

January 2010

Seabee Club Newsletter



Rudolph Tomasik of the Roosevelt Aviation School in front of a Republic SeaBee, from a 1948 brochure.

Hello Everyone,

I'm sure you all know by now that I love all the history stuff about the Seabee, like this archived picture above. I grew up (not really) near Roosevelt Field. Actually, I was born in 1948 and by the time I knew what Roosevelt Field was all about, it was a shopping center. So is the first airport I flew out of where I got my Private License, Deer Park. Republic wasn't far away, imagine that, I didn't know the Seabee existed until 11 years ago. I'm not sure why this old airplane is so special to me. Other than feeling a little connection from the past, I love the way it flies and what it allows us to do. Some of the old adventuring spirit must be locked within the structure. It speaks to me... "Just go where you please, land where you wish, you don't have to talk to anyone."

Okay, so I'm hooked. I'm sure there are many of you out there too that may feel the same way. It's not just another airplane. I've come to know many of you. One lady I met via this newsletter many years ago was married to a fellow that felt the same way. He and his good friend died in an accident not too far from where we live today and she was left with the remains, not only of his wreckage, but of another airframe and many parts. As many widows find themselves, she had what seemed like a mountain to move and try as she did, it seemed like an impossible task. Along came a fellow that promised her a good price while spending Thanksgiving in her home. Gave her a check for a nice deposit, borrowed her flatbed trailer and hauled her stuff across the country. The check bounced, he never paid her and the trailer is gone too. After many years, she finally got a judgment against him, but I don't know if she ever saw a dime.

Why am I telling you this hard luck story? Because, I just found out there is another widow in Tennessee who has been left with her husband's life passion. The following letter from Robert Vaughn came to me regarding his quest for a project. I've taken the liberty of holding their contacts until I have permission from them to release them. The last thing I want to see happen is another widow stripped of her husband's pride and joy. You can wait until I have permission and then it will appear in the next newsletter, or let me know of your interest, and I'll forward it along to her. Until then....

Hello Mr. Hinds,

I wrote to you in May of this year about a Seabee hull. I was going to go look at with an eye on restoration. I finally got a chance to make the trip in October. When we got there the Seabee that I wanted to look at as well as two others, were part of the surrounding vegetation. 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 the widow's husband who passed away before he could complete the conversion. I believe she said he was using the other two fuselages for parts. She 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 he 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 breaks, 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.

The widow 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 her; 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. Best regards, Robert Vaughn" [link to photos](#).

So dear friends, what could the only factory produced 6 seat Seabee be worth? I'd never heard of the airplane or imagined how you could get 6 seats in there. One picture shows the single pilot seat moved way forward in the fuselage with a tiny instrument panel. I think that would be a hoot to fly from that position. Talk about easy hatch access!

I suspect you can understand my concern. If you may be interested, please let me know and I'll be happy to put you in touch as soon as I have permission from her.

On a little lighter note, I'm in touch with a bunch of old Pan Am folks, if you didn't know my dad flew for them. (and I wonder where I get it from) Anyway, being involved with our Washington Seaplane Pilot's Association I'm always amazed at what it takes to get anything done through government channels. I received the following from Kathryn Creedy from Bennington, VT. "I have been going through the remainder of my father's old Pan Am files -- John A. Creedy, VP-PR North Atlantic for Pan Am, '46-56; VP PR Air Transport Association -- and thought you all would get a kick out of the attached....It bespeaks a time when folks were more plain spoken. Would we had this type of activity to solve NY's problems today. The letter is from Mayor LaGuardia to Juan Tripp. Enjoy. Kathryn"

I've included the attachment above which is from 1944 regarding changes to be implemented at LaGuardia Airport. I sure wish things were that simple today. Interestingly enough, there was just an article in the last AOPA about the Marine Air Terminal and Mayor LaGuardia and how all that came about just a few years before this letter was written.

Seabee Crosses The Pond

If you subscribe the Yahoo Discussion group you probably caught this note to me by John Bolding. I had misunderstood something (what's new) about him ferrying a Bee across the Atlantic... Bruce,

I didn't mean to imply that I flew it across, it flew across with its new owner's ferry pilot. I decided to sell it a couple hundred hours after a complete rebuild and engine conversion. A businessman in Sweden (Obi Jacobson) bought it to replace the previous Bee that burned to the waterline after the bilge pump ignited fuel in the bilge at anchor. The rules on operating a plane in Sweden differ if you fly it in rather than in a crate so he was insistent that it be flown to its new home.

He called one Sat morn. with an interesting proposal. "John, I have a chalet in the Swiss Alps with a Mercedes in the garage and you and your wife can use both of them all summer if you'll fly the plane over, I'll pay all expenses. I'm surprising laughter unsuccessfully at this point. Obi got a little miffed " JOHN, I DO have a chalet in Switzerland and you can use it!!"

I told him I'm sure he does but the thought of me getting my wife into the Bee for a trip across the pond, well Obi you just don't know how funny that is, if I shot her stone cold dead first she still wouldn't go. As we watched the ferry pilot depart she came up with her best line in 35 yrs of marriage. "I used to think with all your experimental airplanes, motorcycle racing, offshore fishing in a 16' boat that you lived on the edge, s**t, you can't even SEE the edge, THAT guy (pointing to the fading Seabee) lives on the EDGE !" LO&SLO John

Military Seabees

I think I may have written of this some time last year, but I couldn't find it..... I had been speaking to Dan Hagedorn, curator at the Museum of Flight, seeking information on the use of the Seabee as a military airplane. I'd known the US Army tested one, but some were used in Israel, Paraguay, Viet Nam and perhaps other places too. But that's about all I knew. So I sent of a request to a guy from The Small Airforces Observer. Mr. Sanders writes back....

[The military use of the Seabee is a rather elusive subject.](#)

[Israel: 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. 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" \(27965 Berwick Dr., Carmel, CA 93923\).](#)

[That all I've been able to find. Sincerely, Jim](#)

Maintenance

This isn't really a maintenance item, but it could be depending on how you are operating your GO-480. Power settings had been a topic of discussion in previous letters, this comes from Tim Sutter. "I was thinking about the question of operating the engine at higher manifold pressure than rpm while I was doing some light reading in the engine operator's manual this morning. It dawned on me that the rpm vs. power curves would show what Lycoming deems is maximum operating pressures. I looked at this information years ago when I first bought the Bee, but never looked real close at the numbers or gave it much thought. I always operated at the never go "over square" rule like most people.

In chapter 3 there are Sea Level and Altitude Performance Curves for the different engine series. For example for the G2 series engine there is fig. 3-10. The left hand figure of this graph shows a full throttle and limiting manifold pressure for continuous operation line.

According to Lycoming the G2 engines should not be operated above...

**24 in. Hg. @ 2200 rpm,
26 in. Hg. @ 2400 rpm,
28.5 in. Hg. @ 2600 rpm,
28.25 in. Hg. @ 2800 rpm,
28 in. Hg. @ 3100 rpm.**

Well, according to Lycoming the engines can be operated slightly over square without any harm being done. Of course this is dependent on the engine being in correct operating configuration, correct fuel, spark advance, good plugs, etc. etc..

An interesting point is that the IGO-480 series does not have a limiting manifold pressure line. I would suppose that this is due to the more even fuel delivery with the corresponding decrease in potential detonation at the higher manifold pressures.

Any carbureted engine, almost always, has at least one lean cylinder, the lean cylinder can change with throttle setting.

Tim Sutter"

Safety&Maintenance try to takeoff when you shouldn't... then how to fix it!

Seabee story forwarded by Ben Davison....

I have been reading "Arctic Bush Pilot" by James Anderson, and he recently discussed an incident he had in remote Alaska with a Seabee. Apparently the lake he was trying to lift off from was too short for the Bee and he skidded onto shore, tearing off the left float. Luckily for him some local Eskimos were watching his takeoff and lent their assistance; with a dogsled skid and some rawhide they reattached the float, and with some melted Caribou fat they sealed a small hole in the Bee's hull. Eventually they got the Bee airborne and returned to their home port of Bettles, AK; a fascinating and adventurous tale in the Seabee.

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!

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
02/09

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.

- 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, 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 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.floatplaneFlyin.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 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 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