

December 2010

## Seabee Club Newsletter



Anybody know what this is?

Hello Everyone,

Interesting airplane above, yes it's a model, but the design was real.... any ideas?

Here's something that's been in the works for some time. Jason Baker that created SeaplaneForum.com and he has produced a page just for the Republic Seabee group.

[www.seaplaneforum.com/viewforum.php?f=61](http://www.seaplaneforum.com/viewforum.php?f=61) I have really enjoyed and have found the Yahoo site useful but I know many have found that to be awkward and hard to get up to speed on. Jason's [Seabee Forum](http://www.SeabeeForum.com) may be a more familiar format if you are used to using other forums. He had done this some time ago and I spaced mentioning it.... I sent the link to Steve and Jim at [www.RepublicSeabee.com](http://www.RepublicSeabee.com) and they've listed it to. Let's see what interest we can generate and let us know what you think.

Something else that's been in the works for a little while is SPA invasive species video. I think it was last August we shot some footage with the film crew on Black Lake near Olympia, WA. The producer has just released a short version on YouTube and there is actually some good footage of our Bee. I even lucked out with a good water landing for the camera. You can check it out here.... [www.youtube.com/watch?v=7IFfQBwirwo](http://www.youtube.com/watch?v=7IFfQBwirwo)

I just saw that Mark Adema has been flying his NEW Bee a bunch before the cold weather hit and he's interested in installing Landing Lights. Anyone have the 337 for the Piper dual light set up. I see Jim's got it on his 337 list on the website but I know they are enroute to FL from New York. Yes, if you haven't been following Jim Poel's recovery, he's finally on his way home.

Speaking of heading home and I know I've mentioned many times that you all have been like family to me for the last 10 years, so, I'm going to share a family story with you. We had to leave home just after Thanksgiving, because we received the call that nobody wants to get. My cousin's daughter and two of her friends were on their way home late Thanksgiving night and were hit head on by a drunk driver. I've come to realize it's not enough to just say, friends don't let friends drive drunk, I'm going to ask that you go one step farther.

For those of you who feel you drink responsibly, I'll bet there has been a time or two when you were more impaired than you had thought before you got in the car and started driving. How do I know? I'm sorry to admit it, but I know from personal experience. Obviously, our judgment is impaired. That's why, as pilots, we wouldn't consider flying. We know better, but we'll drive? Please, just loose your keys, and get a ride! The next step may be the hardest. I dare you to risk your friendships and don't let your friends drive even if they "just" have a

buzz. We all know how just a buzz can change in a short period of time.

Three wonderful young lives were lost that night and hundreds of friends and family members lives have been changed forever because of one person, and possibly others that could have stopped him. If you know anyone that has a problem, even if they think they don't, anyone that sometimes has a few and will still drive, send them this link, it's pretty intense, but it makes the point. [DUI](#) Enough said on that! Have a safe holiday season.

## Clear Lake Splash-In

Well yes, it was months ago, but Chuck Kimes writes.... "As always, our long-time friend and supporter, Roger Cain, has done a nice job with a write-up on the [2010 Clear Lake Splash-In](#). We hope to get his images on the website soon!" If you don't recognize the name, Roger is the GREAT photographer that takes photos for most of the magazines and the wonderful shots that you see in the FLYER newspaper.

Interesting to note in his write up, Bees and Lakes tied for second as the most of a type to show up after Cessna. Considering how few Bees are left that's pretty good. It would have even been better if the guys from Carson City had shown.

## Your Seabee Introduction?

I'm carrying this over from last month. I'd hoped some of you would share your stories of how you were introduced to the Seabee. It seems each year during our travels after we land, someone will walk up and say, "my first airplane ride was in one of these" or "my grandfather had one"... anyone care to share your story. Please send your stories. I'd love to share them with everyone. Don't worry about type-o's formatting and spelling, I'll edit it anyway.(so you know it still won't be perfect)

History I'm short on Seabee history, so how about some big flying boats? They have always fascinated me. My dad flew for Pan Am, no he didn't fly the boats, but he'd flown with Charlie Blair. Charlie had left PAA to start Antilles Air boats. Charlie's operation is what originally got me fired up about flying. Anyway.....

Did any of you see this? Last month was the [Ceremony to mark 75th anniversary of China Clipper debut](#). Yes, that's a link, click on the blue type to go to the article in the Sacramento Bee (appropriately named)

The San Francisco Aeronautical Society has created a sit just for the 75<sup>th</sup> Anniversary at <http://www.chinaclipper75.com/history.html>

And finally, here is a spot all about the different flying boats PAA had and a whole boat load(that's flying boat load) historical data... wow... <http://www.flyingclippers.com/main.html>

That should keep you busy for a while....

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!

### Tahoe Special is back on the market!

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**



### 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](mailto:cindynovotny@centurytel.net) Hm 507-872-5110 Wk 507-537-8114 **10/10**

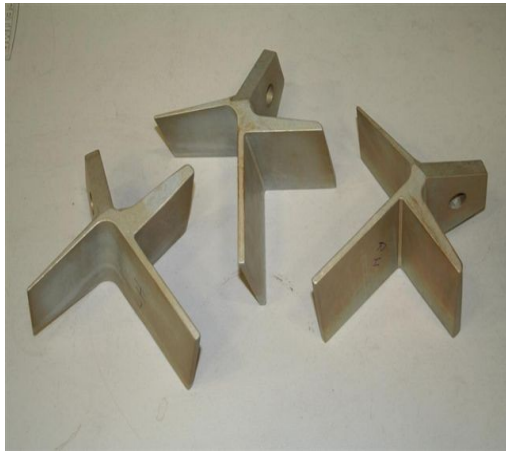
### Ken Kunz Needs....

2 blade Hartzell jack plate with phenolic blocks. That's part of the hydraulic unit that actuates the pitch change on the seabee 2 blade Prop, Franklin Engine (hydro Selective Unit) If you have or know of one, here's a link to his email. [Kenneth Kunz](mailto:Kenneth.Kunz) **7/10**

**(2) LOW TIME GSO-480 ENGINES ! • AVAILABLE FOR SALE • 265.4 / 48.4 S.M.O.H. by Columbia Aircraft Services, pickled condition, still in nacelles & stored. Also have other GO-480 Engines and Parts. Contact Gregg Cadieux, located Scotia NY Telephone: 518 424-8235 [twinbo550@aol.com](mailto:twinbo550@aol.com) this is a great deal folks! 6/10**

**HARTZELL 3 BLADE PROP • \$2,500 • ACCEPTING OFFERS • 3 Blade prop for GSO-480 Lycoming, Spline shaft chrome spinner, no damage complete Model HCA3V20-1B • Contact Neal York, Owner - located Mead, CO USA • Telephone: 970-290-3828 6/10**

## Lower Wing Strut Fittings



Tough times generally involve great sales prices and I have a great sale price that I'm hoping someone is interested in. I ran a batch of 5 sets of RC-3 fuselage mounted, lower wing strut fittings and they ended up costing me a bit over \$1k for each piece to make. I need to try and get some financial recovery out of the two RH's and one LH that I still have. I'm willing to take \$300.00 per piece and will consider offers if you are interested. This is only 25% of what it cost to produce them. Know these parts were produced under the original RC-3 drawings. Metallurgical testing was performed from an aerospace metals lab on an original piece and they determined what modern alloy would be equal/better to use as a replacement since the original alloy is no longer produced. I can provide all of the certifications paper work.

Disclaimer: Although the parts were produced professionally, they are allowed for use on Experimental aircraft only as they weren't

produced under an FAA approved process for Type Certificated aircraft.

If anyone wants it, I could also sell the C&C program that I paid for, should you ever want to make more.

Contact, Bob Mortenson The Pitstop, Inc. PH: 406-777-3163, 406-370-5860 Cell 4/10

## TRADE for a Seabee! N3N Floatplane For Sale

This USN file photo shows an N3N (not mine) on floats. My N3N, N45129, is currently hangared in Colorado. It's in the landplane configuration, although I have a 100% complete set-up to re-configure the airplane for water operations.

My N3N was built in 1940 (S/N 1962). It remained in US Navy service until 1946, when it was surplused and became a crop duster. In 1969 it was placed in hangar storage in Texas, where it remained until 1980 when it was ferried to Arkansas for restoration. It underwent a ground-up restoration from 1980 until 1989 when it was certificated in Standard category. From 1989 until 2001, it had flown 401 hours when the owner died, then went into a hangar until July 2004 when it was purchased by me. I flew it to Texas and installed Redline disc brakes, using FAA Form 337 on a field approval.



In February 2005, I took a job in Singapore, flying the N3N to a museum in Arizona where it remained on display until April 2008. In April 2008, I flew it to Colorado and put it in a hangar there, where it remains today.

It has a 300-hp Lycoming 9-cylinder radial engine with Hamilton Standard 2B20 constant speed prop. Both engine and prop have 437 hours of operation. There is no wood in this airplane, as the US Navy manufactured them using aluminum extrusions left over from the dirigible program. The fabric is now 20 years old and shows its age, but is good for many years. It would benefit from a new paint job.

Regarding spare parts, I have a core 300-hp Lycoming engine with mount, pristine upper wing, right and left lower wings, two elevators, rudder, vertical and horizontal stabilizers, "N" struts, eight ailerons and a multitude of spare parts too numerous to mention. My float set is 100% complete, including 20-foot centerline float, 6-foot wingtip floats, all struts, braces and attach fittings, and newly manufactured stainless steel flying wires.

I'm still working in Singapore and have decided to take up permanent residence in Asia, which is why I've put the airplane on the market. I have approximately \$105,000 USD invested in the airplane, spares and floats, but will consider any reasonable offer. Upon purchase, it will be given a fresh annual. I would also be able to provide delivery and a check out, with CFI endorsement. General historical and factual N3N information can be obtained via Google.

Should you have further interest, I'll send copies of logpages, 337s and other relevant maintenance documents.

Please reply to my Yahoo e-mail address: [usnavy\\_n3n@yahoo.com](mailto:usnavy_n3n@yahoo.com)

Best regards. Richard Ries 2/10

## **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](mailto: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](mailto:janbem@centrum.cz) Tel# in Czech Rep. 011 420 602 203 660 01/10

## **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) 12/09



## Right Wing Needed for Seabee!

AS MENTIONED I NEED A RIGHT WING....., FOR NOW? RICHARD LAWRENCE

250-675-3008 or email [richard@airspeedwireless.ca](mailto:richard@airspeedwireless.ca) 11/09

## 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

## Harzite Blades 4 sale!

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



## 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, Home and Hangar 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 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 <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



## **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](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)

[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

<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](http://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. 561-436-0821 [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 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](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 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](mailto:scott@simuflight.net).

Scott Henderson, McHugh Aviation Inc. <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 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!" [brummrichkaren@aol.com](mailto:brummrichkaren@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.

**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, 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)