

October 2010

Seabee Club Newsletter



Big Jim Sorensen's other bee is now flying again too!

Hello Everyone,

I'd expected the V8 guys from Carson City to join us at Clear Lake this year. Crap, we could have had 6 in one place at one time. James Nesgoda who is the new owner of George Pappish's Navy painted airplane showed up from Las Vegas and Tom Hillier brought his Sorensen Bee. There is also a fellow that lives at the other end of the lake and he's had a Bee behind his house for too many years. He keeps it on a lift and it doesn't even have wheels. In fact, I didn't even know he was there on Saturday at the docks, I was too busy fooling around with the fuel leak. Yeah, more on that later. Anyway, four of us there and no pictures, no flying..... what's with that? Well it was still a good time and we got to spend some time with Don Kyte and Bill Ellis.

On the east coast though, Hammondsport looked like a real success. Henry Ruzakowski is flying in the picture above at 178 MPH groundspeed. Stephen Mestler said he'd seen 161 on his way up. They were just ahead of the front that spawned the tornadoes they had in NY and made it in before any of the strong winds had hit on the ground. I got a detailed note from Henry regarding their time there that they got to spend with Jim Poel. Jim was doing great at the time, but as I'd sent in a recent message, he's had some infection set back in and he had to go back to the big hospital(Strong).

Before they'd left for New York and two days after their Long Island Airpark Fly-In. Jim Sorensen's old Seabee & ET flew together.... Bob Perkins shot the following....
http://www.youtube.com/watch?v=yMNvvn_c6gk

Last month I'd mentioned the new owners of a nice Bee that had brought it to our area. After flying it about 20 hours with a perfect running engine, it quit. Quit is a nice way of saying the engine completely failed. The exhaust valve came loose and part of it left through the pipe

damaging both blades and getting slung into the tail boom making a nice whole. The rest of it went through the piston which tore stuff up and they had a rod or something poke a big whole in the case. It's a mess. They were over water and made a safe landing but they're not sure what they are going to do at this point.

Bob Gould is perhaps our front runner in required upkeep since this airplane lives in the harshest environment that I know of. He lives on the beach in Hawaii where the wind blows salt air continuously. Bob has shared his tales of woe with us before and he writes again

“When I took my Seabee to the Marine Base to be on static display at the airshow, they initially parked me tail into the wind. The wind was pretty light, but I don't like to face that way without tying the rudder down, as I had previously gotten a crack in the rudder spar when the paint shop parked me tail into a 20kt wind and the rudder was banging back and forth. I also was letting kids into the airplane, so I didn't want to tie the controls down with seat belts or the PVC pipes between the rudder pedals and the floor seam, so I put the two quarter inch bolts between the rudder control horn and its fuselage bracket the way I do at home.

On the second day I moved the Seabee to the row across from where it initially was so that it would be facing the wind. When I was checking the airplane over at that time I applied some pressure to the rudder and noticed that the brackets in the rudder that bolt to the control horn in the tail were staying still due to the rudder lock bolts, but the rudder was moving slightly relative to the brackets. I was somewhat concerned that someone had pushed hard on the rudder and broken something inside (we had a LOT of trouble with people fooling with the airplanes this year), and I didn't want to fly home without checking it, so I took the rudder off on Monday and took it to my sheet metal guy. He opened it up and found some loose rivets and elongated rivet holes, and said that it looked like the damage was old, so apparently it was not something that happened at the Marine Base, but was something that had occurred over the years due to 'normal' wear and tear.

My point is that there is no way I would have even been able to see that looseness had I not had the rudder control horn locked tightly with those two bolts. It's impossible to put enough load on that bracket to have seen the motion without locking down the control horn. This leads me to two possible conclusions. First, it may be a good idea to lock that control horn down occasionally to check the tightness of the bracket's rivets, and secondly, maybe it is not such a good idea to lock the rudder down that way as a standard practice. It's very convenient, and very positive, but it means that any load on the rudder is directly transmitted to that bracket, and that makes it susceptible to damage if the rudder is hit or pushed hard. My airplane has less than 1,000 hours on it, so it is likely that a lot of other Seabees around have the same problem, particularly if there is evidence of the rudder banging against the stops as was the case with mine (notches in the aft fuselage caused by the brackets hitting it at full throw).

At any rate, Charlie replaced the rivets with larger ones and put in a doubler, so all three of my hinge points now have doublers on the spar (the top hinge was done 3 years ago as a prophylactic when we did the cracked spar repair on the center hinge).

I would be interested in comments from the experts.” Bob

Bob has some pictures of the work they've done if you are interested and he can be reached at bob.gould@stanfordalumni.org This could start a whole discussion on Rudder Locks... is there a perfect solution?

Maintenance & Safety

Tell tale stains....Last month I wrote about a boost pump situation. It was a faint stain from the drain/vent for the boost pump, here's another, or the rest of the fuel leak story I mentioned above....

On our way to California at a fuel stop I notice a slight blue stain coming from our engine

bay scupper drain. I figured it may be something left over from a cleaning after tightening up an oil leak just before we left. I usually keep a plug in the drain so oil and crap doesn't get picked up by the prop and blasted all over the tail. I pulled the cork and the mess was mixed with some oil and cleaners that was left over from the project. Really not much at all. We'd flown through a bunch of rain, so I didn't give the quantity of liquid that came out much thought. When we arrived in California there was a little more, still not much, but I took the time and checked the injectors, lines and fuel flow divider.... nothing to be found.

The following day we'd planned to take some of the volunteers for a ride and had to move the airplane across the field to have access to the ramp. I fired it up and moved about 100 feet and shut down. When I climbed out and stepped away I noticed a bunch of liquid leaking around the cork plug. Hmmm..... That's strange, no rain, what's this all about? When I pulled out the plug about a quart of 100LL drained out in the field.

We had just flown a 4 hour flight leaking fuel because the diaphragm was going on our engine driven fuel pump. The engine must have used most of what the pump was supplying because our fuel burn didn't seem unreasonable. But at low power, the fuel was just running out. Not a good situation, especially with a plugged scupper drain. Perhaps plugging that drain is not the best idea.

Post flight inspections can play an important part in the health of our aircraft and possibly us to. In the case of the Seabee, the drains flow into an easily visible area. Most aircraft have the drains underneath and they are not readily noticeable unless you take the time and make the effort to look under the aircraft. Keeping that area clean will help you notice anything unusual. We're so glad we noticed it when we did. We've been flying over a lot of inhospitable terrain.

Just in case you don't know, engine driven pumps for the GO-480 are not the easiest parts to come up with. However, I just happened to have a connection right in this newsletter... Gregg Cadieux is advertising in the classifieds below a GO-480 for sale. Just so happens that Gregg deals in a lot of GO-480 parts because he's real involved with the Twin Bonanza group. He happened to have a pump on the shelf that had just been overhauled and offered me a deal.

Gregg said to let you all know he has many parts for the geared engines including the gearboxes. He uses Dixie Airparts in Florida to overhaul his pumps. Mary at Dixie was real helpful as the part number on my pump had to be cross referenced for a replacement. In two short phone calls we had it all worked out and Gregg was able to overnight the part to me and I sent mine to Dixie for Gregg. Slick deal.....

Gregg has also invited any of you interested in the T-Bone to visit their Yahoo Discussion group. <http://groups.yahoo.com/group/twinbonanza/>

CPR- I don't know about you, but I've always been a little apprehensive about giving CPR, the mouth to mouth part on someone I don't know. I've always believed I'd just have to do it should I be presented with the situation. Now, there's new information, that may not be the best procedure. Check this out, it could save someone's life. <http://tinyurl.com/2fx8r59>

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



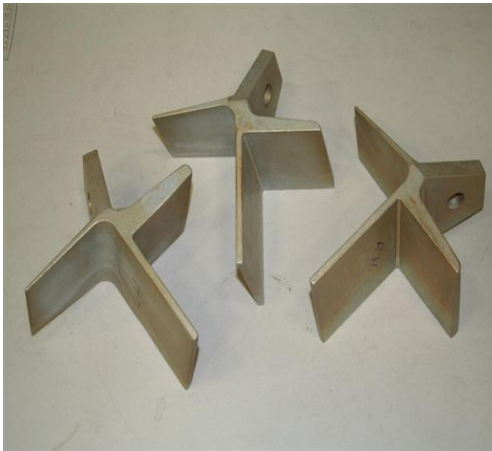
Ken Kunz Needs....

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@centurytel.net) 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
wbsurgconsult@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

jaspat4kim@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.

- MGTW 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, splate 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 Mojonnier, 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!" brummrchikaren@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