

March 2011

Seabee Club Newsletter



You can always tell when our floats have been leaking, water gets sucked out the top!
Right? See History below.

Hello Everyone,

I wish we had more time to tour the country, we spent a week in central Florida this past month. We were really there to see where my wife's sister will be working and I had an SPA meeting. But since we were there, we had a chance to catch up with some Bee folks, wish we had longer because the week flew... well, so did we. We'd stopped in to see Eric Weaver at the Tavares SPB and got an air tour. If every day is that exciting, it's worth the trip for sure. Actually, the most excitement was right on the ramp. Some fellow had stopped in for lunch with his beautiful Seawind and departing the ramp in a crosswind proved to be quite a challenge for him. Rather than a slow cross wind taxi and working with the wind, he powered up to try and get rudder authority. He also had the upwind wing up which cleared the fuel dock, but sent everyone running as he headed for the slips. Shutting down and putting the canopy up got him stopped just in time. He let the wind blow him down wind for a while and he gave it another shot and wasn't quite as lucky on the second attempt and hit a piling, fortunately, still no damage. Third time was the charm.... I sure like having reverse.

We'd not been able to go to FL earlier for Jim's memorial, so top of our list was to try and see Lovada. We got to spend some time with her and she showed us the place to get the best burgers in New Smyrna Beach. It was great to see her again and hear all about all the wonderful people that attended the memorial. She writes... **I am awed and humbled by the huge outpouring of support. I am so incredibly lucky...The memorial was beautiful. I'm sending a couple of links. One is something put together by two Seabee friends.(really well done I might add)** <http://www.youtube.com/watch?v=SmiOUjWh80o> **The other is the flyby of a Seabee and a twin Comanche at the memorial. (The twin was flown by an old friend who bought the plane from Jim years ago.)** http://www.youtube.com/watch?v=JZGYKlhu_BO **Thank you all .XOXO Lovada**

I've been in touch with Henry Ruzakowski. They are planning another memorial at SnF for Jim and they'll try to have enough Seabees for the missing man fly by. Many people couldn't be there last month, so hopefully this will give many more the chance to pay their respects.

We got to see Buzz and JJ Hale's Thunder Bee from Canada, they were not there, we'd just missed them, but if you're going to Bee around for Sun and Fun, you may just run into them. While snooping around on Apopka's airport we found an open hanger and sure enough, I recognized another Bee. Crazy Harry's Twin was stuck in the back.

We stopped into Brown's SPB and Jon showed us a Bee owned by a widow that should be on the market soon. I'm not liking this situation much, too many estate sales. We finally got to meet Ben and Melody Coleman but no, we didn't get a to see the Bee Hospital. Just before we were to leave, we found Tim Mau's Bee at Lakeland before we ran out of time. I just wish we'd had more time to look up my dear friend Don Kyte.



Remember the Z-Bee. It's still in WA and I thought it had been sold to a fellow in Ohio. I looked back to see if I could find the owner..... man, sometimes life just gets busy.....

"Thanks for your note. Yes, the Z-Bee is still in Washington. To make a long story short...last year was a challenging year, both from a business perspective and a personal perspective. Early last year, mostly due to the economy, our business was next to on life-support. I spent a great deal of time reviving it and getting it back to a strong, viable entity...now firing on all cylinders.

And in the first 3 months last year, I attended 5 funerals. Unfortunately, that wasn't the end of the grim reaper following me around. In all, the total for 2010 was 11...two of my favorite uncles and three buddies between 50 and 55 years of age included. One of my uncles passed away unexpectedly about the time I had plans arranged to travel to Sequim and get some training in the Bee and work with a retired United pilot to assist me in returning to Ohio.

So far this year is off to a much better start and with a renewed outlook, I am planning to make a trip this spring. Thanks for the info and progress reports on Jim Poel. I had the pleasure of meeting him several years ago at a splash-in at Otsego Lake in Gaylord, Michigan. A gentlemen's gentleman! Very sorry to learn of the unexpected left turn his rehabilitation took. Perhaps he can offer us guidance from above. Steve Hovest - N6585K"

We do hope you have a better year Steve. Unfortunately for many of us, we've started off this year with another real blow. I'm sure by now many of you have heard about the Goose near Dubai.

Chuck Kimes and Tyler Orsow were well known among many Seabee lovers on the west coast. Tyler's mom Terry Campbell spent many years running the Clear Lake splash-in and had turned it over to Chuck for the last several years. Chuck and Tyler along with two other fellows from Texas were to ferry the Aleutian Goose from the UAE to Texas. Nobody knows what happened yet, the airplane rolled back into airport just after lift off.

I'm seeking information from experienced Goose people that may know of the difference between the F and G model G-21 conversions. I know the F was the TPE 331 and the G is the PT-6, but only one F was produced.... why?

The Clean 100 Octane Coalition Needs Your Help!!

One of the core positions of the Clean 100 Octane Coalition is that any replacement fuel for 100LL must not only preserve the operating performance of our airplanes, but also be the lowest cost solution. This means that a single replacement fuel must be shared among all GA users, both small aircraft and large aircraft operators. The rationale is that the alternative - a dual fuel solution - such as 94UL or mogas for lower horsepower engines and a 100 octane fuel for higher horsepower engines, would require explicative expensive infrastructure investments by FBO's and fuel suppliers: new fuel tanks, pumping equipment, etc. Such costly investments would drive up the expense of any replacement fuel for our aircraft. In fact, dividing a small, declining market into pieces drives up the costs for everyone.

There is a movement among smaller, low horsepower recreational aircraft operators to lobby for a dual fuel solution. They are noisy, and they are numerous. We think they are mistaken based on the logic outlined above. We live together or die together on this issue. We can have two, separate unnecessarily expensive fuels or a single less expensive fuel that works for all of us. A single fuel that preserves the operating performance of our higher performance engines is the best option for all. Ideally, that is a 100 octane drop-in fuel.

The Aviation Consumer is surveying attitudes on this very topic. I urge you to visit their site and fill out the survey. Entering a comment in the comments section would be particularly helpful. The link can be found at: <http://www.questionpro.com/akira/TakeSurvey?id=2034975> Thanks for your help on this important matter.

www.100octaneformyplane.com and www.100octane.info

History Steinar has added a new Seabee story on www.seabee.info !

Spelling sudden death to mosquitoes, gypsy moths and other forest and lowland insect pests at the rate of 3,000 acres per day per plane, Republic Seabee amphibians are being specially equipped for aerial pest control and crop dusting operations by Ken Tyler, of Tyler Flying Service, which has headquarters at Massapequa, L.I., N.Y., but operates throughout the United States.

Tyler declares amphibians have many advantages in aerial pest eradication, particularly over forest, coastal, or water-interspersed areas.

See the full story.... http://www.seabee.info/seabee_stories_tyler.htm

Steinar would appreciate any additional information on Ken Tyler and his crop dusting aircraft! According to an internet source, Ken Tyler was the Chief Test Pilot at Republic during the war. Prior to the war he was a Hollywood stunt pilot & his claim to fame was flying inverted from LAX to SFO. He also flew as a fighter pilot for Spain during the 30s. He was killed in a crash while doing a film in Henderson, KY, in the mid 1960s. If any of you experts confirm any of this? Or can you help Steinar with more precise info? Anything more on Tyler's aviation career? Photos? Please contact him at www.seabee.info

Safety

Last month I got off on my rant about check list and their usage. I've actually been beating that drum quite a bit around our neighborhood lately. Our Washington Seaplane Pilots had our annual Banquet and during my discussion I got quite choked up as I referenced a local accident where one of our members lost his son in a wheels in the water accident.

During the course of the following days working the trade show several experienced people agreed there may be more we can do. While check list usage was the focus, one common denominator that kept coming up was training, or the lack of proper training.

Let me put it this way, most SES ratings are given on straight floats, very little in amphibians. So the pilot gets the rating and then buys an amphibian. More training? Maybe not.... Of the amphib training, little if any emphasis is put on bringing the wheels up after takeoff. Drag not being much of a factor, why not just leave the gear down if you're doing touch and gos? Why not leave the gear down going from one airport to another? There is plenty of good reason, but I'll get to that.

Plenty of check list have the gear listed for landing, but what about after take off? Who does an after takeoff check and does it specify gear up? The reason I ask is I was just looking at a very comprehensive Beaver Checklist from a friend and found there is a Before Takeoff and a Landing check with NOTHING in between.

While the Bee is not a floatplane and the wheels are easier to see, you're still better off with the wheels up on any surface except a runway or maybe a road. "Positive rate of climb, Gear UP!"

Classifieds Listings will be for 6 months unless I hear from you. After that, they may be gone... renew or update your ad as long as you like! Cleaning out your hanger, sell it here! Need some parts, let us know!

Award winning Stearman

Eng Cont 220, Only 100 hrs sense Total aircraft Restoration , Redline brakes , Turn -Key operation.

Asking \$125,000 Possible trade for a Seabee, SNJ or other project!

Contact Kent Johnson

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



Seabee Project

Last Annual Inspection July 1, 1998
Not currently ferryable per mechanic (Don't know what needs to be done but will follow up with mechanic.)

Located in Southern California

A/F TT = 385.3

Engine TSMOH = 573.8

Zero STOH

Engine is Franklin 6A8-215-B8F

Currently listed at \$85K but will consider offers

Contact is Katherine Kunnes at kunnes@sbcglobal.net **03/11**



Franklin Engine(no paperwork), Prop and all associated parts!

We are converting to the McHugh Simuflight GO480 STC. Anybody interested? I can email Pictures ! Contact Lars 907 229 6792 larsgleitsmann@gmail.com **03/11**

Original Seabee Propeller

Attached are photos of a Seabee propeller I'd like to sell. I've had it in storage for several years and don't know it's history. I have no logs or records for it, but thought it might be useful to someone. I have no idea of its value, but based on the value of the two blades I saw here, I guess I'd let it go for \$850.00.

Richard Ries

817-301-9312 richard.A.Ries@faa.gov





Richard Ries' Prop 03/11



New Price on Roger Duke's Super Seabee

Serial #56, Simuflight GO480-B1A6, 270 HP, logs since new in 9/16/46. Hangared, TTAF 2188, Engine only 600 since overhaul. Reversible Prop 322 since overhaul, 5 yr. AD last year (same as overhaul), Landing light each wing tip. Overhead engine controls, Large spray rails, Locking tail wheel, Cleveland brakes, Whelen strobe system, Daubenspeck droop wing tips, KT 76A transponder, KR 86 ADF, KY97A Comm., Narco 122 Nav., Northstar M2V Loran/GPS, **\$87,000**. Contact Roger Duke 360-321-1537. email rduke@whidbey.com



Airpark Home on Whidbey Island, WA

Roger is also selling his home. If the following link doesn't work, go to Windermere's website and type in the following MLS # 27025608. WOW What a set up he has. Here's a new link to a website for the [Listing Details](#) 02/11

Seabee Project for sale

1947, S/N 907, N6634K. Original logbooks/not flown since 1968, no major damage listed. Have new skin for the hull bottom, intermediate skin damage approximately 5"x 10".... Fuselage and one wing stripped other wing stripped and primed. New lift struts and fuel tank in 2001 extended wing tips with spill plates. B9F engine S/N 23965 and the original Hartzell HC-12x20-2 prop, S/N 2131.

Many refurbished smaller parts.... landing gear, yoke, control wheels and column, rudder pedals and control assemblies etc Asking \$18,000 and I will entertain any reasonable offers, consider full or partial trade: motor home, boat, car, motorcycle, etc. Can Email extensive list of pictures! Contact: Bruce Novotny cindynovotny@centurytel.net Hm 507-872-5110 Wk 507-537-8114 10/10

(2) LOW TIME GSO-480 ENGINES ! • AVAILABLE FOR SALE • 265.4 / 48.4 S.M.O.H. by Columbia Aircraft Services, pickled condition, still in nacelles & stored. Also have other GO-480 Engines and Parts. Contact Gregg Cadieux, located Scotia NY Telephone: 518 424-8235 twinbo550@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.

1940 (S/N 1962). Complete history. 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,

In 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 Hamilton Standard 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.



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 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 . 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

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

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

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. Jerome still has a few float halves available so we can work with those for the time being. The problem with his floats is, they are not heat treated and when we heat treat them they like to warp on us.

New From Simuflight*

We have not officially announced it but McHugh Aviation completed an STC for an electric trim replacement for the Republic Seabee (RC-3) this last year. Due to the extensive FAA rules on PMA it is still not ready for shipping but we are taking pre-orders at this time and I am hopeful shipping will occur sometime this fall.

This STC was the final project my father (Joe McHugh) was working on for the Seabee and took an additional three years after I took things over to complete but is a nice kit. The FAA put us through the ringer on this one (primary flight system) but in the end they were very happy with the results. This system completely replaces the original trim system and replaces it with three servo motors (two for the elevator, one for the rudder), the entire installation weights less than a pound. This system also adds a rudder trim. The installation removes ALL the original hardware. Actuation of the trim is via a typical hat switch on the yoke and/or alternate panel switches.

The system was extensively flight tested (both our internal DER and the FAA flight test staff) with special attention to management of flight controls and the system in trim runaway situations. The result is a clean and simple system that addresses one of the high maintenance systems on the aircraft and of course adds that long desired rudder trim. For more information please check our website at:

<http://www.simuflight.net/content/view/30/29/> or e-mail me at scott@simuflight.net.

Scott Henderson, McHugh Aviation Inc. <http://www.simuflight.net>

IRSOC (International Republic Seabee Owners Club) Now at www.republicseabee.com

It's still the best source of information and experts on the old beast that you will find. If you haven't checked out the IRSOC and Joined? Go ahead, it's free, with free classifieds for members. The [337 database](#) and clearing house for 337 forms and field approvals is also a free service to IRSOC members. For the time being all forms would have to be faxed to Jim: May to November (315) 531-9168; November to May (386) 767-0706.

"Frankenstein Guru" Rich Brumm on Long Island, N.Y. is also one of the experts. If you ever heard of a problem with the Franklin, he has the fix for it! He's also done some interesting things to fix other plagues that continue to give Bee owners headaches. Tired of changing wheel bearings? Ask him about the "Double Lip Seal!" brummricken@aol.com Phone: 631-779-3178 Office: 516-885-5879

Seabee Discussion Group This is a great Discussion group that gets lots of activity. If you post a question, you'll be sure to get a quick response with good experience behind it. <http://groups.yahoo.com/group/Seabee> If you don't want to join the group right away, you can log in as "seabee guest" with a password of "Seabee". Enjoy, it's a great site with lots of great pictures and links.

www.seabee.info/seabee.htm The author of the discussion group has created this fabulous website that is fast becoming the place to go for knowledge and history on the old Beast. Steinar has done a great job and you can spend hours looking at all his information.

T.A.C. Transition Aircraft, Randy Komko's business is now at <http://temp.seabee-transition.com.officelive.com/default.aspx>

Remember Procrastination is the key to flexibility!

Bee Sea n'ya,

Bruce Hinds

Seabee Club Newsletter

360-769-2311 home

360-710-5793 cell

www.wa-spa.org