

GRAHAM SUTHERLAND
939 Alexander Avenue * Port Orange, Florida 32119

November 1994

Greetings and hello to all Bee Keepers and builders who have continued to keep them flying. Our airframes are like DC-3's but the old "Frank" needs a "bunch" of special maintenance. The newly STC® Airwolf oil filter is a positive step towards keeping the Frank healthier. Installation is less than 3 hours if you have the oil lines on hand. I was very impressed to find all the follow up correspondence after the first newsletter attempt, and positive input on continuing. Nobody can duplicate Dick Sander's way with a pen or flying expertise. The King lives on in Ft. Lauderdale, Florida but has been heavily burdened with aircraft, hurricane and computer problems.

Everyone I spoke with commends his dedication to RC-3's over the many years. He helped Bee Keepers in all phases of operation. "Dick, Peggy and #709 will always be an important part of the Sea-Bee Club".

*** News on members and Activities ***

Talked to Gene Balon N6747K #1035 Cont who owns 2 Bees one Cont and one Franklin. The Frank is for sale. Gene also has a bunch of Franklin JUG5 (35-some good) write him if interested in anything. Gene Bacon – 46434 Cypress Court, Utica, Michigan 48087.

A very sad note was passed along that Captain Marty Bennet N9042N #275 passed away in August. Marty was a fixture at Sun 'N Fun and had the most pristine Super Bee I've seen. To family and friends our sincere sympathy.

- Spoke to Bryce Blanchard (X N6659K) who owned the Beast for 31 years before I purchased her 3 years ago. He misses the Bee badly.
- Talked with Gary Halverson (N6523K #789) who has just completed a W.E. Aerotech total rebuild and now has a 0-Time Super Bee. He was also seen in South Florida and snatched up a nice set of wings!
- Met Stu Hanley at Sun 'N Fun (N428MD #3 Twin Bee. Stu indicated to me N428MD is for sale with 0-Time Engines.
- Spoke with Dave Peters (N65891L #862) who should have his Bee flying in '94.

Heard from Don Jones CF-JKC #241 who had a very bad accident up in Muskoka, Canada. The Frank failed on take-off, 200 ft and he crashed into rock and timber. Don had several broken bones and his totally restored Bee was bent beyond repair. (The ignition parts list for B9F's is courtesy of Don) Thanks Don for continuing to help the club.

Talked with Grant Leonard N6570K #843 in Minnesota (Land of Lakes) who had a good summer flying his Bee. For all you Northern Bee-Keepers, Grant has a couple of Bee Hulls for parts! Give him a call if you need something (612) 447-3573. While we're up in Minnesota let's not forget the old "Bisquit Keeper" Francis Einarson X 6458K #709. Francis sold Dick Sanders #709 and probably has as much time in "Bisquits", as he calls the Beasts, as anyone. Francis operates a Float Plane Training Operation and still has 1 Bee on the field. He also has some Sea-Bee spares. Call for details (612) 425-2309.

Heard from Ed and Connie Clark N87537 #97. Ed's new address is 13004 Yukon Avenue, Hawthorne, California 90250.

Don Booth N6397K – SPA #23 sent me some speculator New York Splash-In information. In attendance were several Bee Keepers and X-Bee Keepers, Inc. Bob "The Renegade" Redner. 3 Beasts were on the lake to show our superior water hull and airframe.

Chuck Basset N6138K – 8F

Richard Brumm N283 GM and his new 2000 HR B9F

Jim Poel N 6240K – B9F

Good to see 3 Beasts among 51 float planes!

Dean Storms #437 of Saginaw, Michigan is in his 2nd year of restoration and should be on the step for the summer of '95.

John Cuny – N624K #433 just put on 56 hours flying Florida, Canada then Florida with another Bee-Keeper Henry Ruzakowski. Nice to have all that knowledge in the cabin and a GO 480 in the back!

Talked to Harry Brady N6202K who has owned his ship since 1956 and wants to sell her. She needs restoring but is all there and a good buy! Call Harry for information 1-516-538-6218 – 707 Lowell Road, Uniondale, New York 11553. Harry was seen milling around with the Bee pilots at Speculator.

I got a good picture of Chuck Basset N6138K #324 at Speculator Courtesy of Don Booth.

Bob Gould N6255K #462 our only Hawaiian Bee Keeper is alive, tanned and well. Bob has 2 L & R lower aft cowl pieces and latches. Call for more information 1-808-254-5242.

Milt Parrish of Madison, Florida was looking for a Bee to purchase close by. After viewing several projects Milt took the advice of an IA. To buy N6280K - #490. "Milt we can get her flying in 2 or 3 days" "Right" 1½ years and a multitude of dollars later, Milt is about ¾ the way there. An important fact Milton alerted me to was that if you lose all compression (prop would windmill with no resistance) A quart of laquer thinner in the oil, starting and running for a short time would get the rings to seat again! The process is far more involved but is very simple and effective with a few quarts of laquer thinner, a few short runs and a few oil changes. (Better than pulling all the jugs) Call Milt for the proper procedure. 1-904-973-6611 – Parrish Aviation.

Pat Coyle – N6428K #673 of Jacksonville, Florida had a similar starting experience, seems the 200 S.M.O.H. Bee he bought was not majored by the previous owner and nobody really could confirm what was done to the Frank at the overhaul. "Say again 200 S.M.O.H. means nothing unless someone can document what was done and stand behind it" The brighter side is that Pat has completely overhauled 28K, including a panel that shames some King Airs.

Geo. Mojonier N6723K #1006 was finally tracked down to his new hangar home in Yelm, Washington. Geo helped many Bee Keepers to keep the ship airborne before Dick Sanders took the controls. Geo's new address is 11246 Airpark Avenue S.E., Yelm Washington 98597 – (206) 458-6866.

Geo Papich N6325K #549 Lyc. Called to get in touch but his phone number in the old owners book is incorrect (415) 482-5120?

Dave Reeve, Lawrenceburg, Indiana has just bought Howard Platernaks Simuflight Project. He should have a fine ship when it leaves W.E. Aerotech.

Charlie Malekis has also just purchased a 0-Time new Super Bee from Donnie Wallace at Aerotech.

Kelley Turner SN 808 in Elgin, Illinois is putting the final touches on his B9F. Matti Meckline – OH-EGA #679 the only Beast Keeper in Finland is looking for a Bow Door and 2 Blade Hartzell L8433. Write him if you can help. Kerihaju-3 0043, Helsinki, Finland.

John Young in Maine is the new owner of SN 996.



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Andy Chapeski CF-GAD #965 from the Great White North, was nice to send me a copy of a magazine that profiled his northern fishing trip. It kind of sends me back to my 172 float plane days in Northern Ontario. Thanks again for the article Andy, I had it reprinted so we all could enjoy it. Joe McHugh, a man whose done more the Bee than Jimmy Doolittle did for the Mitchell, is working refurbishing SER #15. I don't think Joe will have any problem with new components.

Listed below are the names on newsletters that came back no forwarding address: K.C. Ostronic CA, Bill Buckaldo CA, Sam Cochran OH, Charles Cummins Ky., Nick Parkhouse England, Ken Nelson B.C. Canada, Russ Mager WA, Denny Ullenius/Bo Larsen Sweden, Wayne Parsons ID, Curt Rocca CA, Rand Sanders MI, Russ Watt Braceridge ONT.

Anyone interested in receiving more newsletters, please sent in \$30.00 membership. This should help with the printing and postage costs.

Graham Sutherland, 939 Alexander Avenue, Port Orange, Florida 32119 * (904) 761-9671.

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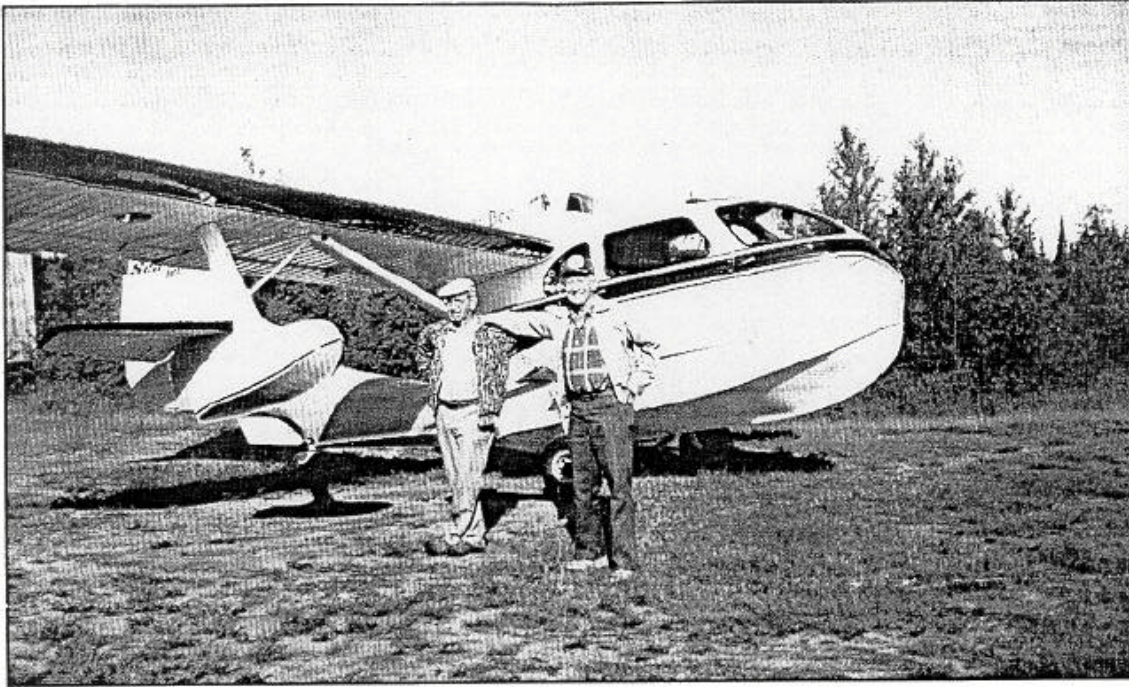


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*Despite Loran, acceptable weather and good intentions,
the Arctic Char remains as elusive as ever...*

By Seabee to Labrador



On previous occasions I have written about by flying trips into northern Canada, hoping to make that big catch of the elusive arctic char. Earlier flights by Seabee C-FGAD to Baffin Island and the Belcher Islands were both enjoyable and adventurous – but unproductive as far as char fishing is concerned.

One part of Canada I had never seen was Labrador so out came the planning chart for a look at that area, including some distances. I would have to find a partner, as my spouse absolutely refuses to go on these long jaunts into the wilderness with the ever-present blackflies and mosquitoes. Early in the year I told friend Bob Atchison that I'd do this trip if I could find a partner. Out of the blue he said: "I'll go" – and with that the trip was on.

The first problem encountered in northern flying is fuel availability. We would be fine as far as Kuujuaq (Fort Chimo) but going east to the Labrador coast would be a different ballgame. The most northern airport is Saglek which is not far from the most northern tip of Labrador and is a Northern Warning Station operated by the defense department. I had ascertained that we would have no problem getting clearance from DND

By Dr. ANDREW H. CHAPESKI

to land there. We would also have no problem getting a couple of hundred miles south to Davis Inlet or Nain where we could get auto gas, if nothing else. The aircraft has 5 hrs. endurance with reserves so on a trip like this we always carry two extra 5 gal. Cans which extends our range by almost an hour.

With char fishing very much in mind, I felt it would be to our advantage to leave sometime in late July. This time we would have Loran to help in navigation. I'm absolutely amazed at how well my simple Arnav-15 unit worked as far north as the bottom end of Hudson Bay. I normally use WAC charts for navigation but now, with the new VFR chart format, it will be simple to have these charts along also. I find WAC charts are adequate but you really need to have the weather on your side as they're not the greatest for VFR flights below 3-4000 ft.

As this would be Bob's first trip into the Arctic, I didn't want to forget anything related to survival and comfort. We would have down sleeping bags, foam mattresses and an all-

weather three-man tent. For survival equipment we followed the normal rules for Sparsely Populated Areas and this would include everything from an axe, small saw, three 75 ft. 3/8 in. nylon ropes, and a case of Aeroshell W-100 oil. Oil in the north is often very hard to come by so we always carry a supply of our own.

Travel up there by personal aircraft has surely changed since my first trip back in 1968 to the Seal River to fish speckled trout. No one except your family knew where you were and you always depended on the security of two aircraft or more in the group. Nowadays with ELT's, flight notes and plans, fuel availability and all the other things we enjoy, this type of flying is not only more pleasant but much less dangerous.

The scourges of the north are the blackflies and mosquitoes – and sometimes horseflies. One of the things I've always missed on my northern trips is a screened enclosure that you can at least get into and have a peaceful meal. I remembered having a 7 x 7 ft. light cotton tent with a collapsible aluminum T-bar and casually mentioned to Bob that it would surely be nice to have a light tent like that but made out of mesh screening. Bob's answer

was, "No problem; I'll make one." Being an upholsterer by trade, it was no problem and shortly it appeared standing on his shop floor. Weighing just over 3 lbs., this tent is a northern flyers delight.

Getting all our supplies together, including enough survival food for ten days in the wilderness, I recalled that on the previous trip to Baffin Island the gear weighed just 200 lbs. I felt my memory was incorrect and I couldn't believe this was possible as we had nothing aboard that wasn't essential. I now even leave my 25 lb. Box of tools at home, reasoning that without parts all those tools are of little value. We settled on only a few basic items – large and needle-nose vise grips, safety wire, hydraulic fluid, sparkplugs and a multitbit screwdriver – but when we weighed out all the equipment and supplies, we were again at 200 lbs.

July 24 was a beautiful day as we climbed out of Barry's Bay International, direct to Timmins. With a headwind of some 15 kts, the Loran said our travelling time to Timmins would be over 3 hrs. On arrival we detoured to Kamiscotia Lake to have lunch with longtime friend Ray Desjardins, who is now retired and building another airplane, his fourth, and it is a real beauty. After lunch we jumped over to the Timmins Airport for gas and were shortly on our way to Moosonee. This leg is under 2 hrs. and although the weather was bumpy we had a southwest wind at about 10 knots so the tailwind was nice for a change. At Moosonee the wind was 45 degrees to either runway, and after getting the bird down I realized I would have been a lot better on the gravel surface than on the pavement.

The following day was spent visiting Moosonee and Moose Factory and we were lucky to have planned this as it turned out to be our only day of rain. The weather had cleared pretty well by the next morning except for the occasional light shower, so we elected to head for the Seal River for overnight. After securing the airplane and setting up the two tents, Bob caught us a speckled trout for supper and it was indeed a pleasure to have the miserable flies on the other side of the mesh

while we ate our meal.

Next morning we arrived early at LaGrande Riviere for gas, and after a brief look at the damsite and filing a flight notification, we were on our way east to LG 4. About 10 miles out I contacted the tower operator and almost fell out of the airplane when he told me that there was a \$250 landing fee - \$200 for landing and a \$50 service charge for gas. However, he knew we were amphibious and was good enough to tell us that there was a seaplane base about 3 miles southwest of the airport and they would be happy to sell us some gas for cash. Surprisingly, this turned out to be the most reasonable price paid for gas on the whole trip.

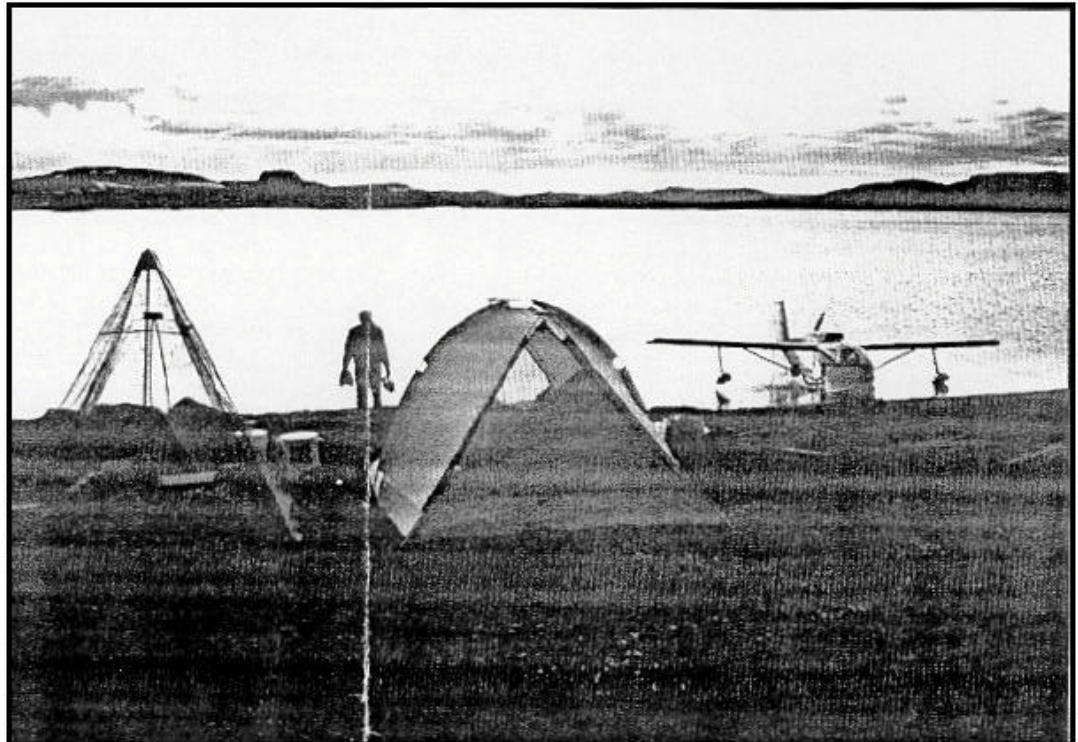
Our next leg to Kuujjuaq would be well over 4 hrs. and we planned to stop about halfway there and camp for the night. When gassing up we also filled the two 5 gal. cans, taking no chances of running out of fuel should we hit some bad headwinds. This is pretty desolate country and we never saw sign of another human being or airplane for the next 400-plus miles. Again we hit the real good weather and planned on stopping on the Delay River, just a little more than halfway to Kuujjuaq. We picked out a beautiful sand beach that wasn't too bad for flies and had multiple caribou trails heading off to a point not far away. I wondered why they were congregating here while the mainland is almost a half-mile away but found out the next morning when we broke camp and headed out to deeper water for takeoff. There was no more than 3 ft. of water all the way across to the first big island, about a quarter-

mile away, and we nervously waited for the airplane to kiss the bottom of the river. Fortunately, however, this didn't happen before we got into deeper water. The Seabee draws 18 inches.

As soon as I had the airplane fired up I turned on the Loran and put in Kuujjuaq as our destination waypoint. We were now over 200 miles further north than I had ever been using Loran, and was absolutely amazed when the distance and direction showed up a couple of minutes later. We were operating on Skywave because of our distance from the transmitters in the northeast United States. I learned early that it is important to update the present position of the aircraft into the Loran about every 100 miles to maintain accuracy.

Kuujjuaq has changed little from the last time I was there about seven or eight years ago except for an "Inuktituk Man" built out of flat stones and standing beside the Kuujjuaq Inn. Three and four-wheelers abound. There are two motels in town but the smaller more reasonably priced Co-op (\$80 a night) was full. We were warned about the Kuujjuaq Inn which quoted us a price of \$230 which I felt was far above standard gouging. However, when we got home and received the bill, the price was only \$170 which really wasn't too bad for that class of accommodation so far north.

Incidentally, the reason we couldn't get the cheaper Co-op was that a husband-wife team on a ferry trip to Germany had tied up one room longer than expected while waiting on weather for the next leg to Greenland. We



Above left: Andy Chapeski, right, and friend Bob Atchison prepare for departure from Barry's Bay. Right: Overnight campsite on Lac Daniel.



A 3 lb. Char hooked by Andy Chapeski provided two delicious meals for the travelers.

By Seabee To Labrador

Continued

later met them in the restaurant and they were now on their third day of waiting. Even a Lake Renegade amphib would provide little security if forced down in the North Atlantic. However, next day the weather broke and we wished them good luck as they climbed aboard the aircraft dressed in winter-weight clothing.

Because of the heavily packed ice, the first supply ship had gotten into Ungava Bay only two weeks before our arrival. At the airport we talked to a Coast Guard helicopter pilot from the ice-breaker that ushered the cargo ship in – and the talk turned naturally to char fishing. He felt that there was plenty of char in all the bays on the west side of Ungava so we decided to run up to Aupaluk, about 100 miles north, the next day to see if we couldn't catch a few.

On arrival at Aupaluk, the natives advised that there are no char in the bay there because the inland lakes are 3-400 ft. higher than the ocean and the char consequently are all land-locked. Not to be deterred, we jumped over the hill into Lac Chien Rouge (Red Dog Lake) and I shortly managed to latch onto a 3 lb. Char that would certainly do us for at least two meals. Thought of staying there the night, but with the good weather,

decided to head back south to Kuujjuaq, gas up and start on our way over to Saglek.

At Kuujjuaq we topped all our cans of gas, filed another flight note and were shortly heading on our course northeast. We again decided to stop about halfway over and found a beautiful beach on the south end of Lac Daniel where, amazingly, there were almost no flies. However, just behind our campsite was a big patch of ice which explained the reason for our good fortune. There was almost no wind so although the temperature was only about 4 or 5 degrees C, we were still comfortable in our long-johns.

After setting up camp I got a holler from Bob to come and see this several ton boulder sitting up on another one on three little stones and one bigger one. We wondered how it got in that position in the first place.

Sure was serene and peaceful place. Beautiful sunset against the low, snowy hills across the lake, which was almost perfectly calm, with a friendly loon parked not far out from the airplane. Lots of caribou tracks on the sand beach. After a nice arctic char dinner we cleaned up the dishes, got the pot of coffee ready for the morning, and turned in. It's times like these that you appreciate a winter-weight down-filled sleeping bag.

The weather next morning was still good and we prayed that it would hold 'till we got out to the coast to Saglek. As we continued onward the lakes were still frozen with just a bit of water showing around the edges of some of them. About one hour brought us out to Saglek Bay and the NORAD controller at

am sure that with the modest speed of the old Seabee, we would hardly be mistaken for an ICBM.

My pilot friend Bill McGeouch helped in the construction of the original radar base in 1953. HE described it as a terribly desolate place, especially when there is snow on the ground. The Torngat Mountains in this area rise 3-4000 ft. and the tops are all quite smooth, in contrast to the newer Rocky Mountains. These mountains are about 3 ½ billion years old; the Rockies are less than half that. The new radar base site was completed in 1989, if I remember correctly. I don't know why this should have been done at the end of the Cold War – but for \$8 million or more we have a perfect place to be at home away from home.

Of interest is the fact that in December, 1943 a B-26 twin-engine bomber on its way home from England to the northeast US crash-landed virtually parallel to the present runway through a terrible pile of boulders. How the five men on board walked away from this is anyone's guess. The pilot figured that he was too far south and had turned back up along the coast only to run out of fuel at Saglek. They all survived more than three months, only to then die of apparent starvation, even though they had weapons and there were caribou and polar bears in the area. It has been suggested that a German U-boat may have had something to do with their demise.

The afternoon continued clear and sunny and we spent part of it casting for char along

the shoreline below the base. An hour or so of fishing didn't produce a strike so we decided to climb back up the bank and enjoy the beautiful scenery in the company of Calvert Royal Reserve. Whether related or not, a few minutes later we saw what appeared to be a magnificent white sailing ship come slowly around a point. Obviously it was an iceberg of some proportion and oddly enough, it was heading south against the prevailing wind.

That evening was spent in the comfort of the staff house at the base on top of an 1800 ft. hill and we enjoyed the congeniality of the employees and other guests. Several of these were working for the Newfoundland Department of Fisheries on a project involved a controlled harvest of arctic char from the rivers along the Labrador coast, using the principle of sustainable yield.

Contact with NORAD in North Bay the next morning, via satellite, brought the good news that most of the coastal settlements to the south were fog-free. The controller

significant new finds and there was no point in chasing them to the stock market, we checked out the aircraft, fired up and backtracked on 4750 ft. of runway 35 for takeoff. On climbout we circled around the radar site to get a bird's-eye view as we continued on our way south.

It was July 31 and the day was bright with bubbly clouds and a few patches of stratus here and there below us. The coastline featured the same rugged hills up to 2-3000 ft. which gradually became smaller as we continued south. We decided to stop for gas at Davis Inlet which has a 250 t. gravel runway and is about halfway down to Goose Bay. On landing, the usual welcoming committee of several three-wheelers showed up and, as no aircraft fuel was available, Bob hitched a ride to town with one of them to get us 10 gallons of mogas. This is the reason I installed this particular Lycoming engine in the Seabee – it burns 80-87 octane gasoline and, if necessary, will also digest the higher grades of avgas and auto fuel. Bob was back

appropriate map. Some questions arise now as to the superiority of satellite navigation systems, but after a trip like this you would have a hard time convincing me that I would have anything that much better.

Arriving over Hopedale we punched in the Goose Bay waypoint and routed about 30 degrees to the west on an almost due south heading. In about 30 minutes we came up on Goose Bay and received directions to follow a water route that we never knew existed in the area. After sorting us out from the fighter jet traffic, we were given a detour around the airport and finally they got us down on 11,000 ft. runway 26.

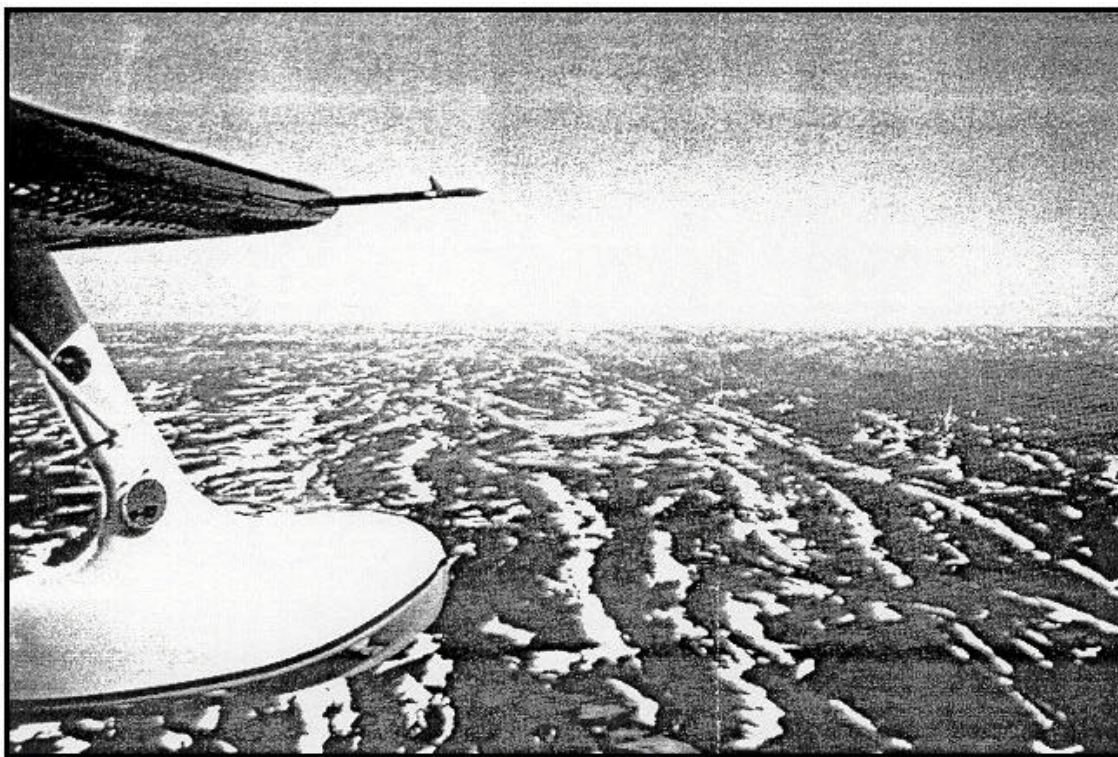
At Goose Bay – Happy Valley we were obviously back in civilization. After getting into a motel and having a nice dinner, we checked on weather and had to decide on the following day's flight plan. We had been thinking about jumping over to Newfoundland and going down the coast to Stephenville, and from there across to either Truro or Charlottetown. I wanted to visit an old Seabee driver friend, Dr. John Lockhart, up in Bath, NB and at the same time I would revisit Newfoundland. We also considered going to Sept-Iles and down to John's place that way but, regardless of the route, we knew we would be stuck with weather someplace for a day or two. The weather to the west was perfect and forecast to remain so for the next couple of days.

The next morning Goose Bay still had beautiful weather and a check with the Flight Service Station confirmed our suspicion that all was not well to the south. The bad weather was moving in and we decided that we should call John, get a raincheck and head west.

After getting taxi instructions from the tower

we were directed to an access point about midway down runway 26 behind a Lab Air Twin Otter – and there we sat for almost half-hour. As I watched fight aircraft from England, Germany, the US and Canada takeoff on maneuvers, the engine got a thorough cooking. Remind me never to stop at Goose Bay again – or to be on the road at daybreak before these fighter jocks are out of bed.

Goose Bay-to-Wabush for us is better than a 3 hr. run. The terrain now became fairly flat

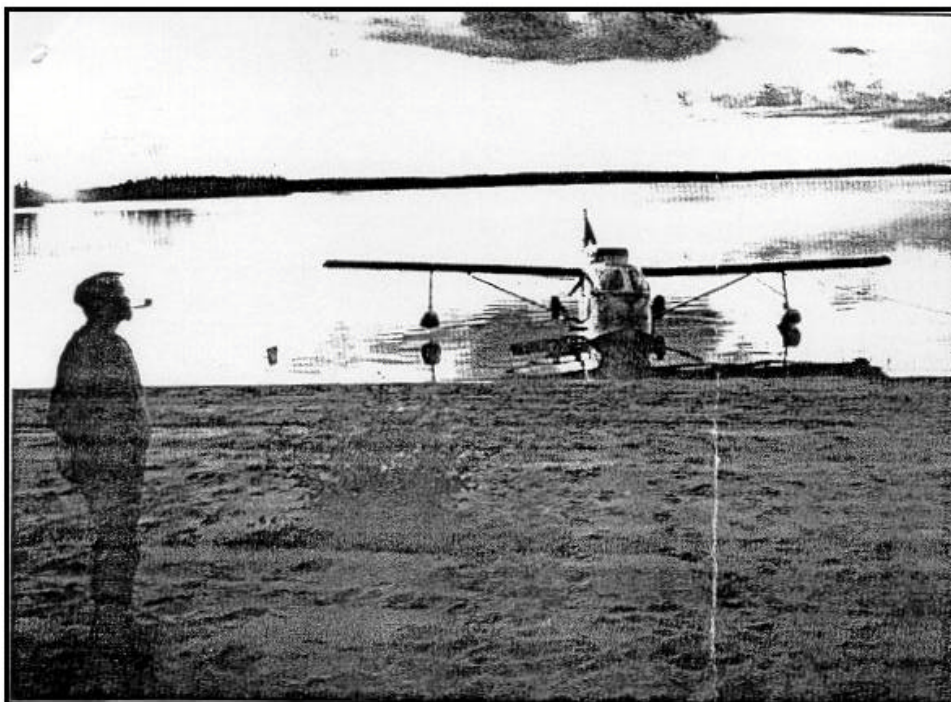


Enroute to Saglek Bay on the Labrador coast, the myriad lakes were still frozen and snow-covered

recognized my call letters and we got into a conversation relating to Seabees; he was considering buying one and was interested in various aspects of the aircraft's performance with the new Lycoming engine. After getting back down the hill to the airport we ran into some mining people who were doing some geological exploration in the area. After ascertaining that they had not made any

shortly and, after dumping the fuel into the tank, we were again on our way south.

We planned to fly down the coast to Hopedale and from there turn south to Goose Bay. We were now working on the Eastern Canada Loran chain and it was working as well in this area as any other we had traveled through. It's remarkable how this tiny machine simplifies navigation – but I have already proved to myself that it's that complacency must be avoided and it's wise to also have yourself located on the



By Seabee To Labrador

Continued

Memorable moments from an unforgettable trip. Above: A spectacular sunset on a beautiful Lac Beaugard. Below: Coffee and an after dinner campfire on the Delay River.



with a lot of muskeg. About midway across we can see the Churchill River where it ends up at Churchill Falls to our north. The wind was right down the runway at Wabush and the airport was very quiet – a lot of unemployment here now. After filling up with the most expensive gas of the trip we were off again, heading west with our next fuel stop at Chibougamu.

The weather was still beautiful although the Loran said we had a headwind of over 10 kts. About halfway over it was already 3 p.m. so we decided to stop somewhere for the night. About 50 miles from Chibougamu we found Lake Beaugard with a lovely sandy beach. We needed our screened mosquito shelter

again and had our last fillet of arctic char for supper.

The next morning we ran into weather the first problem since we left Moosonee a week earlier. It was a mistake not to have gotten a real early start out of Goose Bay. Had we done that we could have been home the same day.

Thank God for Loran – we got into Chibougamu without any real problems. However, we still had at least 4 hrs. flying to get us to Barry's Bay. After watching weather out the window of the airport terminal building for a couple of hours, things started to brighten up to the south and we figure it was time to go. We knew we would be passing through a low pressure system with its attendant low ceilings and rain, but with the amphib and all the water between Chibougamu and Barry's Bay, I was not too concerned about getting down if we had to.

The first hour south was almost pleasant with some patchy overcast but this gradually darkened and we were soon into fairly heavy rain showers. We landed on Bryson Lake in Quebec with only about 80 miles left to go, according to the Loran. We pulled up to a dock on the lee side of an island where there was cottage and were pleased that the owner had left it open and we could get in out of the rain. We scrounged a cup of coffee and again watched the weather for a couple of hours before deciding it was time to leave. We left the camp as we found it crawled back into the Seabee, fired it up and turned on the Loran again. The weather had improved enough to let us get over the hill and across the Ottawa River. From there on it was a piece of cake. We landed at Barry Bay International at about 1700 hrs. – and our welcoming committee failed to meet us because of the bad weather. Total air time enroute was 39 hrs.

So there you have it – another unsuccessful char fishing trip. However Bob and I are doing a little scheming and figure that the next time we are really going to have to get serious about this char fishing.

On our way through Kuujuaq we were up in the Flight Service Station talking to one of the controllers and he reprimanded us for not checking with him if we were serious about catching arctic char. Apparently about another 50 miles up the coast from where we landed at Aupaluk is Payne Bay into which drain Riviere Arnaud, and just at its outlet is the village of Kangirsuk. He indicated that at the settlement you can rent a guide, boat and motor for a not unreasonable sum and by the end of the day you're guaranteed your catch of char. Quite a decision but we hope to have it made before this summer is over.

SEABEE (6A8 B9F) PARTS EQUIVALENTS

IGNITION PARTS

Original Published Seabee Data

Generator	Auto0Lite GGS-4801A-EO-8686
Generator Belt	A-34
Starter	Auto-Lite MCJ-4002
Distributor	Auto-Lite IAM 4001
Coil	Auto-Lite CM 4007
Voltage Regulator	Auto-Lite VRX-4401A-EO-8722
Solenoid Switch	Auto-Lite SST 4001A
Spark Plugs	Auto-Lite AH4 – A4
Magneto	Bendix Scintilla S6LN-31 #10-37610-2
Distributor Block	10-37638
Breaker Assembly	10-37441
Coil	10-37672
Condenser	10-37626

Current Equivalents

	BLUE STREAK	ECHLIN
Distributor Cap	AL96	AL63
Rotor	AL98	AL62
Points	AL4556XP	CS725A
Condenser	AL118X	AL868
Coil	UC12	IC17
Ballast Resistor	RU4	ICR23
Voltage Regulator	PRESTOLITE 8-414 (Electronic)	
Spark Plugs	CHAMPION	REJ 38
Solenoid Switch	A solenoid switch with a set of auxiliary contacts for ballast resistor bypass	

FUEL PUMPS

Even Side	AC 1539432
Odd Side	AC 1539431