

February 2010

Seabee Club Newsletter



1945 PROTOTYPE REPUBLIC RC-1 SEABEE... BECAME THE RC-3 SEABEE... ALSO WAS DESIGNATED BY THE MILITARY AS OA-15... A SEA SEARCH AND RESCUE AIRCRAFT. PAINTING IS SIGNED AND DATE BY JEANNE WEAVER STONE 1945. THE PAINTING MEASURES 27" X 20".

(editor's note, I've cropped it to fit the page better)

Hello Everyone,

I sure do love the paint scheme in that painting. I think that would look fantastic in real life. The painting was the original used for several print ads that were done for some of the original advertising. The new owner, [Rob den Hartog](#) from the Netherlands will consider having prints made depending on how many may be interested. The blue type above is a link to his email.

Speaking of paint jobs. Does anyone know what happened to the Bee painted like the Orca whale that was near Vancouver BC about 10 years ago? I had a request recently by someone wanting to do the same thing. Please let me know or better yet, if you have a picture, please send it to me. I thought I had one somewhere, we'd gone to see it when we were shopping for a Bee.

Everyone says you can always tell when a Seabee is coming, they do sound different, but a noise complaint? This was in the local paper recently regarding the noise around Paine Field in Everett, WA. Bob Graef wrote "Critics of aviation's noise would do well to narrow their focus to chief offenders. Pound for pound the noisiest, the true Harley Davidson of the skies, is the little Republic RC-3 Seabee. The little pusher-amphibian spans the air so percussively that it is always heard before it comes into sight. Aging biz-jets like John Travolta's Gulfstream deserve runner-up honors." True Harley Davidson of skies, I like it! Spanks the Air! I like that too. Not sure I like him much, but it made me laugh.

Last month I wrote about the Ms. Hensley in Tennessee. She called recently and said to please post her contact information. I encourage anyone in the area that knows Seabees to please offer her some help even if you can't buy anything. She doesn't know what all this stuff is worth and needs to get rid of it. I hate to see her get ripped off. Here is a more complete email I received from Robert Vaughn regarding his visit....

"The one I wanted to look at was serial number 485, the factory built six seat Seabee with extended wings. There were two other Seabee hulls there; one of them was in the process of being converted to a six place by Mrs. Hensley's husband who passed away before he could complete the conversion. I believe she said he was using the other two fuselages for parts. Mrs. Hensley said she has the paperwork for this conversion. I had a limited amount of time and just gave each fuselage a preliminary examination; the six place has a cracked stringer and some dents in the bottom of the tail boom just aft of where it attaches to the main fuselage. The door jams had been removed although the doors are there. There is no landing gear or associated parts (it looks like a true seaplane). The unpainted hull that Mrs. Hensley's husband was converting has no landing gear; but the through hull fittings for the gear are there. It looks like it has surface corrosion from being out in the weather without any paint or other protection. The white painted airplane with turquoise stripes has the landing gear with the shoe brakes, the drums are gone. The nose has been removed and the keel strip is loose, and the left door is gone. The painted airplane looks like it's in the best shape of the three. Of course none of them have engines or propellers or wings. Most of the holes I looked into were filled with organic debris. It looks like it would take a good week or more to get them cleaned up enough to inspect. Mrs. Hensley says she has a tail boom and some more pontoons in a shed that I did not get to see while I was there. Needless to say I was overwhelmed; your words "encouraging me to find a complete airplane" kept running through my head as I was looking at these forlorn pieces of history. I decided not to make an offer and came on home. I think it was the first week in December when I got a call from Mrs. Hensley; she wanted to make me an offer. For a cretin sum she would include the silver (bare aluminum) airplane, any parts off the other two airplanes that she had available that I thought I would need for the restoration. I considered the offer for a few hours and called her back and told her I had to pass; which brings me to why I'm writing you this letter. I told her I would pass along the pictures and the information I had on to you to see if any of your people would be interested. She has an awful lot of miscellaneous pieces and parts, and I'm sure that if somebody came in with a reasonable offer, she would let all her Seabee stuff go. I think she would like to start the New Year with a clean yard and barn. Her name is; Julia Hensley, she is located in East Tennessee her e-mail address is: hensleyj@greenek12.org her phone number is: 423-741-3057 if you need to correspond with me my e-mail is: zrobert@msn.com my cell number is 248-459-0027 and my home phone is 352-293-7801. I wish you and your family a Happy New Year. Pictures enclosed. Maybe post the pictures to the YAHOO group with her contact info?

Best regards, Robert Vaughn"

Don Wallace chimed in on what he knows about what is possibly #485...

"I read your blurb about the "6-place factory" bee in your newsletter. I'm a bit skeptical that Republic ever built one of these. There used to be a 5-place conversion in Sausalito, late '50s or early '60s. Same arraignment, panel moved forward, single pilot up front. They might have been squeezing 3 across the back bench seat, as some do, to make this "6 place". They were using this as a straight boat (gear removed) to air taxi folks to Clear Lake or maybe even Lake Tahoe. I was only

a kid at the time, but my dad worked there part time as a mechanic. I remember asking him about it in later years (he's gone now). I believe it was an approved mod, via STC or one time approval and was probably built there in Sausalito. My guess is the airplane was built by, and ended up, with R.H. (Smitty) Smith at Clear Lake. Chris Hanson could give you the straight scoop I'm sure. His dad was involved with the seaplane base at that time and he (Chris) later owned and operated the base before selling it to my dad and his partner, Peter Brenig in the early '80s. I can't imagine flying 5 people plus pilot and fuel enough to get anywhere with the old Franklinton! Don Wallace Can anyone from California complete the story?"

This could be a great reason to go to California in June. In response to several requests and an apparent need, SeaPlane Operations, LLC is joining with others to establish an annual Grumman Amphibian Fly-In, June 4-15, 2010 at the Santa Rosa Airport (STS) in the California Wine Country. The week's events will begin with Ground and Flight Training sessions, evening safety seminars and daily water flying adventures. Grumman Pilot Proficiency Exams, Type Ratings, Advanced Water Handling and Field Maintenance courses will fill the week, leading to an evening banquet on Friday the 11th and a Caravan Tour of Northern California Lakes, culminating with a Picnic & Fly-In at Lake Berryessa, on Saturday the 12th. All Grumman Amphibians are encouraged to attend and all seaplanes will be welcomed to the festivities on the final weekend. The focus of the first portion of the event is training, safety and proficiency, with several expert Grumman flight, ground and maintenance instructors in attendance. Well-regarded Albatross DPE Swede Gamble will be available for HU-16 PPEs and Type Rating Rides and other local seaplane training providers are expected as well. During the last weekend we hope to establish a new, widely-based seaplane social splash-in and community event that will contribute to the growth of seaplane flying in the Western United States. This event, and its website, is still under construction. Your suggestions and contributions are eagerly sought; you can make this event yours by your participation. Contact [Chuck Kimes](mailto:Chuck.Kimes@seaplaneops.com) 775-781-1434, 775-546-6029 Fax www.seaplaneops.com Let's make it a west coast Seabee reunion!

History Regarding Military Seabees..... From Jim Sanders who writes....

"You are welcome to use this in your Newsletter if you give credit to the author and mention that the SAFO is a quarterly journal that promotes interest in the history of the small air forces and the modeling of their aircraft. Each issue consists of 36 advertisement-free pages of text, photos and drawings. We have readers in 35 countries and about half our readers reside outside the USA. A one-year subscription is \$20.00. Payment by check made out to "Jim Sanders" (27965 Berwick Dr., Carmel, CA 93923). The military use of the Seabee is a rather elusive subject.

Israel: A photo in *Israeli Air Force 1948 to the Present* by Yehuda Borovik, Warbirds Illustrated No. 23. Published by Arms and Armour Press, London (1984). ISBN 0-85368-620-3. Caption: "Another amphibian aircraft operated by the Sherut Avir was the Republic RC-3 Seabee. It was destroyed on the ground on 15 May 1948."

Vietnam: I seem to remember that there was a resin-molded kit of the Seabee that included Vietnam markings. However, I have nothing in the files.

Paraguay: The October 2005 issue of our magazine (*Small Air Forces Observer*) has a one-page article on this a/c. I've attached a copy of this page. That all I've been able to find. Sincerely, Jim"

So, then Pete Norman who had been particularly interested in the Viet Nam connection, wrote to say..... "I saw your newsletter blip regarding the effort to research the Military Seabee usage. Here is some new info regarding the Seabee aircraft that were operated in VN. The correspondence below is with Leon Wohlert. He runs an excellent aviation website VNAF.NET. (which I couldn't find, I did find <http://www.vnafmamn.com/>) Leon turned me on to a book that documents the Seabee use in VN: Robert Mikes' book "Flying Dragons". The VNAF "bible". I bought a copy thru Amazon.Com. You need to check it out. Pete"

Speaking of history, Seabee Newsletter history that is. West Sanders just let me know that his Father's first Seabee Newsletter is now posted on the IRSOC website. [Click here!](#) for the 1st Sanders Seabee newsletter.... or copy and paste this....

<http://www.republicseabee.com/Newsletters/Vol%2001%20N01%20April%201984.pdf>

(Note from Steve Mestler: ALL the Dick Sanders and other Seabee Newsletters are available on the IRSOC website www.republicseabee.com FREE!)

Safety

Do you get TFR notifications via email or text ? I subscribe to a weather program that will send me the alerts. I really like the features of www.weathermeister.com for my weather and flight planning. We had a "pop-up" TFR due to a police action happen near here recently. That shocked me because I'd turned on the computer before we left but when I got home I found out one had become effective in our area while we were gone. That day it hadn't been very long from the time we left the house until we had gotten off the ground. Fortunately, we hadn't gone in that direction. I contacted Weathermeister and found that I can get those alerts via text message too. That way I can have them sent straight to my cell phone. 7 bucks a month is pretty cheap license insurance.

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!

N3N Floatplane

I've been living in Singapore for the past 5 years. I now plan to remain in Asia and I'm interested in selling my WWII 1940 Naval Aircraft Factory N3N-3 biplane. It's presently in fixed gear configuration, but I have the complete setup for the seaplane configuration. The fuselage centerline float is approximately 20 feet in length and the wing tip floats 6 feet in length. I have all fittings, struts and float flying wires. I'll send photos and more details. Contact Richard Ries Richard.A.Ries@faa.gov 2/10

SuperBee! GO 480 Simuflight Conversion, fuel injected. NEW 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 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 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 12/09

Right Wing Needed!

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

250-675-3008 or email 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. Contact her at 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 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 Contact Sam 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 located Wilsonville, OR phone: 503 678-5114 **07/09**

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 jaspat4kim@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 wbnsurgconsult@comcast.net
02/10

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 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 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%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> 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

www.alaska.faa.gov/flyak/

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

www.dunk-you.com emergency egress training.

www.sfahistory.org Society for Aviation History

www.clearlakesplashin.com

homepage.mac.com/gotta1der/PhotoAlbum28.html personal Clearlake photos

www.dhvied.com/clearlakesplashin personal Clearlake photos

www.aerocheck.com

www.hu-16.com

www.SeaPlaneOps.com

www.flightcontractservices.com

www.rcairplane.net Easy to build Seabee with a 72" wing span, other great models too. Contact Bill Price bprice@puc.edu

Canadian Information

www.alaska.faa.gov/flyak/

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

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

<http://www.floatplane-flyin.com/index.html>

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

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 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

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 **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) 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 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. 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.

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

IRSOC (International Republic Seabee Owners Club) Now at 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!" brummricks@comcast.net 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