

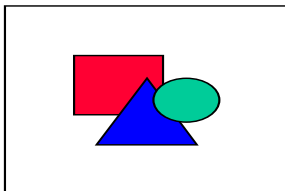
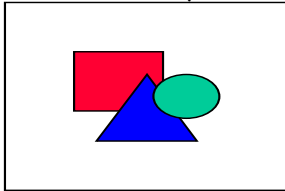
Dear Beekeepers,

I didn't think I had very much to send out, until I started going through all the correspondence over the last two month. Some of this is a repeat as I've been sending out your needs as I receive them. I know how it is when your grounded and can't go play. I had hoped to have lots of pictures to send by now of all the fun gatherings we've had so far. However, I do have a few as I have been out with Tom Hoag a few times. Flying with another airplane is always fun, so when you can get out, let us know. He flies more than I can with my limited schedule and a partner with "other needs!" But one of us is usually able to get out or meet you some where. I'm shopping now for a digital camera so I can get better pictures out faster.

I've changed my format a little, but the intent is the same ... share information and go have fun. If there is anything you'd like to see in the future, let me know.

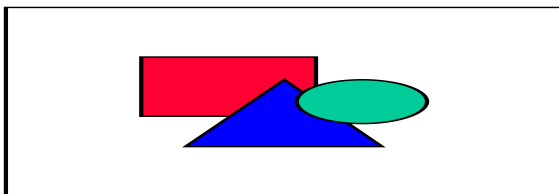
Past Events

The warbird fly-in in Olympia was a gas.

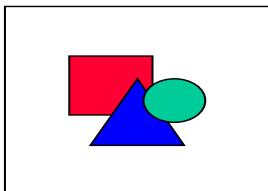


We even were able to make a formation pass as we left. As always, these old beasts draw lots of attention. Upon leaving, we went and splashed on a few lakes together...

The first annual Northwest Seabee Club Orcas Island fly-in almost had 5 Bees in one place at one time, but it didn't pan out quite that way. We did meet up with Rich and Brian though, they brought their Twin Bee from Oak Harbor. It's the first time I've seen one of these. It was fun to see the changes that have been made...



Arlington was an opportunity to meet several people, however we did miss the few of you who had left by our late arrival on Saturday. One person we met had asked for any information on a Bee his brother in law had owned a few years back. This picture was taken at Lake Barryessa in California. He believes the airplane may have gone to Idaho and was repainted. I couldn't quite read the tail #, but it looks like N6298k. If anyone know it's fate, please let me know.



News

Over the past several months I've had several requests for "Frankenstein" parts or help. One of my recommendations has been Rich Brumm in N.Y. For those of you familiar with the IRSOC, you'll probably recognize the name. If you say, "what's the IRSOC?" You have to check out the International Republic Seabee Owners Club **and Join**. Go ahead, it's free! It's also the best source of information and experts on the old beast that you will find. This is a great example...

TO ALL MEMBERS:

Capt. James Poel is proposing a database and clearing house for all Seabee 337 forms and field approvals. This would be a free service to all 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.

Jim asks that those of you who want to share these mods with others to send them and in turn will be able to avail themselves of information in the database at any time.

Please help Jim create this valuable source of updating information for all Seabee Owners. If you have any questions forward to..

EMAIL SEABEE OWNERS WEBSITE

<jhooper3@mindspring.com> <<http://www.mindspring.com/~jhooper3>>

"Living The Life" "The International Seabee Owners Club"

"Life is what Happens While You Are Busy Making Plans"

They have free classifieds for members too!

Rich Brumm is one of those experts too. He started a small shop when he and another owner figured they could do a better job on their engines than was currently available. I had the opportunity to meet him last week when we went back to N.Y. for a reunion. While I could go on about everything he does, I will just say..."Wow, I was impressed." **If you ever heard of a problem the Franklin's have, he has the fix for it!**

richkarenbrumm@prodigy.net Phone: 631-757-2216 Office: 516-885-5879

Here's a new twist. It seems as though everyone has tried, or is still trying to add more power to the old beast. What would happen if you added less? That's right, less! The latest conversion I've come across is a 200-210 HP IO-360 with a composite prop. It's small, and light which is the key. Of course we won't know until it flies, but it sounds real promising. I was told the Bee is only about 1500 lbs. without the engine and prop. I don't know what the IO-360 will add to that, but a few hundred pounds could make a big difference. The other big difference is the \$. He's going to try and keep the cost down and make it a simple conversion.

Planes and Parts

I want to thank every one for your support. Several people have requested information over the past few months. The response to those requests has been great, and as I run into folks at the different events I'm offered lots of encouragement.

A new request I just received from John Cuny. He is rebuilding his Bee and needs the starboard side bow skin. I think that's the piece that goes from the right side lower door hinge forward.

j.b.cuny@worldnet.att.net Mobile: 817 875-5909

From Cape Town at the end of Africa... some badly corroded wings and the tail feathers in reasonable condition. We no longer have access to storage for the wings and would love to find them a home with a need bee project somewhere... Also we have a completely stripped B9 Engine with most parts in good condition ...digital pictures available on request ...Due to the fact that we are going to be installing a Lycoming engine into our Seabee we are putting propeller up for sale. we will probably drop it off in Florida at Henry's place in the near future ... There are both Fed-Ex and DHL offices in Cape Town for easy shipment to the US and SAA fly direct to Fort Lauderdale and Atlanta twice weekly. markb@myiafrica.com

This comes from just across the border... It`s a sad day for me but the Bee is being "displaced" by my new Seafire Amphibian. **The Bee is for sale**, it`s a standard Bee with a Franklin-8 engine. # 639, extended wings, low time engine and prop ,2 Coms. 1 Trasp. mode C. Good tight hull, fresh water operation only, disk brakes, lockable tailwheel. This is a good basic Bee without a damage history. \$45K USD. Based at CZBB Boundary Bay, BC, Canada----- Do you think anybody would be interested in this Bee? I would appreciate if you could spread the word.--And ,no, I`m not turning my back on the Bees, I will be rebuilding an other Bee in the near future. Beat Meyer beat@physics.ubc.ca
Phone/Fax:(604) 822-3772

This is one of the bee keepers I met at Arlington this week... I am in need of a wing float strut. I'm heading off to Toronto Sat 28 July to work on the object of my affection (S/N 124) so I'm hoping to turn one up this week. Lower priority needs include a lift strut and RH lift strut fuselage fitting. **If any one can help him, it's** Tom Kennedy, 50881 O'Byrne Rd, Sardis, B.C. Canada V4Z 1B6. thos2kennedy@yahoo.com 604 824 9090

There's also a Super Bee for sale over on lake Chelan, Michael Stevens may have already sold it, I haven't talked to him in a while. seabee pilot@aol.com 509 682-3531 home, 206-658-0333 work.

The flying Seabee model! This is cool! Easy to build with a 72" wing span, check out www.rcairplane.net

That's about all the Bee Buzz for now. Let me know when you are going out to fly, I'd like to shoot some pictures and fly some formation if you're up to it. Just remember, *"Cruising over aerial highways in luxurious comfort, and relaxation, setting down on land or water, the Seabee is the realization of the ideal in personal planes."*

Bee Sea n'ya,
Bruce Hinds, near Port Orchard
360 769-2311