Doesn't this look like a fun way to travel?(photo courtesy FlightAware)

Hello Everyone,

I hope you're all staying warm and actually getting out some so you can at least burn some moisture out of your oil on occasion. We've had a few nice days between the storms; they can be pretty glorious but cool. Which brings up the question, what do you use for heat and defrost? I know the Corvette guys probably have excellent systems, but I'm curious as to what others have done regarding the ducting for the gas fired systems. One of my vents melted from one of these fire breathing monsters so I've come up with a simple fix I share with you below that will work for most any system you may have.

Who's got Jungle Jim's Seabee?

Steve Mestler has been adding stuff to the website. You may know his fascination started with the Seabee when he saw a TV program called Jungle Jim that aired in the 50's when we were kids. He's recently found the series available on DVD and has posted 8 video clips from the series with Seabee flying sequences. On one of the clips you can make out the last 3 digits of the tail number . . . "67K." I looked at Steinar's Production list and noted that it could have been 1 of 8 airplanes depending what the second number was, N6?67K. Here's the list of last known information. It would make a great story if anyone knows the whereabouts of the Jungle Jim Seabee and any history on the TV show.

1- #247 N6067K Joe Speidel of Wheeling, WV
2- #355 ~~N6167K~~ now in Canada, C-GIDE owned by Jim O'Donnell on North Vancouver Island
3- #477 N6267K John Greef's magnificent IO-540 powered Bee now owned by Henry Ruzakowski
4- #596 N6367K last belonged to Paul Mathews of Van Nuys, Ca no longer on the FAA registry.
5- #718 N6467K had been delivered to Metcalf Flying Service at some point and now may belong to Jacob Hicks of Indian Trail, NC
6- #840 may have never had N6567K assigned, but it shows a registry of CF-DKH
7- #944 N6667K is unknown
8- #1057 N6767K was last registered to SPLASH & DASH TOURS INC, WILMINGTON, DE

Who's got Dick Shaner's Dad's Bee?

My apologies go out to Dick Shaner. He wrote the following request almost a year ago and with my having parked the newsletter production on the shelf for so long, this request slipped through the cracks. If anyone has any information for him please let us know.

My father owned serial #817 N6551K from 5/6/47-10/16/58 and that is why I am interested in the Seabee Newsletter. I have been working for over 4 years trying to track down this plane and so far it appears that I have hit a stone wall. The last known owner was James Whitworth on 3/30/81 in Buffalo, NY. He is now deceased. I requested a FAA history on the plane and it was involved in a water crash/submersion/recovery on 6/20/71. After that James Whitworth acquired the plane.

I can remember flying in the N6551K with my father probably around 1950, when I was 5 years old, until he sold the plane in 1958. We kept the plane at the old Olean, NY airport and in the mid 50's moved it to a private airstrip in Angelica, NY. My dad used the plane to fly up into Canada on the French River for fishing. He was a great pilot from what I can remember. We would go flying around Western New York State and land on many of the small lakes in that area.

I am 68 years old and live in Crandall, GA and do not have a pilot license. I have been trying to track this Seabee down and it appears it has disappeared into the dust of the world. I found one down in Cartersville, GA at their airport that has the wings off and in sad shape. I have not been able to find out who owns this plane. I thought that I would buy it, move it to my home and reassembly it in my side yard to admire and dream of what it was like some 60+ years ago when we were flying s/n 817.

If anyone has any more knowledge about the one in Cartersville or perhaps of what may have happened to #817 let me know and I will help you get in touch with Dick. This is all I could find on the Seabee.info website. 1971-06-20: During takeoff from Buffalo River(?), near Tonawanda, NY, the left wing float separated from aircraft. The pilot landed again to retrieve the float. After landing, the taxiing aircraft was capsized by wind and sank, some 6 miles from departure airport, Lockport, NY. The flight was an instructional flight, with an instructor (40), a student pilot and a passenger on board. Nobody was injured. The wreck was later recovered.

Brewster's Hi-Temp Defrost Vents

When we got our Bee it came with this monster Southwind heater. The Simuflight STC included a defrost system with two vents. Fortunately we've not really needed to run the heater on high, I'm not bragging about the weather or the heater, but it came to our attention when we first started using it that High is pretty darn hot. In fact, at some point it had melted the plastic defrost vent up on the dash. It was looking pretty gnarly and I didn't realize just how bad it was until I went to replace it. Our weather here is such that the Low setting is usually plenty, but we have so much moisture in the air that defrosting is always a challenge. Any temptation to go to high after seeing what happened to the vent has been downright frightening and now I know why. I was going through some of the old newsletters looking for other stuff and I found some information on the heater. The low setting is 15,000 BTUs/hr and high is 27,500! HMOG! No wonder it melted one of our vents. Sorry I don't have a photo of the twisted mass, I tossed it years ago, long before I thought of this article or making a second one.

The size and shape of the defrost vents are kind of unique and I've not found anything to substitute for these plastic marvels. The other problem with this system is that the vents don't really put the ~~warm~~ HOT air where it's needed. I wanted something that would stand up to the heat obviously, but I also wanted a way to direct the air. The Simuflight system has two vents. The one on the dash looked like it would spread the air fore and aft okay, the second vent is on the side of the dash panel just above the copilot's feet and doesn't appear to direct the flow anywhere useful. It may be that the cabin is so drafty I just need more control. I've adapted these

to be adjustable. They can be made simply and will adapt to any system you may have.

The key to the adjustable vent is a simple hardware store item. These aluminum vents are used to vent the overhangs or eaves in the building trade and they come in several different sizes from 2 - 4 inches in diameter. Home Depot didn't have the $2\frac{1}{2}$ inch versions we needed, but our local Ace Hardware had them for a few dollars each. In order to make them adjustable you have to remove the screen material in the vent. Remove it carefully with a pick or long screw. The screen will shred if you're not careful, you want to make sure you get all the little wire fibers out. The space vacated by the screen material will provide just enough clearance to make the vent turn nice and smoothly.

The flange on the vent isn't very long so you'll need something that fits inside the SCAT tube and inside the vent flange. I didn't shop for any tubing, $2\frac{1}{2}$" is probably available in aluminum or simple aluminum flashing could work. I just happened to have some $2\frac{1}{4}$" exhaust pipe material around the shop that I could flare both ends on; one to slide in the vent flange and the other to hold the clamp on the SCAT tube. I attached the vent to the pipe with self tapping sheet metal screws.

The hardest part of the whole operation is destroying a perfectly good defrost vent that appears to be rarer than hen's teeth. Well, perfectly good for automotive heat maybe. Anyway, cutting out the flange and louvers takes some work. My tools of choice were a drill, saber saw and a Dremel tool.

If the opening in the face plate has a nice round cut the vent should just fit nice and snug after removing the self tapping screws installed in the pipe before. Then re-assemble it and the self tapping screws will hold the pipe in place and

keep the vent from coming out of the face plate.

The vent won't pass much air, so I used some duck bill pliers to open the louvers wider. As you can see, any face plate can probably be modified to fit one of these aluminum vents. I also used a decorative brass knob (from a lamp or something) for an easy way to rotate the vent. The black vent has been in use for several years and the paint has held up well. That was the one that succumbed to the heat. I just made the tan vent for the side of the instrument panel and painted it to match the interior.

I was surprised at how well this works and it has an added advantage. Since the big bad heater is ahead of my feet, when it's not in defrost, all the heat comes out under the dash and my wife or anyone else for that matter just doesn't get much of it. So, by pulling the defrost lever I can then direct the side vent on her feet and the one on the dash can be directed aft, or in any direction. Everybody's happy!

The only plastic that remains is the flat area that covers the hole in the panel. Essentially, these rotating louvered vents could be made to fit most any size ducts or panels.

Anyone have the plans for hull stands? I'd love to see some where you can just jack the stand, anyone done anything like that?

Thanks all for taking the time to read through all this. Feel free to call or write, offer comments, criticism and/or suggestions. Send us your stories, requests or insights. Help us keep the Seabee alive. Seabee is always spoken here.

Bee Sea n'ya,

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