

Dear Bee Keepers,

I want to thank every one for your support. I'm always amazed to run into folks at the different events and find that I'm actually known of and offered lots of encouragement. I only started this to meet others and try and help out when I can. So ... As most of you will be working on your craft this winter I figured I should start by showing a great way to move your Bee. This is an image of Don Bradshaw picking up a SeaBee and moving it from Qualicum Beach a couple of years ago.

One of my more interesting contacts happened recently as I was trying to locate someone for Tony Grout's estate. I came across Don Kyte. As many of you know, Don started the Seattle Seabee Club years ago. We've recently shared some great correspondence and he's offered some old stories ... this came in as a response to my question of anyone knowing of the two missing Seabees in the last issue ... (one of them belonged to Steve Gross)

Don wrote ... "Yes, Steve Gross was a close friend of mine. In fact he had just been over to Sandpoint, Idaho visiting me and Ernie Martin, who lives there and had a beautiful PBY that Ernie and I flew around some. We had all been out on the lake flying it and the picture that was of Steve in the memorial article I wrote about Steve for the SPA newsletter was taken by me onboard the PBY. Ironically, Steve's old Seabee, N144SG has a number similar to my SeaRey number, N144DK. That was as close to my old Seabee number as I could get, N6144K. As for 6070K, It probably had some parts of value but doubt it could ever be resurrected to fly again unless somebody put together a bunch of

parts and bolted the old nameplate on. 6070K had been owned by a member of George Mojonier's Chicago Seabee Club. Damned if I can remember his name (CRS again) but George knew him well also. In fact George reminded me that I had been the one that ferried it from Crystal Lake, IL to Lake Sammamish to it's new owner." ...

"I had some other adventures with that airplane while it was still in Illinois. The Swede that owned it asked me to help him fly it out of Crystal Lake (quite a small lake) over to Galt airport since he hadn't much Seabee time and little confidence in his abilities. On takeoff right after lift off, the control cable to the elevators and ailerons came off the pulley (rigged too loosely). The Swede yelled, "YOU'VE GOT IT!" and threw his hands in the air! All I had to control it with was the rudders and trim tab. As you know, the trim is very effective and I didn't have too much trouble flying it onto Wonder Lake just off the runway from Galt Airport. No big deal at that point but as we neared shore, the Swede, who was still all shook up, tried to put the gear down as we neared shore (without checking with me). Before I could stop him, the gear hit the bottom in the shallow water, and broke the clevis fitting on the gear. Now we DID have a problem. We managed to get word to Herb Mass, another Seabee owner, to get another clevis to us while the Swede dismantled that part of the gear. After installing the new part we discovered the hull aft of the gas bag had FILLED WITH WATER! Turns out the Swede had left out a bolt that went through the skin in that area to hold the hydraulic lines to the tailwheel and during the hours it took to replace the clevis, it had filled with water. We had about an hour of usable daylight left after the discovery so we took turns with a portable bilge pump to get as much water out as we could before trying to take-off and land at Galt. The takeoff went fine but it was now deep twilight. With a fairly strong direct crosswind on the main east west main runway, I elected to land on the unlighted north south runway. The landing was smooth as silk and it wasn't till the next day that I learned I had not landed on the runway but on a recently harvested corn field next to the runway!" ...

Thank you Don! Next month I'll pass on his history of the Seattle Seabee Club. If anyone has interesting stories they'd like to share, I'd be happy to forward them along too.

Urgent request for information

I've had a hold on this story for some time, due to legal matters. But, I feel like it's time to let all of you know about what's happened. This is also a cry for help from our small tight knit community. It absolutely boggles my mind how some one can get away with something like this. If anyone knows anything about this matter, I urge you to call or write.

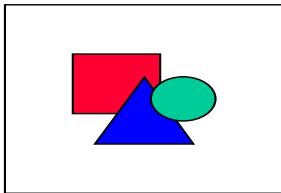
As many of you know we lost two Seabee pilots in an unfortunate accident about two years ago. This story is what happened after they were gone. The widow found herself with 2 Seabees, one damaged from the accident. The other, a restoration project about ready to be bolted back together. Not knowing what to do with her late husbands "mistresses," she was advised to put them up for a bid. Little was known of the treasures available and the whole kit and kaboodle ended up going dirt cheap. I just can't tell you how it sickens me to know she could have been so taken.

Not only the small amount she was to receive, that's right, was to receive. It was so ridiculously low, that in and of it self, that was a crime. She never received any of the money!!! It's a fairly long story, so I'll try not to go on too long. It's one of trust and compassion on her part, lies and deceit on the "buyers" part. She let him take all the stuff on her trailer, all the way across country only to get stiffed! Now as far as I know he still has all the stuff. I can't find his name in a mechanic or pilots registry so I'm not quite sure what he wants to do with Serial Numbers, 51(N144SG) and 250(N6070K). Since he doesn't hold a legal title on either one, he probably wants to sell you some parts, or a project.

I have been asked not to mention the name yet, however the parts are believed to be in or near Fredricksburg, Virginia. Any information about

him or the Seabees I'm sure would be greatly appreciated. He was served with a summons to appear in court Nov. 30, in Oregon. The widow doubts he'll appear and is in the middle of trying to wrap up her late husband's estate, so this is just another loss. I'll pass along any information as I'm able, but if anyone knows of this scoundrel, please let us know.

Any of you old Bee drivers know when and where this was taken ...check out the prop!



Old News

"Frankenstein" parts ... 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...

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 summer 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 would 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. I haven't been in touch, but will let you know any news as I get it.

Planes and Parts (newlistings)

Grant Leonard wrote ..."I recently broke the lower link, Part #1112 and am presently having it welded. It broke at the spot that the hydraulic piston attaches, normally, the clevis would break instead. I would like to acquire that part"... if you can help, contact him at grantleonard@intergraonline.com

FOR SALE, Seabee suffered Off Airport Ldg. due to ignition failure., S/N 1035, TT 590, B9F eng. with 9 hr. smoh, prop 20 hrs smoh, mod. hull damage, wings , struts, floats/struts, tail feathers all OK. New or OH instruments, new Valcom and KT-76 Tx, support equipt.,

work stands etc., plus extra complete B9F engine and parts. \$14,500.
Sam @ Ph (503) 678-5114 or E-Mail czechride@juno.com/

Needed Seabee fuselage, preferably with little or no corrosion to complete project aircraft. Gordon @ Ph(503) 694-5316.

[\(previous listings\)](#) please update!

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 ... I am in need of a wing float strut. 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.

These are some interesting Websites,

Mostly B.C. stuff, but I'm already dreaming of next summer ... if they're listed in blue, you may be able to just click on them to launch your browser ...

<http://tappix.com/506824>

<http://www.members.home.net/makins40/>

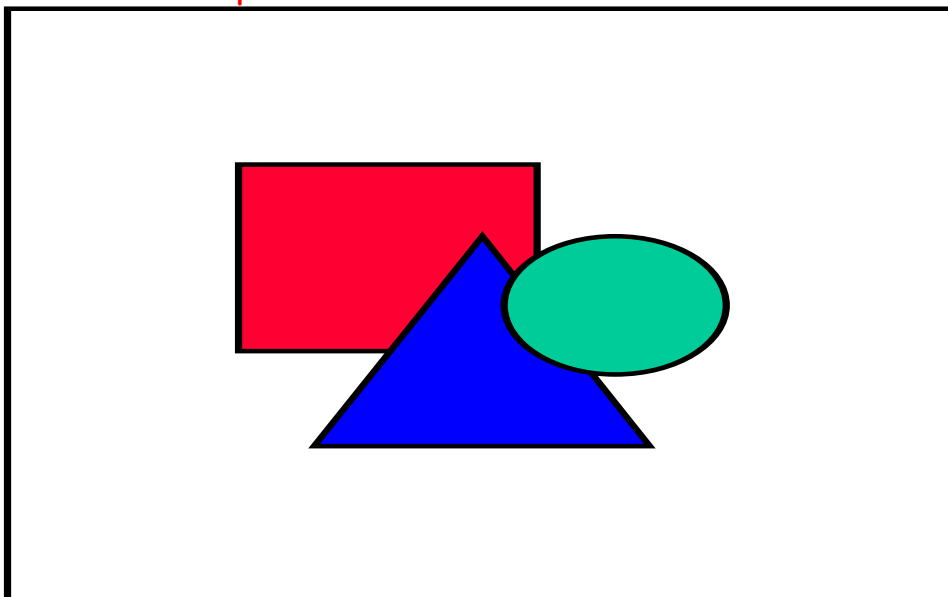
<http://www.bcfloatplane.com/>

<http://www.alertbay.com/eagleair/>

<http://www.canadianseaplane.com/index.htm>

The flying Seabee model! This is cool! Easy to build with a 72" wing span, check out www.rcairplane.net Has anyone built this? I'd love to find out more about it.

The answer to "name the lake..." It was Lake Louise, thank you Roger York for the picture and idea.



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 with my new digital camera and fly some formation if you're up to it. Bee Sea n'ya,
Bruce Hinds, near Port Orchard
360 769-2311