

February 2011

Seabee Club Newsletter



Guess who is leading the pac!

Hello Everyone,

I was staring at my computer trying get up some energy to delve into this month's newsletter and could only concentrate on the blog for Jim and all that's going on for his memorial. My note to all of you about maybe not having a newsletter this month was like having an excuse. Then I got to thinking that if Jim where here sitting with me he'd have a fit that I'm using him for the excuse. He wouldn't have any of it. Then again, I could hear him say, what's with you and this computer, it's a beautiful day why aren't you flying? I was writing this on Thursday, it was freaking beautiful, so we did go fly the Bee. He would have been proud.

All of us that knew Jim have some stories I'm sure. I wish I could have attended the memorial yesterday, the stories at celebration services always allow us to get to know them so much better. My neices memorial was that way. We hadn't seen her since she was just a little girl. By the end of the day and meeting her friends we felt like we'd know her all these years. I sure wish we could have been there. It's always so inspiring. From John Hooper, here's a shot of Jim's empty Bee with the door open.... seems so appropriate. You're missed by so many Jim. It was great to know you.



For those of us that couldn't make it you can share your stories on the Blog page I've set up. It's a snap to do. Go to <http://jimpoel.wordpress.com> and click on the word comments below my statement. Scroll down and fill in the blanks.... I've been in contact with Lovada and Jim's daughter Debi, they're looking forward to the tribute.

As I've been saying I've enjoyed our relationship with all of you seabee lovers and it's always exciting to meet new people interested in the old beast. I knew this airplane was up in

Arlington, but never saw it fly and I'd tried on numerous occasions to contact the owner offering him the newsletter or at least to try and befriend another Beekeeper. I guess I was't surprised I come across the following alert on google for a Seabee ad.

[1947 Republic RC-3 Seabee | Arlington Airplanes & Aviations for ...](#)

1947 Republic RC-3 Seabee - 2411271294. This is a 1947 for sale. This Airplanes & Aviation is located in Arlington. Search Airplanes & Aviations for sale ...

I know nothing about the aircraft other than it looks nice. I did hear from someone that looked at it and he was kind of put off by the owners lack of effort to produce the log books and paperwork which he was told are in another state. Buyer beware. There sure seem to be some good deals out there if you're in the market. Roger Duke has reduced the price of his Lycoming bee again! I've moved it up in the Classified section.

Some old Seabees just won't die...

they just move on to another mission... or... what do you do with an old airframe that will never fly again? In Australia, they call it a Tinny! This is an interesting story of one of the two Bees that made it down under.

<http://www.youtube.com/watch?v=IZUf1Q2LUpQ>

I got a note from Pete Norman in Carson City who's been flying the pants off his new creation. He's flown over 120 hours this past year and has done 500 water landings! That's nearly as many as I've done in the past 10 years. Holy Smokes! Anyway, Pete also sent me this regarding Old Bees.... Imagine a great 4 place snow machine for the great northern plains. Ever heard of [Trail A Sled](#).... You'll have to go there to view this machine, the photo is copywrited and the owner wouldn't reply to my request for permission to use the photo. I just wonder if this thing has any brakes! What a blast it would Bee. Great idea for an ice boat too, especailly on thin ice. Anyone have a junk corroded airframe we can give it a try with? Apparently it was created by a guy named Dick Harrison in 1958.... anyone have any history on the "Trail A Sled?"



History

Last months interesting airplane at the top of the letter, was a model of Spencer's Twin Aircar. That's why the nose looks so familiar. Don Booth responded...

The Spencer Twin Air car was to use 2 Ranger L-440-? of 200 hp. I received the picture many years ago and I remember sending it to John Hooper with a picture of a full size Seabee on display (I think) at the New England Air Museum . I think there was a lot of Spencer's Memorabilia there.



Safety

The rash of terrible accidents that have taken place this past year have really taken quite a toll.

A few comments about the most recent two. Closest to home for us was close by at Lake Goodwin a few weeks ago in which one of our WSPA members lost his son. As he admits, it was a simple mistake that robbed his family and friends of their boy and changed all of their lives forever.(not a quote) I just can't imagine..... Just an hour before that, the Tahoe Special sunk at Lake Tahoe after hitting debris in the water.

I hate the statement, “there are those that have, and those that will” but if you look at the recent rash of wheels in the water accidents you will note they were all experienced pilots. If you don't use a check list or don't like to use the one you have, it's perfectly legal and easy to develop your own. Yes, develop your own! No, Lake Tahoe was not wheels in water, but I'll get to that.....

My wife Janie usually flies with me and she's always been great about reading the check list. She's heard enough about lack of usage through my airline career and she understands the significance in our water operations. I'm lucky to have her along and keep me straight. However...

One time she wasn't with me and I'd just taken off from Vaughn's Ranch the private grass strip in Port Orchard, to land just a short distance away on Long Lake. Taking off to the south, down hill, your cross wind leg becomes your base leg for the lake. Can you see this coming? Heck, I'd just selected the gear up and pressed the electric pump, I heard the pump run until the gear was up.... yes, I heard it. Flaps were already down, boost pump was already on... stuffs done... concentrate on getting the power back slowly and setting up for a perfect landing.... this is fun. When the Seabee kissed the water, I heard the awful sound of water spray in the prop and we the old boat settled into the water very quickly and came to an abrupt stop. What the heck happened????

To my amazement, the gear was not all the way up. Fortunately it was unlocked and had been in motion for a bit to a trail position but it was not up. Yes I heard the pump run and cut out. But it didn't cut out after the gear was in the up locks like it is supposed to. A bad pressure switch allowed the pump to stop early and I didn't notice the gear was not up because I didn't check to verify it was up for a water landing. The “roll a dex” was on the floor. That my friends was a real eye opener for me. I have since mounted the Roll A Check List on the glare shield where I can use it even when I'm alone.

The bottom line here and I feel the only answer is discipline. Gear advisory system are nice, but they can fail, become common place, an annoyance, or even ignored. Even at the major airlines, a constant focus of their flight standards staff is to develop a check like the pilots will use, consistently. On my landing check list

Wheres the Gear... is highlighted in yellow. The mantra I vocalize is: “Wheels are up for landing in Water, I have a red light(indicating they are not down) and they are confirmed up visually and in the mirrors.” I say it out loud with or without passengers on board. Discipline. Please practice, it's too easy to screw up... I know. For you flying boat drivers out there, the tool on the dash if for the hull plugs... leaving the tool on the dash indicates there is one or more plugs out.

If any of you have questions about developing a check list you can use, I'd be more than glad to help in any way I can, let's talk about it.

The award winning Tahoe Special that has won several EAA awards had just set up for a normal water landing and as they were coming off the step they hit something with their wing float, what ever it was, came out of the water and really damaged their wing too. They don't know what they hit.

The marina operator said the lake is coming up and there were currently 6 house boats in the shop for damage from debris. My speculation is that it could have been a “dead head.” If you're



unfamiliar with the term, it's a water logged log or tree and they can float vertically, they may or may not be visible at water level. I've seen these monsters when hit by waves bob up and down vertically.

They actually had not flown over the area to see if there was any debris and the waters were fairly calm. I too would think it wasn't necessary. However the lake was rising and it's possible there could have been a bunch of floating logs. The wing and float were so severely damaged the plane rolled over and sank....

With all the nasty weather we've had and some lack of proficiency, we're all probably a little rusty, so please be careful out there.... okay?

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!

Award winning Stearman



Eng Cont 220, Only 100 hrs sense Total aircraft Restoration , Redline brakes , Turn-Key operation.
I'm asking \$125,000

Contact Kent Johnson

(360) 802-8959 or KentJ@skynetbb.com
02/11

New Price on Roger Duke's Super Seabee

Roger's Super Bee

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, \$87,000. Contact Roger Duke 360-321-1537. email rduke@whidbey.com

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 What a set up he has. Here's a new link to a website for the [Listing Details](#) 02/11

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 Hm 507-872-5110 Wk 507-537-8114 10/10

(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 twino550@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

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
wbsurgconsult@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 for Seabee!

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

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, (203) 915-2000 Cell, (203) 877-7750 is Home, or (203) 877-7750 Fax



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

-MGTW 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, splate 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

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 Grumman's. 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 emergency egress training.

www.sfahistory.org Society for Aviation History

www.clearlakesplashin.com

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

<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



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. 561-573-0668 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 Mojonnier, 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 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.

Scott Henderson, McHugh Aviation Inc. <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 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!" brummricken@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