

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Tuesday, June 3, 2008 2:09 PM
To: "Brewster" <brewster@wavecable.com>
Subject: Juner'08 Seabee Newsletter

*Seabee Club Newsletter**June 2008*

Here comes summer.... that's Cle Elum Lake.

Hello Everyone,

Last month I had asked..."Any ideas for a great caption?" on the picture of Jim Poel and his Bee. I had...

- 1-The logical caption for your lead photo on the bulletin is obvious: "Poel-ing Around" from Mike Vivion
 - 2-Is it a bird, is it a plane, no its Super Poel? from Margaret Jackson and
 - 3-from Jim himself..."In regard to the newsletter's cover photo, "if I told you, I'd have to kill you". Better you shouldn't know."
- Sun and Fun update....

Jim was also good enough to include an update on Sun and Fun:

"I was at Sun n' fun for the entire show. The big news was that they had a lot of rain and the field was so soggy they actually closed off the arrivals on Tuesday morning due to lack of parking spots. Airplanes holding over Lake Parker were told that the field was closed until it dries out. It was great for the area airports and car rental companies.

The Splash in was held at Kermit Weeks' Fantasy of Flight Museum. It was a huge success. There were 85 aircraft there. They sold over 1000 vehicle parking ticket for visitors, over 250 at the dinner, (which was held in the museum), and the busses to Sun n' fun had good loads all day.

They ran the bomb drop, take off, spot landing, contests and added a slalom course. The weather was perfect. Kermit brought the Grumman Duck and the mustang over and gave us quite a show. He also gave a very inspirational talk at the dinner. I spoke with him and was able to introduce him to Chuck Bassett. It seems they had a lot in common as Kermit flew the last four engine piston flight across the north Atlantic in his Short Sunderland. By the way, it seems that Chuck had a mild stoke the next morning. His son Doug assures me that Chuck is fine with no after effects."

Thank you Jim.

This past month we lost a Seabee friend, infact a friend to many that knew and loved old aircraft. Ben Runyan was into a lot of old aircraft including the Lockheed 12, Staggerwing, Cessna Airmaster and 195 in addition to the Seabee. I had planned on attending his memorial on Sunday, but the weather didn't cooperate for me. Dave Bauer did and had this to say:

"Bruce- Sorry you didn't make it down to Camas for Ben's memorial. It was really nice. It was a first class event, with seating for about 220 at tables under a party tent. The formal portion lasted about an hour, with the introduction by Sally, and then a nice piece by his ex-wife, his sister spoke, then his daughter sang. Then there were some great testimonials. A flag ceremony followed, with two Air Force airmen, with the pomp of unfolding our flag and refolding it with such deliberation. One airman then played taps on the bugle, and the other presented the flag to Ben's daughter. A nice song was sung at the end... "The Sunny side of the Street" finished it up. There were bagpipes in the background before and after the ceremony.... Great food was served. I mean first class.... Whole pig, beef tenderloin, and 3-4 salads, etc. Lots of folks, many whom I haven't seen in quite awhile, and a couple that I hadn't seen in about 20 years. It was a great celebration for Ben.

Ben would have liked it, and I'm sure he was there looking down. A great guy, larger than life. I had the privilege of flying with him at Delta, and getting to know him better, and then through general aviation, and along with my daily dose of emails from him, there were always laughs. If I have any regrets, it's that I never flew down to his airport. What a great place! Just a big toybox. He'll be missed.-Dave Bauer"

I know there are a lot of Seabeeers at the Pit Meadows airport in BC, here's a link to a bad story.... I'd like to know how this is working out if any of you can let me know. They are trying to Tax the residents out of the airport...

<http://www.canada.com/theprovince/news/story.html?id=fb6042fb-247f-43fc-98af-c961edbabb82>

Okay, those stories are depressing... most of us have flown different airplanes, they are all a little different. At the airline when we would transition to a new model 737-300 to the say -800 we had to go through Differences Training. Perhaps before we ever got started with airplanes we should have had this differences training, it would have made live a whole lot easier. http://www.youtube.com/watch?v=xxtUH_bHBxs

Okay... so back to Seabees, there are a bunch of Seabee videos on youtube, I just had someone send me this link... <http://www.youtube.com/watch?v=wGp6bNo2Ido>

Too Good To Bee True Section

Designer Aviation Fuel May Provide Cleaner, Greener, Cheaper Alternative

Swift Enterprises Ltd. has unveiled a new general aviation fuel that is less expensive, fuel-efficient and environmentally friendlier than any on the market, said co-founder John Rusek.

The general aviation industry includes all flights other than military and scheduled airline flights, both private and commercial. Data on Swift Enterprises' 100 percent renewable general aviation fuel was presented April 28 at an annual meeting of an international committee that oversees aviation fuel standards. Unlike current biomass fuels, SwiftFuel® is comprised of synthetic hydrocarbons derived from biomass. Rusek said it can provide an effective range (distance between refueling) greater than petroleum while its projected cost is half the current petroleum manufacturing cost.

The innovation by Swift Enterprises' propulsion and energy researchers meets or exceeds the standards for aviation fuel as verified by nationally recognized laboratories, said Rusek, a professor in Purdue University's School of Aeronautics and Aeronautics Engineering.

Swift Enterprises, founded seven years ago at Purdue Research Park, is led by Rusek and his wife, Mary, who have been involved in the field of energy more than two decades. The meeting was held by the Coordinating Research Council of ASTM International in Alexandria, Va. ASTM International is one of the largest voluntary standards development organizations in the world.

"Our fuel should not be confused with first-generation bio-fuels like E-85, which don't compete well right now with petroleum," Rusek said. "For general aviation aircraft, range is paramount. Not only can our fuel seamlessly replace the aviation industry's standard petroleum fuel, it can outperform it."

The general aviation industry each year uses nearly 570 million gallons of 100LL aviation fuel, which is toxic, increasingly expensive and non-renewable. In contrast, testing has shown SwiftFuel® is 15 to 20 percent more fuel efficient, has no sulfur emissions, requires no stabilizers; has a 30-degree lower freezing point, introduces no new carbon emissions, and is lead-free, John Rusek said. In addition, he said, the components of this fuel can be formulated into a replacement for jet/turbine fuels.

The aviation industry has been the only form of transportation to use leaded fuel (tetraethyl lead) since an Environmental Protection Agency ban went into effect 30 years ago. However, that lead-free exemption will cease in less than two years.

"The general aviation industry, both domestic and foreign, is demanding a solution to this dilemma," said Mary Rusek, Swift Enterprises' president. "Our new, patented technology can provide the 1.8 million gallons per day required by the industry in the U.S. by utilizing only 5 percent of this country's existing bio-fuel plant infrastructure."

"John and Mary Rusek have devoted their lives to coming up with practical, renewable energy," said Joseph B. Hornett, senior vice president, treasurer and chief operating officer of the Purdue Research Foundation, which manages the Purdue Research Park. "This fuel could change aviation history and be an economic boon for the state of Indiana and the Midwest, where we can abundantly grow the resources to produce SwiftFuel®."

Swift Enterprises officials are in discussions with the Federal Aviation Administration, which has initiated a cooperative agreement with the company to evaluate the fuel.

History

I sent this out recently, but what a story.... Relatives of crash victims watch as plane resurfaced after being missing for 51 years.

"After a half a century under water, the Republic RC-3 Seabee briefly resurfaced yesterday. The plane, discovered by a group of divers last fall, ..."

<http://www.canada.com/topics/news/national/story.html?id=baebc051-c5dc-40f0-a247-10663d390cef>

Here is a link to the Ottawa Sun with pictures of the recovery of the Bee lost in Nov. 1957.

<http://www.ottawasun.com/PhotoGalleries/Plane/2008/05/15/5575896.html#top>

Safety

For those of you that don't get my WSPA stuff, we had a recent accident nearby that could have been avoided. So, one of our members asked that I write something about the checklist that I use. I guess he likes it... and I guess I may have gotten a little carried away, but anyway, here goes...

Wheels-in-the-water is still the #1 cause of amphibious hull loss!

If it can happen to experienced pilots, it can happen to us all. Fact is, it usually is an experienced pilot. I was shocked to learn this horrifying information. When we purchased the Seabee I was appalled at the insurance premium. As an airline pilot my comment to the insurance lady was something like...."I have over 20,000 hours and have never landed with the gear in the wrong position!" I have to give her credit, in a calm voice she responded... "Yes Mr. Hinds, and what position would that have been?"

Sure enough, I went into the data base and researched the Seabee accidents. At that time, Seabee pilots had 5 "wheels-in-the-water" landings in the last 11 years. Minimum time pilot was over 1600 hours with 165 in type. He grabbed the wrong handle. The most experienced pilot 25,000 with 1000 in type failed to use the check list. Another high time owner had 18,000 hours, with 270 in type. His attention was distracted by boat traffic! The problem doesn't seem to be experience as you can see, Even the other two were 4700/350, he hurried the check list, and 3000/175 diverted his attention with elevator trim.

I would encourage you all to write your own check lists. Yes, you can do that. I believe it is the only way to avoid trouble. During my time with the airline I was privileged to work in our flight standards department as we brought into the fleet new aircraft with the glass cockpits. We had to completely remake the checklists. The challenge was developing something the crews would actually use. That's right! In fact, the checklists were a constant source of development. If a checklist is too wordy, too long, doesn't follow a good sequence, is cumbersome or awkward to use, items will get skipped, missed or the darn thing just won't get used. We saw it in the simulator, we saw it on line checks, we heard about it from crewmembers and if you read the accident reports, you'd see it there. Sometimes the checklist were read and answered properly but the items were not accomplished! So as good a list as you may have and use, it's nothing with out the proper discipline.

There was a 727 accident in Dallas years ago that tried to take off on 2 of 3 engines, remember that one? They realized one was not running, so they tried to light it on the run, but still didn't have the take off flap position set. A DC-9 in Houston landed wheels up, gear handle was down and they did the check list! What went wrong? Yes, they did read the check list, but even though they read that the hydraulic pumps were on high, they were not. And even though there were supposed to be 3 green gear lights, obviously there wasn't. The result, the bottom of the fuselage was ground down to the spar exposing the aft baggage compartment and bags were strewn all over the airport. Oh, they had no flaps either and hit the runway going about 200 knts! Amazing nobody was hurt.... Okay, this may be the extreme, but if this can happen with the pros, it just goes to show how careful and diligent we must be.

Surprised? Let's think about it for a minute through the story of one pilot from the beginning of the time he flies his first flying lesson in a Cessna 150. He holds a book in one hand with his finger on the page as he walks around this simple little airplane checking every nut, hinge, fastener, oil, windscreen, fuel, tires, prop, blah, blah, blah. Then once inside there are more pages of things to look at and check as we are sweating our brains out, all before we can get the big fan going to cool us down. So, here's a question for you, and let's be honest....

After your first solo when you were on your own, did you skip an item or two on the checklist? Did you skip a checklist? "Kick the tires and light the fires... I'm out'a here." Especially flying alone, it's hard to follow your place on a list. There are lots of distractions. To make things easier, we've all been taught some kind of an acronym like the famous "GUMP" check. In essence, the GUMP was to be used in addition to a normal check just prior to landing, not instead of! I've seen many pilots use just that! I guess it's better than nothing, at least it's something. Why do they use it? It's simple. It is a check list of sorts and it is not a do list.

"Do List?" I think this is part of the problem. If we were taught to memorize the items on a check list, do the items and then and only then read the list and proper response, it is in fact a true check list. If we hold the list and do the items as we read, it is a do list! Do lists don't work in the real world, they are impractical and prone to mistakes. We get distracted easily looking up and down in addition to flying the airplane and talking to ATC and our passengers. The airlines develop a Flow Pattern. Every item that needs to be checked is in a memorized flow pattern that starts when you walk up to the aircraft. There are "flows" for everything from the walk around, to the after landing and parking checks. Everything may not appear on a check list, it would be much too wordy, but what does appear on the check list are all the "killer items." Whether it will kill you or your bank account.

Okay, so if you haven't developed a "system" that you use, you need to do this. You may be asking, "how do I write a good check list?" It's fairly simple but it takes some time and forethought. Start with whatever check list you may have and look for some others. Ask your type club, search on the internet for information, or dig in the original flight manual. If you have owned your airplane for any length of time you are aware of what requires more maintenance or attention than normal. If you are fortunate enough to have all your work done for you, look at the maintenance records. Where does your money go?

Once you have more than you need, make a very long list, include everything and start from there. I can't tell you what's important for your airplane, they all are different. You need to look long and hard about each item, put them in a logical sequence and ask yourself if it should be on your list. Then start cutting it down. Be careful though, every item requires some serious thought. "Control locks" for instance, it may sound silly, "of course I won't take off with the control lock on!" Fact is, it's been done. Fact is, if you do you are dead. Boost pump, fuel selectors, flaps, certain things can hurt you if left out. Make a short killer item list, then add other things you need or want. Don't make your check lists so professional looking that it's a big production to change it. "Oh it's all laminated and too much trouble to change!" Yes, I've heard that. It should get changed several times until you get something you like to use.

Set these items in a flow, just like you were taught to do your first walk around. Start at one place and work your way around the airplane, or the cockpit. Your run-up should be completed when you grab the run-up check list. Read down the list, the item and Response. Yes, response is important, not that you did it, or "check" like we've all seen in the movies. Item and Response.... DG... Set! Set to what? Mags checked! What was the drop? Was it the same as last time? If you don't note it I doubt you will remember what the drop was last time. So, you get the idea. If you have any questions about your airplane and what's important, check with a CFI who has plenty of time in your type aircraft and develop something you will use. Remember, it's only good if you use it. A Bi Annual Flight Review is a great opportunity, instructors are encouraged to ask what you would like to review.

In getting back to the wheels in the water plight of all seaplane pilots, on my landing checklist I use the question "WHERE'S THE GEAR"(highlighted in yellow) and the response is a long one... Wheels are up for landing in water, Red Light indicates UP, and they are confirmed up

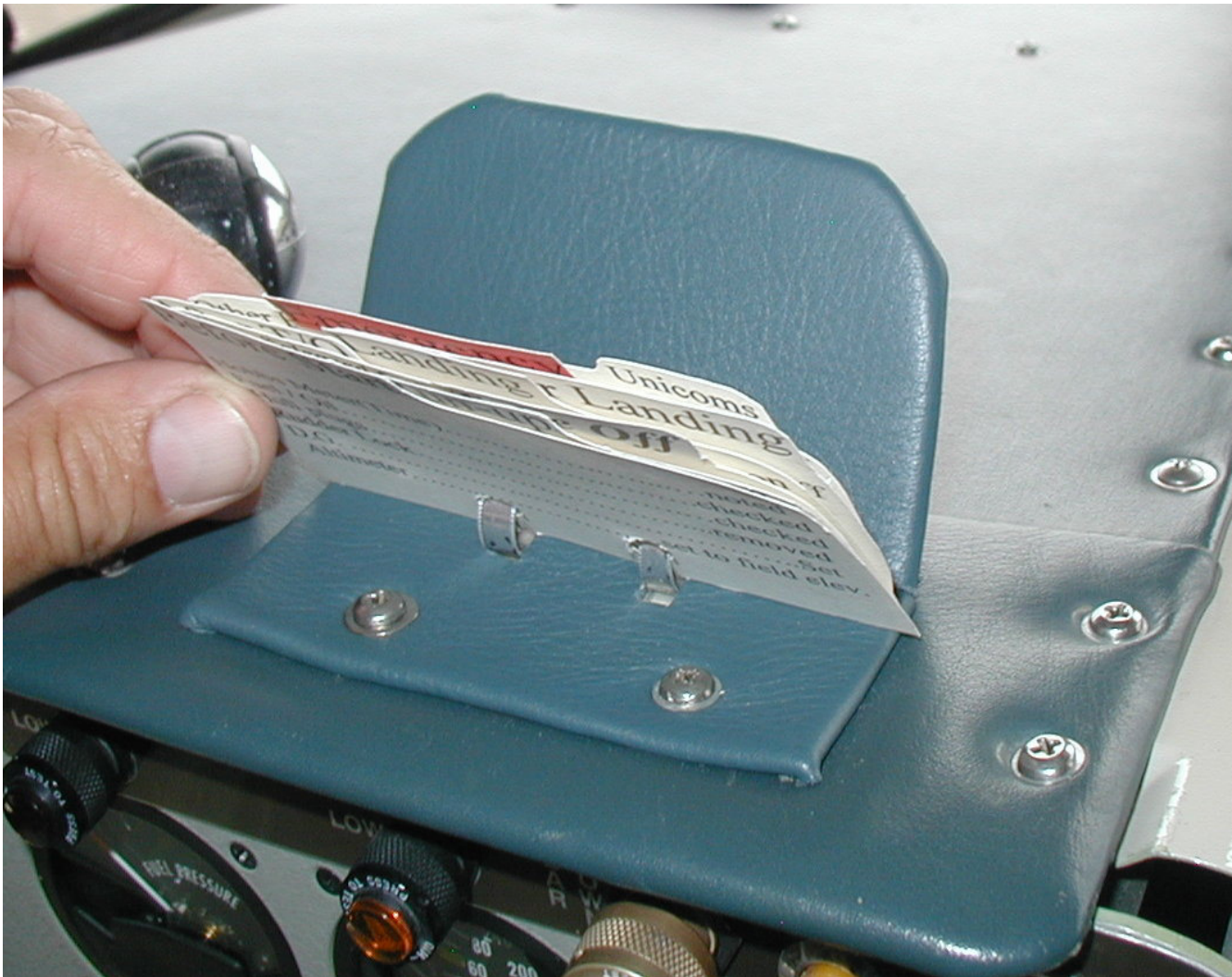
in the mirrors! Or, a similar diatribe for a land landing. It may sound silly, but it hasn't failed me yet. I'm lucky, I have a spouse that loves to go with me and is diligent about the use of the check list. Alone, I'll admit, there has been occasion that I've not used it. "On darn, look at that, I forgot the boost pump." Not much of a problem unless I had to go around and the engine driven pump failed. Unlikely? Yes. Deadly? Yes! Hmmmm... I didn't think I could ever forget the wheels though.

Well, we have a property with a grass strip near a lake. We took off, while climbing to about 800' I selected the gear up and hit the electric pump, turned cross wind which is a perfect base leg for the lake. I thought about the check list. Landing is about the same as take-off with the exception of flaps and gear, I felt the flaps go down and I had just put the gear up! "We're good!" When we touched the water, we slowed down much faster than usual and it sounded different, much different..."water spray in the prop!" I looked out as we were coming off the step to see what all the noise was about and I was shocked to see the gear hadn't fully retracted. I was very lucky, it was in a trailing position. Holly @#\$%, that could have been a disaster. How did this happen?

No check list! I figured the gear was up, it's habit, that's what I always do. The hull is so strong, that off airport landings are usually safer wheels up, so when I'm out of runway, it comes up! As it turns out, the contacts in the pressure switch were a little dirty, and the pump cut off prior to the full cycle of the gear. Had I used my landing checklist..."Where's the gear?" Yes with the full response.... "Wheels are up for landing in water, Red Light indicates UP, and they are confirmed up in the mirrors! I wouldn't have made that mistake. I was lucky that time, I only had to spend a little time dressing the prop from the water spray. It's so easy to screw up, so, Bee Careful...

Lastly, flying alone it's hard to hold the checklist, I need two hands to fly! So I developed a Roll-A-Dex card style check list that is mounted on the dash with tabed cards for Before Start, Run-Up, Take-Off, After Take-Off, Landing, After Landing, Shut Down and Emergency. It was fairly easy to make and it's easy to make changes. Get something that works for you and use it.





Classifieds Listings will be for 4 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!

I'm posting this on behalf of my friend, Ken Kresmery. His Super Seabee is for sale in northern IL. He wants to sell it quickly and lowered the price to \$100,000. N3263G has 2100 TTAF with a Lycoming 480; 330 SMOH, new 3-blade prop, STOL wing extensions w/ drooped tips, 3 bilge pumps, electric hydraulic gear and flaps. More info at www.MotorcyclePilot.com/Seabee

You can reach Ken at (847) 724-0000 or KenK@mc.net

The Ultimate SUV.... would that be a USUV?



Lena Harned's 1961 UH34D Sikorsky Helicopter is for sale www.dscal.com/UH34/UH34.htm \$199K for the chopper and all the spare parts. Call Lena at 530-695-3030. **1**

CHELAN AIRWAYS requires an experienced floatplane pilot for the 2008 tourism season (June - October)

Chelan Airways provides transportation for tourists and local residents in North Central Washington from our city of Chelan Base. Our flights offer on demand air service on Lake Chelan between the city of Chelan and points uplake such as Stejhekin and Domke Lake. Preference given to floatplane pilots with mountain flying, amphibious and DHC-2 experience.

Minimum Qualifications: Commercial SES, 1500 TT, 500 SES. Email or Fax only - No phone calls Contact: Director of Operations

info@chelanairways.com Fax 509-682-5065 **2**

Mike Carey's Republic Sea Bee (restoration project)

Here is an unusual opportunity to have a most unusual SeaBee. This project is in pieces and almost complete but some parts are missing. (Sponsons and sponson struts). At this time, I have not done an inventory but am planning on doing that next month. After that, I will work on the price. What makes it unusual is the power plant. It is a low time (2 hrs since major overhaul) IO470P rated at 250 hp. This engine was installed in this airplane and it comes with a 337. The airplane has been painted and has new glass and fuel bladder. There is a lot of work here and I am too long in the tooth to do it but this will make a wonderful Bee.

Contact: Michael Carey mmcarey3@cs.com 313-510-2222 **2** Mike, you were going to send me some pictures!

Rock Kyle writes that he has a tailwheel fork for sale, but he sent this picture of a spindle.



He writes..."The number on the casting is: 17F42040 -1 145T(cast in place) #1543(felt pen) There are some marks around the holes in the ears. The fork may have been used." The original part numbers for the Fork is 1141 and the Spindle is 1122. If you need a spindle or possibly a fork contact Rocky Kyle at kyle.ab@verizon.net I'll try to get a verification on this. 3

Our friend from Alabama needs some Seabee Prop parts... If anyone can help him out, here's his info.... I'm looking for C-3 clamps w/ser# greater than D5293 or complete hub or complete prop for Franklin Seabee HC-12X20-3 propeller. Contact Bill Shaver wshaver@aol.com or 256-881-6193 3

Tod Dickey writes.... I still have a Hartzell reversing 3 blade prop originally designed for the Seabee with a Continental GTSIO-520. It is 0 time and would come with the reversing valve. It's a model HC-H3YN-3LFX/FLC9587C-2X. Any serious offer considered. Contact Tod at toddickey@aol.com 3

SEABEE Ground-Up Restoration



\$79,000 • **AVAILABLE FOR SALE** • 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 - located Wilsonville, OR phone: 503 678-5114 3

"ZeeBee" Estate Sale! NEW PRICE



The aircraft is located in Sequim, WA and the owner had flown it to BC each summer. It looks clean and straight and it has the IO-540! N6585K could be a great deal for someone, asking prices is \$95K..... Contact Kurt at 360-457-3651 or 360-461-4481, he's not the owner, but has all the information and can put you in touch. 2

Seaplane Pilots Dream



Shilling Lake is located 35NM SE of Nimpo Lake at 2300' in beautiful British Columbia. This is the only parcel of land available on the Lake. It is a 6.7 Acre parcel and currently has 5 completed structures that can accommodate 15-20 people. It is accessible only by air or foot however there currently is no trail to the Lake. We have had all manor of floatplanes from J-3's to Twin Otters visit and there is also a helipad on site. Many aircraft have visited landing on the ice in winter on both Wheels and Ski's. Please visit our website: <http://landquest.com/detailmain.asp?prop=07382&curpage=1&search=newlist> . Or contact Gcorrado@wavecable.com 3

Seabee for sale at Schellville/Sonoma Valley Airport 0Q3 in Calif. It's been for sale for a while now.



© Roger Cain 2008

Info on the card says: 1947 Republic RC-3 Seabee (the obvious-Roger) \$30,000 or best offer 707-944-2503 3

I am looking for an original trim tab crank handle. Here is a picture.



Call Tim (907) 223-4230 or contact him at Sutterak1@aol.com 3

Lena's Bee



A regular at this Splash-In event, N6375K is a 1947 Republic RC-3 Seabee mc/n 604, owned by Gene Harned of Live Oaks California. Not really visible in this picture is a moon-lit mural on the side of this plane.

1454 TT, 110 SMOH, 108 STOH, Prop 30, Extended Wing, Droop Tips, Extended Spray Rails, New Interior, Bendix KY96A and KT 76A encoder, PS Engineering Intercom, Insight graphic engine monitor GEM-602 and the landing and taxi lights are built into the wing. She also has a Sikorsky H-34 for sale she was going to send me information on... Call Lena 530-695-3030 or lena@syix.com 1

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

Seabee Airframe s/n 939. Completely overhauled airframe with new bottom, tail and overhauled landing gear. \$75K
Contact Buzz Hale 775-338-3228 thunderbee7@hotmail.com 1

Roger Duke's Super Seabee and Home.....



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, \$107,000. Contact Roger Duke 360-321-1537. email rduke@whidbey.com 2

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>

Other Interesting Web Sites

[http://www.tanignak.com/More Amphibian Adventures.htm](http://www.tanignak.com/More%20Amphibian%20Adventures.htm) which has some wonderful Widgeon, Goose and other amphib stories,

More history from our friend Andy Shane if you are interested in the Pan Am flying boats. Check out....

<http://www.flyingclippers.com/main.html> or

<http://www.rbogash.com/B314.html>

Carl Hankwitz has republished the 1949/1950 movie featuring his family's Seabee. You can view it online at

http://web.mac.com/chankwitz/Hankwitz_Films/Movie.html if you'd like to contact him, he can be reached at chankwitz@mac.com

www.alaska.faa.gov/flyak/

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

www.dunk-you.com emergency egress training.

www.sfahistory.org Society for Aviation History

www.clearlakesplashin.com

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

www.dhvied.com/clearlakesplashin personal Clearlake photos

www.aerocheck.com

www.hu-16.com

www.SeaPlaneOps.com

www.flightcontractservices.com

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

Canadian Information

www.alaska.faa.gov/flyak/

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

<http://www.floatplanepilots.com/>
<http://www.floatplane-flyin.com/index.html>
www.alertbay.com/eagleair/ Looks like a great place to go, **let's plan a trip!**
www.canadianseaplane.com/index.htm

Seabee Products And Information

Don Kyte has published another batch of his books. This one is a much improved version with more stories. He writes....
 "At long last my new book about my flying in Alaska is printed and ready to be mailed out. It contains most of the material from the 42 page booklet titled: *"Flightseeing S.E. Alaska's Glaciers and Whales"* (now out of print) plus much much more. This one took a year to do and is 168 pages long including 16 pages of color pictures and a lot of other stories not in the small booklet. This one is titled: Southeast Alaska Flightseeing Via Seabee" The price is \$14.95 plus \$2.05 for postage. Send me a check or money order for \$17.00 and your signed copy will be sent to you ASAP. For any books going to Europe, the postage is \$5.00. Please send your checks or money orders to: Don Kyte 257 Ostego Dr. Ft. Myers, FL 33931. I think you will agree this book is worth the wait. I enjoyed writing it and re-living those happy years... I think you will too. Very best regards, Don"

you can email Don at dvkyte@comcast.net if you have any questions

Bubble Windows Aircraft Windshields in Los Angeles is run by a lady named Judy. They do a great job according to Steve Lantz. The bubble molds are there and all she needs is your old windows as pattern for size. Call 562-430 8108

Wing Walks, those things you put on the wings when you want to get up and clean up the oil mess...

Jim Dixon's dad is a retired carpenter and will make these for \$100 each. He does a great job from the original plans, they just aren't quite as wide. Which is nice, they are a lot easier to handle. I have two one for each side. He also puts felt on the bottom edges so they don't scratch the wing and carpet on top. Contact Jim jdickson@intd.com 360-701-1119 or 253 851-6315.

Walk Around Inspection <http://www.aircraftwalkaround.com/seabee/seabee.htm> is an interesting series of pictures of a walk around. Note the high polish job and a very interesting water rudder.

Leading Edge Wing Tanks (I want some of these...)

Second generation Seabee Guru, Henry Ruzakowski, has developed tanks that will hold at least 15 useable gallons per side. They are made of carbon fiber and Kevlar and will gravity feed to the main tank with the operation of one lever. They will be done on a field approval, so you'll have to take your airplane to him in Florida. **So, let's plan a trip to Sun and Fun!!!** Call or email Henry for more information. 561-436-0821
amphibs1@aol.com

The Seabee CD and the new Newsletter CD! The Seabee CD contains all the Bulletins, Flight Manual, Parts Manuals, etc.. He states ..."Everyone I have sold this CD to has found it most useful. I have re-typed all of the Service Bulletins and reformatted the parts manuals for easier reading. The **Newsletter** CD contains most of the old Seabee news letters by George Mojonier, and Richard Sanders. No special software is required. All files are in Adobe Acrobat format and I include a reader with the CD. Once the Acrobat Reader is installed, just put the CD in the computer and it starts automatically! Contact Steve at smestler@pbtcomm.net **I have them both, they're a great reference!**

The Seabee Experts

Simuflight's Back They have been back in business since the first of the year for parts, maintenance and restoration work. 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.

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" brumrichkaren@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.

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/>

Please feel free to submit any information that you feel may be of interest to other Seaplane pilots. Also, please print and/or forward this to any others you may think are interested.

Thank you one and all for your support of our organization.

Bee Sea n'ya,
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