damaged when the switch came in contact with it and the switch was strong enough to take the punishment. Amazing.

What had happened was the jam nuts used to hold the microswitch in place had loosened and allowed it to rotate. After the fact someone else told me that the same thing had happened to him so consequently I am passing this along because I'm sure it could happen again. If this had happened on a hard surface runway the damage would have been significantly greater so check your tail wheel microswitch soon!

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

Accident occurred Saturday, October 21, 2006 in Lake Isabel, WA

Aircraft: Helio H-295, registration: N6471V

Injuries: 2 Minor. This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

On October 21, 2006, about 1400 Pacific daylight time, a Helio H-295 floatplane, N6471V, landed hard and sank in Lake Isabel, Washington. The private pilot and his passenger received minor injuries. The airplane is presumed to have sustained substantial damage. The airplane was registered to Berger Leasing LLC of Monroe, Washington. Visual meteorological conditions prevailed and no flight plan was filed for the 14 CFR Part 91 personal flight. The flight departed from Firstair Field Airport in Monroe about 1340 with an intended destination of Lake Isabel.

According to the pilot, he landed the airplane on the lake and back taxied for takeoff. The takeoff was normal until the airplane reached an altitude of 50 to 75 feet at which point it "felt like the power was decreasing." The pilot was concerned about not being able to clear trees at the end of lake if he continued straight ahead, so he elected to execute a 180 degree turn and land back on the lake. As the steep left turn was completed, the airplane lost lift, and the landing was hard. The airplane began to fill with water rapidly, and the pilot and passenger exited through the rear cabin door. As the pilot and passenger were swimming to shore, the airplane completely submerged.

History I'm always looking for interesting pieces, Know any great seaplane history. And, by the way, what got you interested in flying?

Fly-Outs & Splash-Ins Each month we'd like to have a splash-in somewhere. It doesn't have to be a big burger burn or pot luck, it's more important that we just share the experience of doing it. Pack a lunch and fly-out! There doesn't have to be any planning, overnights, or any big deal. Grab a sandwich and meet us at the lake. **If you have an idea, want to get out some where. Post it on Yahoo.**

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!

The Nose Dragger SeaBee.... The Spencer Aircar was designed by the same guy that sold his idea to Republic and then went to work for them to build the SeaBee. This is the homebuilt version the designer sold as plans.



This is an estate sale, the widow is in S. California, the Airplane is here in Auburn and one of her relatives that's trying to help is in Alaska. I really think this could be a lot of airplane for the money. N41RH, Model S12D, Airframe TT 2418 hrs; Continental 205hp, E-185-9 w/ Hartzell HC-82U20-3, TT 225 hrs; is hangared in Renton(or Auburn), Wash.; 2005 annual; radios and instruments in excellent condition. Annuals performed by local A&P/AI w/ intimate knowledge of the airplane. \$39,500 or Best Offer. Contact John Riggs at [gne@mtaonline.net](mailto:gne@mtaonline.net), or (907)745-6988. Photos available. Inspection by appointment.

I'd heard that the airplane had a gear collapse... they wrote.... "According to Rollie Johnson, the A&P that has worked on the

airplane, the fuselage damage from the gear collapse has been fully repaired. Before Jim passed away he was researching the reason for the gear collapse in his meticulous way. He found that there is a modification to the gear system that provides a more reliable lock in the down position. However, he never got the modification made. Mr. Johnson has indicated that a potential buyer who does a "buyers inspection" can make an offer that reflects the condition of the landing gear. Otherwise, the airplane is in great condition. I will send you new photos as soon as I can get them. In the mean time if you need further information let me know. Thanks - John Riggs"<sup>1</sup>

### Home on Nimpo Lake

Jim Shipp writes that they have sold their 185 amphib and have purchased a large boat to spend the summers on. So they are selling their home on Nimpo Lake, B.C. "This is perfect for a floatplane with a 50 foot dock, and house fully furnished except for wife's dishes and such. Most appliances new or in fine condition. Have \$250K USA, invested and wish to get that back upon sale. When I did not wish to sell, I had many calls and drop in's asking if I would sell." Contact Jim at [jim4shipp@aol.com](mailto:jim4shipp@aol.com) <sup>3</sup>

### "Lois Beaver" 1952 DeHavilland Beaver; Serial Number is 252; N9LB



A friend of Fred Wenninger writes... Like all of Fred's aircraft, "Louis Beaver" was tricked out with all the best mods and was immaculately maintained. TT aircraft 4681, Engine 137 SMOH, Prop (2 blade) 209.5, Baron Mark 2000 Wing Angle Kit (gross weight to 5370/lbs.) Splash Guard Kit, Amphibious Spray Guard Rails, STOL Kit, Tip Tanks, New Paint 1994 (red over white) Wipline 6000 Floats **Avionics:** IFR, Electric Trim, Nav Comm. (2) KY 155 720, Nav Collins VIR 35 200, ILS KMA 24, Baron King KA 40, KT 76 A transponder, ADF 650, S-TEC Autopilot, HSI 55A, CD player, S-TEC Yaw Trim System \$425,000 **Contact:** Betty Wenninger 580/327-2535, 509/981-8331 [be@wenninger.net](mailto:be@wenninger.net) Last time unless you want me to keep it going....

Reduced Price on Seabee #56





Simuflight GO480-B1A6, 270 HP, 80 octane, logs since new, 9/16/46. Hangared, TTAF 2188, Engine 600 since overhaul 10/86, Reversible Prop 322 since overhaul, 5 yr. repair last year (same as overhaul), Landing light each wing tip. Overhead engine controls, Large spray rails, Full swivel 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](mailto:rduke@whidbey.com). **Roger, let me know if you want to keep it going....**

Jerry Sater from Colville, WA has Tony Grout's old Seabee project. This airplane according to him, I have never seen it, is only lacking the engine, prop, brakes, an overhead console, radios and gauges. When Tony passed away, he got it from the estate with the intent to put it back in flying condition. He's 63 and involved in too much stuff and just doesn't know when he'd be able to find the energy or time to get to it. It was a fully stc'd for the IO-540, painted, flying airplane when the owner died. Since then these items had been removed carefully as if it was going to be put back together. It's supposedly got some real good paint and if assembled, you'd just wonder where the prop is. The rest of it's all there and in excellent shape. Take a look at [http://www.seabee.info/seabee\\_photos\\_8.htm](http://www.seabee.info/seabee_photos_8.htm) (those are underscores between the seabee\_photos\_8 if you can't just click on the link) This airplane is kind of unique, the dashboard and pedals have been moved forward and it's set up for 6 seats.

If you're interested, I think he's looking for about \$45K, you can contact him at 509-732-8860. This hasn't been advertised anywhere yet, he called me because he wants someone that knows bees that can put it back together rather than have it go somewhere as parts. Contact Jerry 509-732-8860 **Last issue for your ad Jerry, let me know if you want to keep it going.**

**Price Reduced** on my EDO 2960 Floats rigged for Cessna 180.



Good condition with tight compartments though bow damage on left front. Kenmore hatches, anti-skid pads, spray rails. Operated since owned (2000) in freshwater. Spare forward strut. Currently disassembled and hangared at Auburn Municipal. \$5000 or best offer. Michael Kopp, 425 413 3830, [m2kopp@yahoo.com](mailto:m2kopp@yahoo.com) 2

C-195...

Some of you have contacted me to ask what is meant by Tom Benedict's half price offer. How about \$44,361.

Do a little research if you are interested in these wonderful old airplanes, I think you will find this is a pretty good deal. He's in Vancouver, WA has a bunch of interesting stuff for sale.



Complete Restoration 1987. L 6 Jacobs, 500 SMOH 4 hrs.STOH. left hand cabin door. Sale includes fins for seaplane, Dodge van with front towing package, mogas tank(**THE AIRPLANE IS APPROVED FOR MOGAS**) and a folding bike. Here's ANOTHER great deal. He has reduced the price on a set of EDO 4000 floats that were rigged for a Gull Wing Stinson, he only wants \$3500 for them. He also still has some seabee stuff around and two complete Franklin engines. Call Tom at (360) 896-6494. He doesn't do email.



## Other Interesting Web Sites

[www.alaska.faa.gov/flyak/](http://www.alaska.faa.gov/flyak/)

[www.dunk-you.com](http://www.dunk-you.com) emergency egress training.

[www.sfahistory.org](http://www.sfahistory.org) Society for Aviation History

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

[homepage.mac.com/gotta1der/PhotoAlbum28.htm](http://homepage.mac.com/gotta1der/PhotoAlbum28.htm) personal Clearlake photos

[www.dhviad.com/clearlakesplashin](http://www.dhviad.com/clearlakesplashin) personal Clearlake photos

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

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

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

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

[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

[www.alaska.faa.gov/flyak/](http://www.alaska.faa.gov/flyak/)

<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)

## Seabee Products And Information

Don Kyte has published another batch of his books. This one is a much improved version 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"

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@pbtcomm.net](mailto:smestler@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](mailto: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.

**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 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!" [brummrickskaren@aol.com](mailto:brummrickskaren@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](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.

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  
V.P. Washington Seaplane Pilots Association  
Northwest Seabee Club  
360-769-2311 home  
360-710-5793 cell