

November 2010

Seabee Club Newsletter



Any guess who these characters are!

Hello Everyone,

I love being a part of the Seabee family, it's the other best part of having one of these old waterborne wind-wagons! The photo above came from Dennis Good who flies a 185 floatplane in Louisiana and one of the guys in the photo is his dad. Dennis still has a soft spot in his heart for the old Beast and says he still visits his dad's old haunts. Thanks for sharing with us Dennis.

Another one of Big Jim Sorensen's airplanes has moved on to another Beekeeper. Let's welcome Mark Adema and his mechanic buddy who just purchased #949, N6625K, to the family. I knew of Mark for a few years through our telephone conversations. At some point in our conversations we realized we worked for the same airline. He and his partner finally bit the bullet and found a Bee they couldn't pass up. They took their new acquisition to Buffalo, NY for the winter. I know Mark's taken some flak over that since Mark lives in FL, but the plan is to do a few changes this winter at his partner's shop in in NY. Mark they've got a few things to do this winter to get it the way they want. They picked up the airplane in Oklahoma and it flew it to NY without a hitch. Mark said the Brumm engine purred like a kitten.

A few months ago I'd posted a link to a video for some crazy guys waterskiing behind a floatplane. I guess Seabee's are not to be shown up. Don Kyte wrote in with the following story...."Bruce, I don't know if you ever heard this story or not but on two different occasions I have pulled skiers behind my Seabee.

The first was on Lake Sammamish when I lived there in the late 60's and early 70's. Ernie Martin was visiting me and we discussed towing him with the Seabee. Ernie is a good skier. I believe I had the GO-435 engine in the Bee at that time. He put on long underwear with his red trunks and yellow ski-life jacket. In order to avoid the prop spray he used a double-length tow rope. We made a bridle tied from the gear legs.

I kept the Bee on the step. My brother followed in my ski-boat. We had no communication but I knew when Ernie dropped off because of the lack of drag. As I taxied back I saw that Ernie had been picked up by my brother and they were beside another boat that had smoke coming up from it. It turned out that the lone occupant of the boat had a fire and Ernie had charged to the rescue using my boat's fire extinguisher to put out the fire. We laughed afterwards about what that guy must have thought when Ernie came aboard in that outlandish outfit. All he lacked was a red cape to make him look like "Captain Nice"!

Years later when I was living on Rocky Point in Dyes Inlet near Bremerton, a neighbor who had a big fast ski-boat was attending a party on a distant part of the Inlet. There was a float plane that had pulled up to join the party and my neighbor called me on the phone and thought my wife and I might like to fly over too. One thing led to another and two of the guests who had done trick water-skiing at Cypress Lake, FL were

wondering out loud about whether my Seabee could pull a water-skier. I informed them that I already HAD pulled a water-skier.

We naturally decided to do it, so with the previous experience as a guide we rigged the same set up on the Bee and with my wife in the fast boat trying to take pictures with my C3 camera, I got airborne and slow-flighted down the Inlet about 10 feet or so off the water. I could feel the drag of the skier so I made a very gentle 180 after about a mile or so to return. I saw the skier had been picked up by the boat, but the intermittent drag I had felt (which I attributed to the skier doing turns) was still there. Turns out it was from the handles of the ski rope bouncing on and off the water.

The other skier wanted to try it too, but they wanted to try it with BOTH of them together as the Bee seemed to have no trouble getting airborne with the one. This worked as well. After we returned I asked everyone within earshot to please keep secret who had been flying the tow-plane as it was strictly against FAA regulations without a waiver.

Sure enough, someone who lived down the shoreline reported it. I had left immediately after the flight because I had expected SOMEBODY would complain. When the authorities arrived they assumed it had been the float plane, who was still there. No one had a good description of the plane or number so nothing came of it except that the local newspaper ran several follow-up stories about the incident for several days with quotes from the FAA, etc. I had planned to do the towing routine for the upcoming boat races at the north end of Dyes Inlet, but couldn't have done that even legally without exposing my guilt about my unauthorized performance a few weeks earlier. Don” Oh my gosh Don, the cat is out of the bag now!

Your Seabee Introduction?

I'm always curious to hear how all of you have been introduced to the old bird. WA may be a unique place since there were so many here in the early days. Most every fly-in we attend I hear someone say that they saw the Seabee when they were kids. Please send your stories. I'd love to share them with everyone. Don't worry about type-o's formatting and spelling, I'll edit it anyway.(so you know it still won't be perfect)

While I was talking to Charlie Max about his airplane which is also one of the W. E. Aerotech Zero Time Seabees, I shared our story with him which I include here. There is a very interesting twist in his note that I've included at the end. By the way, does anyone know how many ZeroTimeBees were built at Aerotech? I'd sent DW a Message, but have not heard back.

“Hi Charlie,

Our airplane was the Aerotech demo bird that I bought from Rick Bohlke(SP). Your airplane though is the one that got me in big trouble.....

I was going to buy a SeaRey when I found out I could get an old Franklin Bee for about the same price. Not knowing anything about Seabees, I called Debbie Wallace and my wife and I took a tour of what was going on in Shelton, WA. We were amazed at the progress from bare keel in the front of the hangar to the increased progress all the way around the hangar. Then, hidden behind the long plastic strips in front of a room by the back door, Debbie flipped on the big lights and we looked in to see your beautiful airplane. Debbie opened the door and my wife took one look, put her hands on her hips and said... "I don't want one of those flimsy little experimental things, I want one of these!"

My heart sank.... I knew we'd never be able to afford one like that..... To make matters worse. I'd asked Debbie and Don if they knew anyone with a bee that could give me the ins and outs, pros and cons that wasn't trying to sell and airplane, so they put me in touch with Rick. His airplane was not for sale, but he was quite the host, took us flying, then took our son flying and spent hours with us. Now I was really in trouble. Janie was sold on a beauty that I'd never find or afford.

Fast forward a few years later and we were in Friday Harbor to put a deposit on a 45'

motor yacht. We had given up on the seaplane idea so the boat was a done deal as far as we were concerned. Just before we're to meet the boat broker we run into Rick who tells us that he has to put the Bee up for sale.....

I had to call the boat broker and tell him we bought another boat.... but this one has a 42' beam and goes 100MPH!

It's been a great 10 years! Bruce"

So Charlie writes back... "Bruce, What an interesting twist, flying in your airplane caused me to proceed with the construction of my airplane, and seeing my airplane caused you to purchase your airplane."

Dissecting of a Seabee

I'm sure most of you have seen the video of the Bee being dissected on YouTube. I couldn't fathom why anyone would do such a thing. Here's the story on Steinar's site with the video at the end. Thanks go to Brian Hoffmann for sending that along.

http://www.seabee.info/seabee_stories_misats.htm

Maintenance & Safety

Hull plugs is another discussion I'd like to hear from you about. I just finished my annual and found some flaking in the keel right at one of the plugs. Fortunately it was minor, only about one thread deep. I know some use stainless plugs, but I know from boating stainless and aluminum are a recipe for disaster. I've got brass plugs and always thought that there was enough LPS 2 and or Corrosion X in the bilge to do a good job of coating the threads, especially since I'm good about keeping the plugs coated.... I guess that's not good enough!

I did learn something in doing a little study. Imaging that! I knew that the taper on NPT threads allows them to seal when tightened(that's why they call it pipe thread, right?). Well yes the flanks of the threads compress against each other, but what I didn't realize is that there is still space, or a clearance between the crests and the roots and it won't make a good seal unless you use a tape or thread sealant. If you've been successful with stainless, then you must already know this.

Share with us what you use... Teflon tape, copper anti seize compound, LPS 3, what's your choice?

Let's talk too about Rudder Locks. Bob Gould had shared his experience of rebuilding the area damaged by an unchecked rudder. I've seen this in 2 other local Seabees. The damage is not pretty and it is expensive to fix. Steerable tailwheels are not as prone to damage as the locking tail wheel airplanes since there are some springs involved to cushion the blows. So let's hear what you *locking types* have done to check this potential for major damage.... is there a perfect solution?

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!

Tahoe Special is back on the market!

Grand Champion Oshkosh, Grand Champion Sun & Fun
numerous first place awards at airshows throughout the



USA. The best single engine four seat seaplane in the world. Powered by 405 HP LS-6 Corvette V8. Corvette air conditioning and heat. Four bladed custom reversible MT propeller, custom upholstery and paint by Paul Shepherd. 446 hours aircraft and engine. 9.8 gallons per hour on auto gas, 120 gallon fuel capacity. Will consider trade/trade in for Husky, Super Cub, Bearhawk, American Champ High Country or Maule. \$185,000. Aircraft is at Carson City NV. Will deliver for expenses. Contact Steve Lantz at stevelantz@aol.com or call at 775 720 4157 10/09

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

Ken Kunz Needs....

2 blade Hartzell jack plate with phenolic blocks. That's part of the hydraulic unit that actuates the pitch change on the seabee 2 blade Prop, Franklin Engine (hydro Selective Unit) If you have or know of one, here's a link to his email. [Kenneth Kunz](mailto:Kenneth.Kunz) 7/10

(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.

My N3N was built in 1940 (S/N 1962). It remained in US Navy service until 1946, when it was surplused and became a crop duster. In 1969 it was placed in hangar storage in Texas, where it remained until 1980 when it was ferried to Arkansas for restoration. It underwent a 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, then went into a hangar until July 2004 when it was purchased by me. I flew it to Texas and installed Redline disc brakes, using FAA Form 337 on a field approval.



In February 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 9-cylinder radial engine with Hamilton Standard 2B20 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.

Regarding 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 still 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

Best regards. 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

1954 C-180 Representing a 1965 U-17C of the RVNAF

Approx. 6900 hrs TTAF, 975 TTSMOH McCauley 88" prop installed 2006 MARCH annual KY-197, KMA-24, and Northstar M1 ... VFR only Same owner 20 years, always kept in hangar Located at Hicks Airfield Texas (T67) Seen in several magazines, books, video, and Trade-A-Plane cover. \$80,000 Phone: (817) 658-

8637 wrsanders_98@yahoo.com 12/09



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

Seabee Art!



Ginny Ivanicki is an artist and Seabee lover. Ginny does some incredible oil paintings of the 40's and 50's that include other seaplanes and warbirds too. You can see her works at www.elliottlouis.com/dynamic/artists/Virginia_Ivanicki_Strell.asp. Contact her at ivanicki@telus.net or 604-709-0190 9/09

Harzite Blades 4 sale!

2 Brand New Hartzite propeller blades Design # L8427... These blades were manufactured by Hartzell for the Seabee and Navion, in conjunction with Franklin engine, at the time they were called the first composite blades and I will sell both for \$1900.00.

Contact Kim dos Santos at jasp4kim@gmail.com, (203) 915-2000 Cell, (203) 877-7750 is Home, or (203) 877-7750 Fax



LS-6 powered 350 HP Corvette "BEE" for sale, NOW U.S. registered!



Don't miss this rare "BEE", it is a great aircraft. No oil required between oil/filter chgs. BURNS LESS THAN 10 USG PER HOUR ON PREMIUM AUTO FUEL.

- MGW 3350 lbs., Usable load 1200 lbs., rate of climb, over 600 F.P.M. at Max Gross @ SL.
- Hartzell wide cord composite fully reverse-able prop w/spare COMPOSITE & Metal blades.
- Wide spray rails w/propellor" No-Spray shield " at hull step, works great.
- Spectacular T/O performance, even off calm water, at full gross weight, 19 sec's
- All new windows, all new stainless control cables, bow door w/auto hold open feature.
- Aircraft totally re-wired, standby alternator, split-able dual battery system.
- Cabin heater & defog system, free fall undercarriage with positive downlock feature.
- Black stainless disc brakes, good tires and positive tail wheel lock, new 75 gal. fuel bladder.
- Capacitance type fuel tank gauge system, Removable 15 gal long range aux fuel tank.
- New paint & new upholstery & carpet 1 year ago. Short wings, splat tips, flasher beacon.
- All new Inst. panel with COM, transponder, stdby nav/com, Garmin GPS, vertical compass,
- Vac. gyro horizon, some spares, and many more extras too numerous to mention. Meets all specs for import into U.S.A.

Contact Ken at winterhawk23@hotmail.com or Phone 604-943-3380 (home) 604-813-7794 (cell)

Asking price \$115,000.00 US 01/09

Roger Duke's Super Seabee, Home and Hangar are 4 sale.....



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, \$95,000. Contact Roger Duke 360-321-1537. email rduke@whidbey.com 02/09

[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 <http://www.windermere.com/index.cfm?fuseaction=Listing.ListingDetail&ListingID=17411843>

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. 561-436-0821 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

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 interested 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 straightening 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 weighs 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>

Bee Sea n'ya,
Bruce Hinds, President
Washington Seaplane Pilots Association
Seabee Club Newsletter
360-769-2311 home
360-710-5793 cell
www.wa-spa.org