

January 2011

Seabee Club Newsletter



The newest Bee to fly!

Hello Everyone,

I do hope you are all warm and toasty for the most part and have beautiful flying days like this one above even when it's colder than an old Franklin in Canada this time of year. That's Buzz Hale's new airplane above. He calls it the Thunder Bee and he won't have any trouble starting it way up north this time of year because it is powered by the Robinson V8. Just turn the key!

If that doesn't make you jealous enough, it's a new airplane. No, not a rebuild, not built from other wrecks, all the parts are new or never used and have never been on another airframe. Still not jealous, well, he's picking it up somewhere in the midwest this week with the new leather interior and flying it to Florida because he has a month off and plans to get some FL sand on his teak floors! Wow, you're killing us Buzz.....

I heard from John Burrows this past month. Remember John, he'd gotten to know Don Kyte and a bunch of the NW Seabee guys back in the 60's when he just started flying as a teenager. Don's group mentored John and the Bee still burns a passion in him. Anyway, John calls and says he's looking for old pictures and knows Don's Daughter still lives near us in Seattle. He believes that she may know how to get some of the old pictures that her mother may still have. We'll keep you posted...

This is a great network and the net allows us to socialize during the winter when flying is not so easy. It also allows us to intermingle with other groups we have an interest in, or in this case that share some of the same parts. We were saved in California this past year by our connection with the T-Bone group in getting a fuel pump on short order for a great price. This past week my friend Ken who owns a Helio Courier sends me some tailwheel info to share with you.

He had loaned me a tail wheel when I was searching for a new one since they were the same size, I just couldn't put his in water since it was all magnesium. He tells me the fork on the bee is the same as the Bee and he's been down the 10SC road too. If you'll recall, I'd gone to the Russ adapters and used the cheap tire. Even though it's STC'd, many of you still chose the channel tread because of the 6 ply rating.

To me, I've had no trouble with the tire, but the little wheel continues to piss me off. I can get the bearings sealed up well and I have a great cheap tire solution, but water has a tendency to get in between the tire and tube. So, Ken writes with a solution that I'd not heard of.....

Anyone use the Lamb tire and tube on a Cleveland 5" wheel? I guess the #40-77C wheel is quite common and he gets the tire tube and spacers from American Aviation.

This sounds like a great solution to me! Anyone know of a good source for a used Cleveland wheel. Even new, they are half the price of the SC!



Back to the T-bone group, seems this fellow had read my post thanking them for the help with the fuel pump and I got to discussing the difference in pressure required for my system than a normal GO-480 G2D6. So he mentions....

I am about to put together 3 GO-480 engines two for my Twin Bonanza and one to sell. The third engine I was going to keep as a spare but now I am thinking that I will sell and keep one of my engines that I am taking off as a spare. They both have about 1500 hours now and running good. They are both GO480 G2F6's.

If you know anyone looking for an overhauled GO480 before I start the assembly process it could be made to a different GO480 like if one needed a spline shaft gear box. I have all 3 of the gearboxes overhauled in fact I have 4 of the flange gear boxes overhauled at this point but they are all flange gearboxes but I do have a spline shaft gearbox to have gone through. I am putting many new parts in these engines and more than likely put together the two for myself and extra one I will try and have Central Cylinder put it together as their work would be more recognizable than my work.

So if you know anyone that is interested in a 480 now would be the time to step up so it could be done to their specification. I put many new parts in my engines and gearboxes that most people would have used serviceable items. The gear boxes are all done by Columbia in PA and the accessory cases are done by Central Cylinder, the accessory gear has been all inspected by Aircraft Engine and Accessory.

If someone wanted to by the engine kit in pieces I would do that also so they could put them together themselves or have the shop of their choice do it. From what I gather it would take about \$3,500 to \$5,500 for assembly and run-in depending where you took it. The engine will have 6 new chrome cylinders also.

I have some Lycoming engine parts new and use and I just picked up some new accessory and gear box gears also. I do have some accessory also in as removed and overhauled condition. I will have for sale one of the engines that I am taking off late in 2011 as a core to overhaul.

Regards

Bill Schutzler

You can contact Bill Schutzler at N5WS@aim.com 810-359-7497 or he's active on the Yahoo Twin Bonanza site. <http://groups.yahoo.com/group/twinbonanza/>

Landing Lights?

I was hoping to get some feed back to find what different ideas were out there for landing lights. I'd mentioned that Mark Adema has been flying his Bee a bunch before the cold weather hit in Buffalo and he's interested in installing Landing Lights.

So, who had some interesting ideas out there? Anyone have the 337 for the Piper dual light set up?

Your Seabee Introduction?

Help me out here, I'm looking for stories..... How were you introduced to the Seabee. 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

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. No, it was never produced and I don't have any other information on it.

Anyone know anything about it?



I'm short on Seabee history, so how about some Big Flying Boats? Joe May writes.....

For your contacts who are also interested in the large flying boats of the past I'll be publishing a post on my visit to see the Kawanishi Emily -- it's been argued to be the best of the era. The rare example remaining is in Kanoya Japan -- it's in gorgeous condition and is massive. Several photos of it will be in the post and, although there was a slight rain, the photos came out reasonably well. I shot them from under an umbrella and it would have required less juggling if I would have had an assistant.

The post is up now for those who might be interested and there aren't any advertisements or promotions to be concerned about -- the blog is only about aviation history and its preservation.

<http://travelforaircraft.wordpress.com/> is the link to his blog ... the general link as specific links to specific posts get broken when I publish a subsequent post.

On January 14th and 17th I'll have posts on the Convair F2Y Sea Dart. Those posts each will have several photos of the Sea Dart displayed at the Florida Air Museum in Lakeland FL. The blog is at <http://travelforaircraft.wordpress.com/>

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 stevlantz@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.

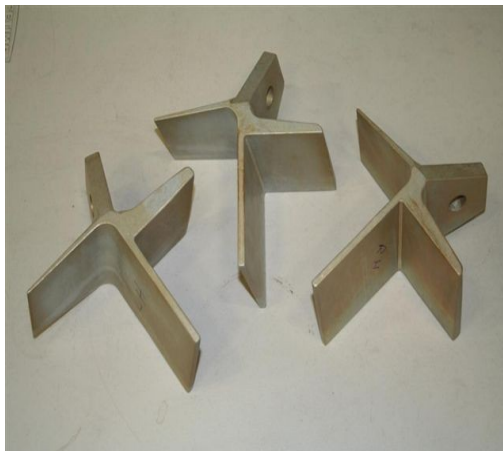


Many refurbished smaller parts.... landing gear, yoke, control wheels and column, rudder pedals and control assemblies etc Asking \$18,000 and I will entertain any reasonable offers, consider full or partial trade: motor home, boat, car, motorcycle, etc. Can Email extensive list of pictures! Contact: Bruce Novotny cindynovotny@centurytel.net 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

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 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 jaspat4kim@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**

Roger Duke's Super Seabee, Home and Hangar are 4 sale.....

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](#)

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, **\$95,000**. Contact Roger Duke 360-321-1537. email rduke@whidbey.com 02/09



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 cowls.

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 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 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 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!" 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