

December 2009

## *Seabee Club Newsletter*



Pretty spectacular Picture Bob, thanks!  
Ya gotta know flying in Hawaii would be a hoot!

Hello Everyone,

I think anyone that hangs onto one of these old wonderful water borne wind wagons has to fall in love with them. I haven't flown near as many aircraft as many of you, but I do appreciate the nice qualities of the old girl. I'd been talking with Scott at Simuflight regarding their new trim system and he writes about what his test pilot had to say regarding the Bee. "When we flight tested the trim kit the test pilot could not find a single unstable flight configuration on the aircraft ... He said he had never flown an aircraft that didn't have some bad manners someplace." He also noted... "The Bee will operate in conditions that would destroy most modern float planes." which we've all heard many times before. Scott's also working on new floats and a turbine conversion. Check out Simuflight below the classifieds, I've done some updating to that section regarding the floats they are considering building. He'd like to hear from those interested.

I got an email from another guy who found me through the IRSOC website. Turns out he's about my age and used to know Don Kyte, Daubenspeck and a bunch of the old timers. He was looking to contact Don. Well, we get to sending stuff back and forth and I learn he had a Bee when he was 23 and 24 years old. Wow, I just can't imagine how nuts I would have been if I had a Bee at that age. I just had to call him. What a fun experience hearing some of his stories. John Burrows writes about some of his experiences he'd like to share with you all....

"I lived with my dad on Lake Washington where my plane was tethered , Don lived on Lake Sammamish and had a nice turntable, and the guy down the beach a piece, I think Peter Gross also had a bee and a nice turntable. I posted Don and mentioned the films of the past that he may have archived somewhere. We'll see where that goes. As I remember others in the club took films too, so they may be off somewhere hidden in the past. Jack Morgan a colorful Can-Am member from Canada took lots of films too and died of cancer while I was still involved. That was a terrible blow to all as he was an animated fella and a great guy. Don went all the way to south America or some place far away to get some snake oil for him but unfortunately it didn't work. Jack ( I hope I am remembering these names correctly) always had a great story, and one of them was when he was flying one of his bees too close to the water for some reason I cannot remember, slammed into a swell and split the hull open, which he didn't realize until he tried to land at the airport and the gear wouldn't move, pulled the floor plate and saw daylight, so he landed on the keel someplace. He also did snap rolls, not really, but every presentation he made with his films there were frames where he would 360 the camera just for fun. He was a character for sure.



This is yours truly at 23 or 4 living with my dad on lake Washington engulfed in toxic fumes, what's a mask anyway and why? (Ed note: Note date on photos, November 1968)

I had a pretty advanced set of mechanical skill sets already at that age, had been drag racing since 16, go cart racing before that and had many engines and many other projects under my belt by 24. There was hardly an inch of this plane I hadn't gone through by the time I got rid of it 5 years later. By the way I paid 5200 for it in 1969 and sold it for 6800 which I thought was a killer deal. The guys that bought the thing flew it to Alaska where the following year a storm tore it loose from its tetherings and totaled it.

That was me again taking dents out of the nose.

Before I got rid of the thing, I had blown the fences on both adjoining property's flat, the hanging baskets off the neighbors trees, the skylights off the boathouse, about blew doors off the hinges in the house when the garage door was left open along with the door to the house. The neighbors weren't particularly fond of all the noise and drama. Our dock was an old ferry terminal and was over a 100' long, and the north wind crossed it at 90 degrees with ferocity on some days. The only way to keep the nose out of the dock was to keep the gear down full left rudder and full throttle bursts at times. It rocked the whole neighborhood. You couldn't get away with any of that these days. The noise cops would live in your yard.



Notice my up to date car in the drive, a 61 Ford Falcon Ranchero. This pic was taken from Don's plane." Thanks John. I'll bet you wish you still had them both! I did see a Ranchero of the same vintage recently and the guy had a complete 5 liter drive train in it, disk breaks and all. It was sweet.

I also heard from Russell Madden from Texas out west of Ft. Worth. He just purchased N3263G, serial # 361 with the GO-480 conversion from Ken Kressemery near Chicago. It is a small world, he's flying one of the helicopters they were using for training when I went through Army training there at Ft. Wolters in 1971. Funny too, I'd just gotten the note from him when I heard from someone else asking who owned the Bee parked in Denton. Russell and his instructor had been down there doing some training. Nice little family we have scattered all over.

Just a few days before all that happened, I'm sitting here feeling sorry for myself, stock market, economy, etc.... and I get a note from David Reeve N6012K that says.... Hi Bruce, Finally got the Seabee out from MKE a couple weeks ago. Took 6 days, including 2.5 days waiting for the weather in the Rocky's, and 20 hours of flying. Got it hangared in CLM, thanks to a local retired airline pilot (Continental - Robert Charest). Got lucky with the weather, but had to wait for systems to pass through. Great to have another Bee back in Washington. Then he writes.... See the attached link for a new electric Seabee model by [www.robbe.com](http://www.robbe.com):

I gotta tell ya, this is a really nice little model (Santa, can you hear me?) Check out these videos:

[http://cms.robbe.com/mediathek/videos/modell\\_seabee.php](http://cms.robbe.com/mediathek/videos/modell_seabee.php)

So, Bunkie, felling bad, Can't afford to fly your Bee (or buy one)? Order one here.....

[http://www.harbormodels.com/site08/info\\_pages/robbe/seabee.htm](http://www.harbormodels.com/site08/info_pages/robbe/seabee.htm)

More:

<http://www.youtube.com/watch?v=8NOo3Ic8QUg&feature=related>

<http://www.youtube.com/watch?v=YtLT7eLK1no&feature=related>

[http://www.harbormodels.com/site08/info\\_pages/robbe/seabee.htm](http://www.harbormodels.com/site08/info_pages/robbe/seabee.htm)

## Maintenance

Concerning the wonderful Hawaiian picture above. I had the same problem you'll note in the lower right portion of the picture. I don't mind cleaning the Bee occasionally, but the oil mess that comes out of the scupper drain gets picked up by the prop and makes a real mess of the tail feathers. It doesn't seem to matter how clean you keep your engine compartment. Any moisture in the air will dislodge all oils and solvents in the engine compartment and they all come out that little drain tube. Solution: I trimmed down a Champaign cork that fits in just fine. I guess you could get a rubber plug at ACE or even an expandable bilge plug from a small boat(they have those at ACE too) but the Champaign cork fits real nice and I even tapered the top so it's more aerodynamic of course! The other big advantage is that you're not leaving a big sheen on the water when you are arguing with the Greenies or the folks from Fish and Wildlife about how seaplanes make no more impact than a canoe. "I'll toast to that!"

## Safety

See Jason Baker's Seaplane Safety Blog [www.jasonjamesbaker.wordpress.com](http://www.jasonjamesbaker.wordpress.com)

## Fun Stuff Aeronautical Definitions (some of these are pretty clever)

AIRSPEED - Speed of an airplane. (Deduct 25% when listening to a retired fighter pilot).  
BANK - The folks who hold the lien on most pilots' cars.  
CARBURETOR ICING - A phenomenon reported to the FAA by pilots immediately after they run out of gas.  
CONE OF CONFUSION - An area about the size of New Jersey located near the final approach beacon at an airport.  
CRAB - A VFR Instructor's attitude on an IFR day.  
DEAD RECKONING - You reckon correctly, or you are.  
DESTINATION - Geographical location 30 minutes beyond the pilot's bladder saturation point.  
ENGINE FAILURE - A condition that occurs when all fuel tanks mysteriously become filled with low-octane air.  
FIREWALL - Section of the aircraft specifically designed to funnel heat and smoke into the cockpit.  
FLIGHT FOLLOWING - USAF Formation flying  
GLIDE DISTANCE - Half the distance from an airplane to the nearest emergency landing field.  
HOBBS - An instrument which creates an emergency situation should it fail during dual instruction.  
HYDROPLANE - An airplane designed to land long on a short and wet runway.  
IFR - A method of flying by needle and horoscope.  
LEAN MIXTURE - Nonalcoholic beer.  
MINI MAG LITE - Device designed to support the AA battery industry.  
NANOSECOND - Time delay between the Low Fuel Warning light and the onset of carburetor icing  
PARACHUTES - The two chutes in a Stearman.  
PARASITIC DRAG - A pilot who bums a ride and complains about the service.  
RANGE - Usually about 3 miles short of the destination.  
RICH MIXTURE - What you order at another pilot's promotion party.  
ROGER - Used when you're not sure what else to say.  
SECTIONAL CHART - Any chart that ends 25 nm short of your destination.  
SERVICE CEILING - Altitude at which cabin crew can serve drinks.  
SPOILERS - FAA Inspectors.  
STALL - Technique used to explain to the bank why your car payment is late.  
STEEP BANKS - Banks that charge pilots more than 10% interest.  
TURN & BANK INDICATOR - An instrument largely ignored by pilots.  
USEFUL LOAD - Volumetric capacity of the aircraft, disregarding weight.  
VOR - Radio navigation aid, named after the VORtex effect on pilots trying to home in on it.  
WAC CHART - Directions to the Army female barracks.  
YANKEE - Any pilot who has to ask New Orleans tower to "Say again".



**Classifieds** Listings will be for 6 months unless I hear from you. After that, they will 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!

## 1954 C-180 Representing a 1965 U-17C of the RVNAF



Approx. 6900 hrs TTAF, 975 TTSMOH McCauley 88" prop installed 2006 MARCH annual KY-197, KMA-24, and Northstar M1 □ VFR only Same owner 20 years, always kept in hangar Located at Hicks Airfield Texas (T67) Seen in several magazines, books, video, and Trade-A-Plane cover. \$80,000 Phone: (817) 658-8637 [wrsanders\\_98@yahoo.com](mailto:wrsanders_98@yahoo.com)

Right Wing Needed!

AS MENTIONED I NEED A RIGHT WING....., FOR NOW? RICHARD LAWRENCE  
250-675-3008 or email [richard@airspeedwireless.ca](mailto:richard@airspeedwireless.ca)

## Seabee Art!



Ginny Ivanicki is an artist and Seabee lover. Ginny does some incredible oil paintings of the 40's and 50's that include other seaplanes and warbirds too. You can see her works at [www.elliottlouis.com/dynamic/artists/Virginia\\_Ivanicki\\_Strell.asp](http://www.elliottlouis.com/dynamic/artists/Virginia_Ivanicki_Strell.asp). Contact her at [ivanicki@telus.net](mailto:ivanicki@telus.net) or 604-709-0190 9/09

### The Remarkable Tahoe Special Experimental Amphibian is for Sale!



Grand Champion Oshkosh, Grand Champion Sun & Fun, numerous first place awards at airshows throughout the USA. The best single engine four seat seaplane in the world. Powered by 405 HP LS-6 Corvette V8. Corvette air conditioning and heat. Four bladed custom reversible MT propeller, custom upholstery and paint by Paul Shepherd. 446 hours aircraft and engine. 9.8 gallons per hour on auto gas, 120 gallon fuel capacity. Will consider trade/trade in for Husky, Super Cub, Bearhawk, American Champ High Country or Maule. \$185,000. Aircraft is at Carson City NV. Will deliver for expenses. Contact Steve Lantz at [stevelantz@aol.com](mailto:stevelantz@aol.com) or call at 775 720 4157 10/09

### Turbocharged SeaRey



Options include; Hydraulic gear, Heel brakes, Electric trim, Whelen strobes, King com radio, King transponder, 121.5 MHz ELT, Nav lights. Rotax 914 turbocharged engine 115 hp. Full electrical system. Dual electric fuel boost pumps. 137 total hours. Built by an A and P mechanic. Always hangared. \$45,000. (A new Rotax 914 sells for \$31,000 by itself.) Contact Tom Watkins 253-549-4549 Cell 602-284-0770. 8/09



**PRICE REDUCED AGAIN- SEABEE with Ground-Up Restoration FOR SALE**



**\$65,000** □ 1947 Republic Seabee N6755K, S/N 1043, , T.T. 650, Engine & Prop 17 SMOH, Spare A/W B9F, Alternator, Airwolf oil Filter, new glass paint and interior 07, wide spray rails, wing ext's., overhead quadrant, Cleveland brakes., new fuel cell, inboard strakes, steerable T/W all logs □ for two other photos, visit Barnstormers website [http://www.barnstormers.com/ad\\_detail.php?ID=171092](http://www.barnstormers.com/ad_detail.php?ID=171092) Contact Sam [czechride@canby.com](mailto:czechride@canby.com) - [http://www.barnstormers.com/contact\\_seller.php?to=50500&id=171092&title=Republic RC-3 Seabee&return=%2Fad\\_manager%2Fmy\\_ads.php](http://www.barnstormers.com/contact_seller.php?to=50500&id=171092&title=Republic RC-3 Seabee&return=%2Fad_manager%2Fmy_ads.php) located Wilsonville, OR phone: 503 678-5114 **07/09**

**FOR SALE**



1947 SEABEE, RC3 SN395, TTAF 1463, Franklin B9F, TT 629, 12 STOH, Reversing 3 blade Prop, TT Prop 197, 12 SPOH, Bendix/King KX 125 Nav/Com, Cleveland Brakes, New Engine Control Cables 2004, Fuel Cell replaced 1996, Artex ELT, Wing Extensions, Large Spray Rails, Never operated in Salt Water. Location Muskoka, Ontario, CYQA. Asking **\$55,000**, Contact: Lorne McLean 905-989-2798, 416-434-0091 cell, or [lornemclean@rogers.com](mailto:lornemclean@rogers.com) **3/09**

## **Harzite Blades 4 sale!** (I would have jumped on this tailwheel had I not already found



one, I believe the Bendix is superior to some of the others out there. Go ahead, ask me why? These blades are absolutely beautiful, they belong in a museum!)

2 Brand New Hartzite propeller blades Design # L8427... These blades were manufactured by Hartzell for the Seabee and Navion, in conjunction with Franklin engine, at the time they were called the first composite blades and I will sell both for \$1900.00.

Contact Kim dos Santos at [jasp4kim@gmail.com](mailto:jasp4kim@gmail.com), (203) 915-2000 Cell, (203) 877-7750 is Home, or (203) 877-7750 Fax

**WOW, Another Northwest SuperBee! GO 480 Simuflight Conversion, fuel injected.**



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 [wbsurgconsult@comcast.net](mailto:wbsurgconsult@comcast.net)  
**02/09**



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

- MGW 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/propellor" 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, splat 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](mailto:winterhawk23@hotmail.com) or Phone 604-943-3380 (home) 604-813-7794 (cell)  
Asking price \$115,000.00 US 01/09

Roger Duke's **Super Seabee** (New Price) and Home are 4 sale.....



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, **\$95,000**. Contact Roger Duke 360-321-1537. email [rduke@whidbey.com](mailto:rduke@whidbey.com) 02/09

### Airpark Home on Whidbey

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

<http://www.windermere.com/index.cfm?fuseaction=Listing.ListingDetail&ListingID=17411843>

### **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

### *Other Interesting Web Sites*

[http://www.tanignak.com/More\\_Amphibian\\_Adventures.htm](http://www.tanignak.com/More_Amphibian_Adventures.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> Carl Hankwitz has republished the 1949/1950 movie featuring his family's Seabee. You can view it online at

<http://web.mac.com/chankwitz/BlueHorizons/Movie.html> if you'd like to contact him, he can be reached at [chankwitz@mac.com](mailto:chankwitz@mac.com)

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

<http://shaunlunt.typepad.com/shootings/>

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

[www.dhvied.com/clearlakesplashin](http://www.dhvied.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.floatplane-flyin.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

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 Mojonner, 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

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.

Scott is looking for intersted 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 straighting 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. Jereme 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 weights 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](mailto:scott@simuflight.net).

Scott Henderson, McHugh Aviation Inc. <http://www.simuflight.net/http://www.simuflight.net>

**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!" [brummrchkaren@aol.com](mailto:brummrchkaren@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** 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. Speaking of engines.... Randy Komko is putting together a new website... Check it out for current pricing on Lycoming engines..Props..parts..ect he'll be updating it with 2007 prices soon.. <http://www.seabee-transition.com/>

Bee Sea n'ya,  
Bruce Hinds, President  
Washington Seaplane Pilots Association  
Seabee Club Newsletter  
360-769-2311 home  
360-710-5793 cell  
[www.wa-spa.org](http://www.wa-spa.org)