

SeptOber 2009

## Seabee Club Newsletter



See Pete's incredible Seabee at Clear Lake! Wish I could!

Hello Everyone,

As I've previously mentioned, our Seabee family is spread all over the world and it's always great to meet up with old friends, meet those that I've only emailed or talked with on the phone and it's fun to hear from new people that find the old waterwagon so fascinating. This past month + has been no different. Yes, I said month +, note the date on the top of the letter.... so sorry, we've looked sooo forward to our annual Clear Lake trip this year, we've been busy trying to do an annual prior to our local Mason Lake Splash and even installed a new radio for the trip to California. It's been a crazy past 3 weeks.... but the Bee's ready! Unfortunately, I didn't get the September letter out so we could be ready for our Mason Lake event that didn't happen. Now, I'm writing this from Bismarck, ND when we're supposed to be in Lakeport. Think I'm bummed? You have no idea. But that's another story.

This past week I received a message from Chuck at Clear Lake and he announced the arrival of the new Mermaid LSA that will be on display this weekend, and then Thursday I talked with Ross Mahon to find out they are taking the Gweduck down on Friday. Chuck had asked me to do a presentation on flying seaplanes in the NW but when it looked like our trip was not going to work out I asked Ross if he had something prepared. So, that will be a special Power Point presentation on the development of their new masterpiece. Did I hear you say what is a Gweduck? It's an all composite twin engine flying boat about the size of a Widgeon. With 19 years in development, the designers took the best features of previous designs to create a completely new one.

I know Don Kyte, Bob Gould, Pete Norman, Tom Hillier and his entire family were going to be there for sure. Steve Lantz was going to show if he didn't have to chase fires and many others seabee lovers that always show up make it a great place for those of us with such a common interest. The past 4 years that we've been there we've made some great friends and found so many Seabee

lovers. These things always draw a crowd and what's really amazing, is the people that come out of the woodwork with their own Seabee stories of the past.

Bummer #2- When the clear lake trip was not going to work out, we'd been invited to attend Classic Aircraft and Warbird event at Paine Field which included a 1940's style hangar dance with big band music. The organizers were excited about bringing the Bee which led to an email introduction to Ginny Ivanicki and artist and Seabee lover. Ginny does some incredible oil paintings of the 40's and 50's that include other seaplanes and warbirds. You can see her works at

[www.elliottlouis.com/dynamic/artists/Virginia\\_Ivanicki\\_Strell.asp](http://www.elliottlouis.com/dynamic/artists/Virginia_Ivanicki_Strell.asp). Why is that a bummer? We didn't get a chance to do that either! I was needed to fly the CJ to ND for a funeral this weekend.

These past few weeks I've also heard from several people. Steve Hovest is the new owner of the "Z-Bee," Seabee N6585K #858 is one that I'd advertised. He hopes to come get it soon and take it back to Ohio. Then I received this short note with a big story.... "Bruce, the twinbee finally flew. It is in winter haven florida where I am doing my training! Sincerely, Harry Copeland (n950cb)" If you haven't followed any of his story in the past, it has been the restoration from hell. I'm so glad to see you stuck with the restoration Harry, enjoy. I also got into an exciting interchange with John Davidson from Kentucky. He wrote that he was interested in the Seabee(who isn't) and has about 75 hours in Republic piston aircraft, but just one 1 hour in a Seabee. This got my attention! My favorite warbird of all time is the P-47. My dad went to school with Robert S. Johnson and he was our insurance agent during the 50's and 60's. Yes I do have a signed copy of "Thunderbolt." And yes, that is one of the reasons that I got into flying at such an early age. Well, John wants to write a story comparing the flying of Republic's two piston powered airplanes. He flies for UPS and has some time off, so hopefully he'll have a chance to come out before the jet stream goes south and I can pick his brain about the P-47.

Oh, I almost forgot! I also had the opportunity to meet Dr. Forrest Bird. It's been a while since we went to Priest Lake and since I didn't send out the September newsletter I almost forgot. Dr. Bird is 88 and gave our group a 3 hour personal tour of his museum. If you have a chance to get to Sand Point, Idaho you have to plan to visit. You know what his favorite airplane is don't you? You guessed it. His Seabee. He is a gracious man and could have just been telling me that because he was admiring our Bee, but I'll take him at his word. I can understand that though. In my conversation with Pete Norman this morning just before he left for Clear Lake, he reminded me of a conversation we had recently. When he only had a few hours of dual and was looking forward to getting proficient, I told him that once he got comfortable with the old Beast, he'd begin to love it. This morning he told me I was right.(I knew that!) Pete said he's been having lots of fun with the monster and I guess his gull wing doors are working real well.

I would love to do that,by the way! If any of you want to work on a Gull Wing Door STC, let's do it. Scott Henderson said it will never happen because to prove it to the feds, you have to open a door in flight. Pete has 4 or 5 locking pins so I don't see how it can open, but maybe if we put the gas strut on the front that would keep it on.(Wait, that may not work for reverse!) I can't imaging it would be good if it did come open in flight. Any thoughts on this anyone?

I think the modification would be popular. The only time I've needed air-conditioning is on the ground(or water). I've taxied his airplane and used reverse with the doors open, man is that nice! It seems this would solve all the door frustrations that I've had like; getting docks and boats caught under the door, you can't open the door if the dock is too high or boat is too big. You'd better have the doors closed or hold on tight when in reverse and how about holding it open when the wind is blowing? The gull wing doors solve all these issues. The work doesn't look hard and Pete's made the hinges, if you want to run this at the feds and have any experience in that department I'd like to

talk about it. If you just want to shoot down the idea, don't bother, I've got too many holes to patch.

Here's a fun video if you didn't get to Oshkosh. Lake Side at EAA's [Seaplane Base](#).

**Maintenance** you may have already seen this from SPA's newsletter, I've done some editing for brevity... consider it maintenance of our waterways and your privilege to use them. The threat of spreading invasive species from one lake to another by seaplanes or boats has become a serious concern in most parts of the country. Waterways are being closed or severely restricted and regulated in some areas to all water recreational users.

Seaplane pilot education and awareness is an important first step. While all invasive species are nearly impossible to eradicate once established in water bodies, relatively simple precautions can prevent their spread to unaffected waters. Invasive species can hitchhike on small fragments of seaweeds caught on floats, rudders, other appendages, or in even a few small drops of bilge water. But as pervasive as these organisms are, they don't live long out of water once they dry out. This is the key to prevention practices to ensure your seaplane is free of aquatic hitchhikers before you take off.

Prevention tactics must be intensified when operating in areas of known infestation. Quagga and Zebra Mussels are common examples of invasive aquatic species, devastating to fish and the economies of communities that depend upon them.

As seaplane operators we can ...

- Pump your floats dry or drain your bilge as part of your preflight.
- Examine your floats or hull and water rudders and landing gear to ensure small snails, pieces of seaweed, or other debris is not attached.
- If your shoes and socks are wet, be sure to change them before entering another body of water - all it takes is a few drops of water to transport these nasty critters.
- If you fly an amphib, land at an airport before entering another lake. Wash down your plane and floats. Examine for weeds or other aquatic material. Pump out your floats or hull, but be sure not to let the water seep back into a nearby lake or river. When pumping floats, an extra precaution is to pump your floats into a can of bleach water before discarding.

As responsible seaplane pilots we must take this problem seriously and take all measures possible to demonstrate our ability to continue to use these threatened waters safely. Pass the word to other water flyers - our water access will be jeopardized if we do not demonstrate that seaplane pilots can manage this threat responsibly and effectively.

The official list of Infested Waters is available on the SPA Blog (click on the "Invasive Species" Category - "Stop Aquatic Hitchhikers").

## **Safety**

### **Wheels in the water!**

I'm only bringing this up again because this summer we have seen an alarming number of this kind of accident. There have been 5 or 6 that I have read about. This one most recently. The facts are that a pilot landed in the water with a main gear not fully retracted. He claimed he had a complete electrical failure and couldn't pump the gear up before landing in the water. I don't know the pilot, he's not one of our WSPA members and it's not a Seabee so I can't speculate on what all the factors were. But if we look at this, there are several questions we can ask ourselves.

First and most importantly, he was flying from Bremerton to Paine Field which is a runway to runway even though most of the flight is over water. Without any gain in airspeed from retracting the gear,

he may have elected to leave the wheels down. Again, without knowing the details, I can't make a judgment. Just remember, you are always better with the wheels up unless you are landing on an improved strip. Make it a habit to put the wheels up after takeoff.

Secondly, make yourself a check list you will use. Preferably, your response for landing gear will be something like... "Wheels are up for landing in the water, they are confirmed up visually and with a light." OR... "Wheels are down for landing on Land and confirmed visually, and with a Green Light."

There are some other questions here, but I won't go on not knowing all the details....

#### Keep your head out!

Yes, out of the cockpit! I've prided myself for being "old school," I still have the map at my side and even with a small

GPS I'll use the Lat/Long to double check my progress. My recent radio upgrade that I mentioned earlier almost cost me the proverbial farm. It was just a short flight between two small airports in the metro area and even though I knew the direction, airspace and frequencies, I wanted to see the feature of a GPS nav page that brings up the airport info and transfers it to the com side of the radio. When I got that queasy feeling, I looked up to see the bottom of a Cessna go by in a steep bank at my 10 o'clock position. I didn't need to have my head down and especially in a congested area.

Gadgets and distractions will get you in trouble. Use your checklists and keep your head out, these new electronic toys are too much of a distraction. Just be careful out there. Okay?

**Classifieds** Listings will be for 6 months unless I hear from you. After that, they will 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!

#### **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](http://www.elliottlouis.com/dynamic/artists/Virginia_Ivanicki_Strell.asp). Contact her at [ivanicki@telus.net](mailto:ivanicki@telus.net) or 604-709-0190 9/09



The Remarkable Tahoe Special Experimental Amphibian is for Sale!



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](mailto:stevelantz@aol.com) or call at 775 720 4157 10/09

Turbocharged SeaRey



Options include; Hydraulic gear, Heel brakes, Electric trim, Whelen strobes, King com radio, King transponder, 121.5 MHz ELT, Nav lights. Rotax 914.turbocharged engine 115 hp. Full

electrical system. Dual electric fuel boost pumps. 137 total hours. Built by an A and P mechanic. Always hangared. \$45,000. (A new Rotax 914 sells for \$31,000 by itself.) Contact Tom Watkins 253-549-4549 Cell 602-284-0770. 8/09

**PRICE REDUCED** - SEABEE with Ground-Up Restoration **FOR SALE**



**\$75,000** • 1947 Republic Seabee N6755K, S/N 1043, , T.T. 650, Engine & Prop 17 SMOH, Spare A/W B9F, Alternator, Airwolf oil Filter, new glass paint and interior 07, wide spray rails, wing ext's., overhead quadrant, Cleveland brakes., new fuel cell, inboard strakes, steerable T/W all logs • for two other photos, visit Barnstormers website [http://www.barnstormers.com/ad\\_detail.php?ID=171092](http://www.barnstormers.com/ad_detail.php?ID=171092) Contact Sam [czechride@canby.com](mailto:czechride@canby.com) - [http://www.barnstormers.com/contact\\_seller.php?to=50500&id=171092&title=Republic RC-3 Seabee&return=%2Fad\\_manager%2Fmy\\_ads.php](http://www.barnstormers.com/contact_seller.php?to=50500&id=171092&title=Republic RC-3 Seabee&return=%2Fad_manager%2Fmy_ads.php) located Wilsonville, OR phone: 503 678-5114 07/09

**FOR SALE**



1947 SEABEE, RC3 SN395, TTA 1463, Franklin B9F, TT 629, 12 STOH, Reversing 3 blade Prop,



TT Prop 197, 12 SPOH, Bendix/King KX 125 Nav/Com, Cleveland Brakes,  
New Engine Control Cables 2004, Fuel Cell replaced 1996, Artex ELT, Wing Extensions,  
Large Spray Rails, Never operated in Salt Water. Location Muskoka, Ontario, CYQA.  
Asking \$55,000, Contact: Lorne McLean 905-989-2798, 416-434-0091 cell, or [lornemclean@rogers.com](mailto:lornemclean@rogers.com) 3/09

**Harzite Blades 4 sale!** (I would have jumped on this tailwheel had I not already found one, I believe the Bendix is superior to some of the others out there. Go ahead, ask me why? These blades are absolutely beautiful, they belong in a museum!)

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](mailto:jaspat4kim@gmail.com), (203) 915-2000 Cell, (203) 877-7750 is Home, or (203) 877-7750 Fax

WOW, Another Northwest SuperBee! GO 480 Simuflight Conversion, fuel injected.



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](mailto:wbnsurgconsult@comcast.net)  
02/09

## 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](mailto: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 (New Price) and Home 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](mailto:rduke@whidbey.com) 02/09

### Airpark Home on Whidbey

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 cowlings.

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

## *Other Interesting Web Sites*

[http://www.tanignak.com/More Amphibian Adventures.htm](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> Carl Hankwitz has republished the 1949/1950 movie featuring his family's Seabee. You can view it online at

<http://web.mac.com/chankwitz/BlueHorizons/Movie.html> if you'd like to contact him, he can be reached at [chankwitz@mac.com](mailto:chankwitz@mac.com)

[www.alaska.faa.gov/flyak/](http://www.alaska.faa.gov/flyak/)

<http://shaunlunt.typepad.com/shootings/>

[www.dunk-you.com](http://www.dunk-you.com) emergency egress training.

[www.sfahistory.org](http://www.sfahistory.org) Society for Aviation History

[www.clearlakesplashin.com](http://www.clearlakesplashin.com)

[homepage.mac.com/gotta1der/PhotoAlbum28.html](http://homepage.mac.com/gotta1der/PhotoAlbum28.html) personal Clearlake photos

[www.dhvied.com/clearlakesplashin](http://www.dhvied.com/clearlakesplashin) personal Clearlake photos

[www.aerocheck.com](http://www.aerocheck.com)

[www.hu-16.com](http://www.hu-16.com)

[www.SeaPlaneOps.com](http://www.SeaPlaneOps.com)

[www.flightcontractservices.com](http://www.flightcontractservices.com)

[www.rcairplane.net](http://www.rcairplane.net) Easy to build Seabee with a 72" wing span, other great models too. Contact Bill Price [bprice@puc.edu](mailto:bprice@puc.edu)

## *Canadian Information*

[www.alaska.faa.gov/flyak/](http://www.alaska.faa.gov/flyak/)

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

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

<http://www.floatplaneFlyin.com/index.html>

[www.alertbay.com/eagleair/](http://www.alertbay.com/eagleair/) Looks like a great place to go, *let's plan a trip!*

[www.canadianseaplane.com/index.htm](http://www.canadianseaplane.com/index.htm)

## Seabee Products And Information

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

Wing Walks, those things you put on the wings when you want to get up and clean up the oil mess...

Jim Dixon's dad is a retired carpenter and will make these for \$100 each. He does a great job from the original plans, they just aren't



quite as wide. Which is nice, they are a lot easier to handle. I have two one for each side. He also puts felt on the bottom edges so they don't scratch the wing and carpet on top. Contact Jim [jdickson@intd.com](mailto:jdickson@intd.com) 360-701-1119 or 253 851-6315.

### 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](mailto: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](mailto:smestler@pbtcomm.net) **I have them both, they're a great reference!**

## The Seabee Experts

**Simuflight's Back** They have been back in business since the first of the year for parts, maintenance and restoration work. 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](mailto: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.

### 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](mailto:scott@simuflight.net).

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

**IRSOC** (International Republic Seabee Owners Club) Now at [www.republicseabee.com](http://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 in 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!" [brummricks@comcast.net](mailto:brummricks@comcast.net) 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.

Speaking of engines.... Randy Komko is putting together a new website... Check it out for current pricing on Lycoming engines..Props..parts..ect  
he'll be updating it with 2007 prices soon.. <http://www.seabee-transition.com/>

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](http://www.wa-spa.org)

