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Dedicated to the preservation
and enjoyment of our 44-year old
water-borne wind-wagons, the RC-3.

Newsletter #22; October 1990

Peggy and I missed the Fall fly-ins at Greenville, Maine, and at Clear Lake, California, both of which we had looked forward to for a year. The big attraction for me was the presence of the amphibious DC-3/EDO on Moosehead Lake. At Clear Lake there promised to be the largest group of RC-3s and Seabee Club members, and our many dear friends, especially the Sorensens.

The invitation to London, though not Seabee or seaplane biz, was nonetheless important enough to be a once-in-a-lifetime occasion: the commemoration of the Fiftieth Anniversary of the Battle of Britain, a week long celebration.

The plans to commemorate the 50th anniversary had been written about in many newspapers and magazines for months, and the more we read, the more excited we got about being a part of it. The clincher on our decision to "go for it" was a phone call from English member John Coleman who offered his help and suggestions for our visit there. Continental Airlines, which had been booked up for months, turned out to have stand-by space for "non-revs" flying to England.

After phoning around to cancel our plans for the splash-ins here, we took off for London.

The main day of the commemoration was to be on Saturday, the 15th of September, when the Queen would review the parade of the surviving veterans of the Battle of Britain as they marched past Buckingham Palace. Overhead there would be formations of surviving Spitfires, Hurricanes, Mosquitos and other, newer, memorable RAF planes which would constitute the largest number (168) of aircraft flying over London since the Battle of Britain actually took place.

Arriving in London several days early, we found that Long Island/Republic club member/historian, Frank Strnad, and his wife Helen, had also come over for the event. Peggy and I went to as many new and second-hand book stores as possible, looking for aviation and Nevil Shute books not available in the States. Took the river ferry to Greenwich to visit the Cutty Sark and Lord Chichester's record-making little Gypsy Moth sailboat. A visit to Stonehenge took place the next day.

On Saturday, the big day for the commemoration, we found a spot in the park across from Buckingham Palace which turned out to be perfect for watching the memorable flyby and the parade.

Thanks to John, we were able to attend the great air show at Duxford on Sunday, featuring the same Spits and Hurries of the palace fly-by. Duxford airfield has been preserved exactly as it looked during WW II and is probably best known as the base for Douglas Bader's famous squadron. Today the huge hangars house a marvelous collection of aircraft; among my favorites are the huge Short S-25 SUNDERLAND and the single seat jet Saunders-Roe SRA-1 SEALAND seaplane.

On Monday, John took Frank and me to the Shuttleworth Transportation Collection. It was a wonderful, unforgettable aviation history time in London - the emotional part was not only seeing the airplanes, but the pilots who flew them, the ones whom we saw marching in the parade who were only nineteen or twenty years old when they saved England. We will always remember them marching on this fiftieth anniversary, when the waves of applause preceded them down the avenue, and everyone's hearts were full and cheeks were wet, watching them.



OSHKOSH: Grant Leonard sent us a list of members' RC-3s seen there: Dr John Lockhart (Maine) and his sn941, Jim Zantop (Mich.) and sn584, George Tuttle (Mass.) and TwinBee sn24, Randy Rhodes (Mich.) and sn682, Ed Freeman (Ill.) and sn506, Dr Andy Chapeskie (Ont.) and sn965, Bob Redner (Mich.) and sn 496. There's no way to ascertain how many other members were there 'Bee-less. Thanks, Grant.

CLEAR LAKE: Several members, including son West and his wife Carol, have reported on the happenings there and that it was, as usual, a great splash-in. If you have heard of an incident there that involved a crash of a landplane, it was completely disassociated from the seaplanes, and happened some distance north of the Lakeport Motel and seaplane area.

GREENVILLE: Capt Chuck Bassett reports that WX interfered with the start of his trip, but that the weekend was beautiful. So many seaplanes arrived, and there was so little parking space left, that many amphibians had to be diverted to the airport and even there, they were running out of space. HE figures that at least 60 to 70 seaplanes, including 3 "bees and a TwinBee, were there. Chuck writes that they had the largest attendance ever this year!

A lot of you are putting your 'Bees into Winter storage, or are getting ready to do so. We in the southern climes forget about the rigors of life in the cold. About the only advantage I can think of is that you northerners don't have to contend with the high humidity and heat that can be so deleterious to our "Bees well-being down here.

If you would like to send us a synopsis of the procedure for "Winterizing Your "Bee", for later publication, we'd sure appreciate it.

Speaking of winter reminds me: I experienced a winter shakedown cruise in the North Atlantic on a newly-commissioned aircraft carrier (which makes me a Plank Owner of the CV-47), and on the bridge the inclinometer showed a 9-degree list, to starboard of course, due to ice accretion topside. Later Marine Corps Military Police duty, protecting the American businessmen as the "Pahlu" (communists) took over in Shanghai, through the bitter cold Chinese winter of '48/'49, made an impressive experience in "winterizing".

A much later Winter experience was in Feb'74. My oldest son West, almost 20 then, having soloed on his 16th birthday, (as did my younger son Rand, on his 16th), was due for a long XC "adventure". My cousin in Anchorage had ordered a brand new Cessna A185F, destined for floats upon delivery, and had asked us to deliver it. We rode non-rev on my airline, PTW-ICT, picked up N53055 and the survival gear sent to us from ANC. Early a.m. out of ICT, refuel at SHR, overnight in CTB.

Snow on the ground everywhere, of course, but CAVU. CTB-YYC (Edmonton) where WX held us for two days, then to a very cold Watson Lake, where we tucked 055 into a heated hangar for the night. Off to ORT (Northway), navigating VFR by the last colored airways system remaining. VOR was available, but this was to be a learning experience for West. Dit-Dah, Dah-Dit. (When I started on the airline, twenty years earlier, that's all there was in the southwest. Pre-VOR.) We kept the Alcan "emergency runway" in sight. Cleared Customs in ORT (Northway) and made it through medium snow into CAVU by majestic twin-peaked Denali, then Anchorage, and waiting relatives, on March once't. Beautiful, sparkling Chugach Mountains and Cook Inlet. Memorable for both of us for a lifetime. Took fotos of the several SeaBees at Lake Hood/Spenard and Merrill Field, hull-deep in snow. Ah, Winter!



A quarter of a century of winters flying scheduled flights in DC-3s (11,000 hour's worth!), then Convair 240, 340 and 600s. Our routes covered just about every airpatch between DFW, MEM, MKC, GTF, SLC and PHX. Over one-hundred towns, day and night, hot and frigid, CAVU to below minimums.

Rainy and snowy night approaches into tiny towns with only a 250-watt am radio station for approaches. "The mail must get through!" Wherever. I've had just enough Winter over the years to know something of what you Bee-keepers up north must contend with. (This has certainly been a long "Winter's dissertation".)

This newsletter was to have included another warning about an RC-3 listed for sale here in Ft. Lauderdale. (It was NOT listed in the Classified of our Club news.) We've published the cautionary note, "Call us before getting involved with it" (sn504, N6291K), for almost a year. On 30 September two unsuspecting persons, presumably NOT Club members, took delivery of that 'Bee at Ft. Lauderdale's Executive airpatch, where we keep ours. They left here in it but did not get very far.

We've learned some details from the Sheriff's Dep't., that just south of Lakeland the engine seized, the pilot made an emergency descent, gear up, to land in a partially filled phosphate pit. The pit had about six feet of water, covering the phosphate, and the water level was about 30 feet below the rocky rim of the pit.

Unfortunately the hull struck the rim, flipping the poor old 'Bee on its back as it hit the water. Salvaging will be attempted.

The two people aboard had injuries and were taken to a hospital. We had repeatedly warned that it was an accident looking for a place to happen. Unfortunately the prediction came true.

Here's a sad note that we certainly regret having to tell you: George Pomeroy passed away recently, on 25 September, from a long, debilitating illness. Anyone who has had a 'Bee anytime in the last forty years or so knew, or knew of, George. He has been a great help to SeaBee owners, and to the SeaBee Club Int'l since its inception.

We had a call from John Domin's son telling us that his father passed away in August. John had a singular distinction, one that is probably unique today: he flew in the RC-1 Thunderbolt Amphibian, with Spence at the controls. That goes WAAAY back - to 1945. Their sn480, N6208K, is now FOR SALE.

To John's family, and to Karen Pomeroy, we offer our deepest sympathy.

We are still receiving membership renewals that are nearly a YEAR late. Not only is that a problem for us, but some are for an insufficient amount. Nine months ago we had to increase the annual dues from \$15 (U.S. and Can.) to \$18 for U.S. members and \$20 (U.S. funds, or Canadian equivalent) for Canada. (\$25 elsewhere) Multi-year dues payments are available if desired.

It's obvious that some are not reading the newsletter, or they'd know these things. Conversely, a lot of you are VERY thoughtful, renewing on time, some sending nice notes of appreciation or news of your "bee and/or fotos. We, Peggy and I, think of our Club members as "family".

We admit, with some degree of pride, that the SeaBee Club is a very informal group, reflecting the character of the Seabee herself. But to keep the dues from further increase we must receive the correct wherewithal on somewhat of a timely basis. It's the age-old supply and demand syndrome. And NON-PROFIT.

(CHECKS PAYABLE TO: "SEABEE CLUB INT'L")



New members who have joined us since the last newsletter are: Casey Patelski from Costa Mesa, CA; Charles Kenzakoski (has sn940, N28CB), of Wilkes-Barre, PA; Ed Taff, brother of the late member, Conrad (sn806), in Boston; Wayne & Amy Parsons, who both fly for United, bought sn806 from Ed Taff. Frank Surico (sn876) of Hughsonville, NY; Thorleif Diesen (sn829), from Norway, near Oslo; David Telfer Smollett in the U.K. north of London, who is buying Nicholas Parkhouse's sn382, who bought it from Ben Burbridge (N6191K), here in Jacksonville.

Charles Turner of Rhinelander, WI just joined. Ed Kacura, Oak City, UT has long been a SeaBee fan and finally joined the Club. Russ Darrow, Endicott, NY has sn663 (N60CB); Scott Herrema, Newaygo, MI just acquired the famous "Red Dragon", sn108, NC87548, and, with the Club's research help, will be repainting her in the original Red Dragon's distinctive paint scheme. LtCol Tim Holt, Shreveport, LA signed up and wants to sell his sn749, and Lou Hudgin (he's Member #468, the latest to sign up), from Tuscon, AZ is looking for a 'Bee. Welcome Aboard all of you!

REMINDER: When you meet someone with a SeaBeast, or are selling yours, please mention the attributes of joining the Club. (Surely there are SOME you can think of!?)

Art Angelos (sn313) sent us an interesting bit of RC-3 lore that someday might be of great interest to you: "Several years ago, when the crankshaft failed while over the mountains of West (by gosh) Virginia, my hands became a blur pumping the 35-odd strokes to get the gear down just in time, with no damage". Moral of the story: below 800' AGL, gear UP, you may not get the gear down and locked before contact. Anyway, if it's rough terrain, keep the gear up.

New member Frank "Ground Bound" Surico has an interesting tale: two years ago he bought sn876, which had sunk in the Lower Hudson River way back in Oct '56, and was salvaged and pickled the next day. Frank is now rebuilding her after all these 34 years. He says the pickling job was great, and the airframe is fine, but of course the Franklin must be rebuilt. Progress on that is slow he says, so with the help of the Club, he's looking forward to getting her back in the air/water. Ol' 876 will certainly be a low-time 'Bee. Good luck, Frank.

You've seen reference to the DynaCam engine in these newsletters and in magazines. A small group of SeaBee Club-ers near Toronto is working on an STC for using that very impressive and modern engine in the 'Bee. That would be a SUPER conversion. It can be the best solution possible for replacing old Franklin, or Lyc, for that matter. If you're interested in helping or contributing contact "Lake Central Airways, Muskoka Airport, Gravehurst, Ontario, Can.", (Attention Elton Townsend). Also, if you'd like printed info on that engine, order from the Club item "T51 - DynaCam Engine Report", 7p - \$5(+\$1 foreign). We, the Club, will do whatever is within our power to help with this promising project.

There have been many questions regarding water operations, so we're including a 4-page treatise on the subject: SEABEE SEAMANSHIP. It was written by an anonymous Seabee expert many years ago, probably in 1946/'47. Anyway, it's such good operating info, which some of you may not know about, that it's time to include it. (Reference Item T17) For additional anchoring info there's much more in Club News #7, pages 2 and 3.

For the CLASSIFIED, see inside back cover.





SEABEE SEAMANSHIP

Seabee Club Intl.

(Some time ago Grant Leonard loaned us an ancient, circa 1946, tattered list of helpful hints on the water operation of a SeaBeast. The author is unknown, possibly deceased, but it is a compilation that could serve as a review for your own seamanship.)

1. Before approaching any type of base, it should be looked over thoroughly by the pilot before he gets in close enough to be hampered by obstructions.
2. A good Seabee sailor knows that if left to its own devices the Seabee will always weathercock and point into the wind. It can always be turned into the wind without difficulty.
3. It is important to remember that although the Seabee, when let alone, will point into the wind, it is highly probable that it will move with the tide if the latter has appreciable velocity. In general, a current of 6mph will more than offset a wind of 30mph.
4. In determining wind direction look for wind streaks and remember that seagulls and ducks land into the wind, and the foam or spray from whitecaps appears to move back into the wind.
5. Get in the habit of visually checking your retracted wheels at least twice during your approach and let-down to a water landing.
6. The power stall landing is the only safe landing technique to use when landing the Seabee on glassy water. The power stall landing is also the best technique to use in landing on rough water or when landing at night. Level off your Seabee from 50 to 100 feet above the water and adjust the power to maintain 65 IAS with flaps down. This combination will ensure a nose-high attitude and a gradual rate of descent. Allow the airplane to land itself using a slight amount of back pressure on the control wheel. Practice the technique of the power stall landing under normal water conditions until you become an expert.
7. The water rudder is most effective at slow speed - slightly above idling because it is then working in undisturbed water.
8. In making a downwind turn in a stiff breeze, it may be found that the water rudder does not give sufficient control to force the ship out of the wind at idling speed. This is due to two causes. The first and most obvious is that the ship has much stronger tendency to weathercock or point into the wind. The second is that the force of the wind may partly or completely offset the push of the propeller, so that the ship has little or no forward speed. When the strength of the wind is such that the ship cannot be turned downwind at idling speed, the wheel should be held back, full rudder applied and the throttle opened enough to bring the nose up. This will put your water rudder down deeper into the water and it will have greater effect. This factor plus power will bring your Seabee around.

9. If the wind is of sufficient strength to render control of the ship difficult, the approach to any ramp should be either directly downwind or directly into the wind, making due allowance for tide and current if any exists.
10. If possible, the approach to a raft or float should always be made into the wind for more complete control.
11. Always check the operation of your reversible prop before getting close to a dock.
12. When beaching your Seabee, if there is any doubt about the solidity of the beach, the wheels should be left up and the ship brought in on the keel.
13. Remember the tides when beaching your Seabee -
 - a) If the tide is low when your Seabee is beached remember the water will be coming in and you may have to get your feet wet to get to it later.
 - b) If the tide is high when your Seabee is beached, remember the water will be going out and your Seabee may be left high and dry.
14. Approach to a beach with wheels down should be made at an angle.
 - a) This prevents both wheels from getting stuck if the beach is soft.
 - b) This keeps one wheel in the water and usually off the bottom, thereby making it easier to back off the beach.
15. Descent from a ramp of more than 15° should be made backwards. Put the prop in reverse and slowly back your Seabee down the ramp. This will prevent damage to your water rudder.
16. When approaching a dock or float solo, the following procedure should be followed:
 - a) Open and secure the bow door.
 - b) Remove and secure right hand control wheel.
 - c) Sitting in the right hand seat, set throttle at about 1000 rpm and use (only) the reverse prop control and rudders during approach.
17. The following procedure should be used when anchoring the Seabee:
 - a) Remove and secure right hand control wheel, and secure (temporarily) looped end of anchor line over rudder pedal.
 - b) Pay out anchor until it bottoms and note amount of line, indicating depth. Pay out at least five times that amount for proper scope and security of anchor holding. (In strong wind, 15 knots or more, pay out at least seven times the depth.)
 - c) Secure line to bow cleat and clear excess line from obstructing bow door egress.
 - d) Slowly back away until you're certain that your anchor will hold, then stop the engine.
 - e) Make certain that your anchor is not dragging and your Seabee is not drifting.
18. Getting your Seabee on the step:

The procedure employed in putting the Seabee on the step consists of holding the controls hard back and opening the throttle completely. The wheel is held hard back until the nose refuses to go up higher and then is allowed to ease forward to a point slightly back of neutral, but still holding the back pressure. As the Seabee rocks over on the step it assumes an approximately level, planing, position and the speed increases rapidly.

 - a) In case your Seabee shows a tendency to porpoise, or rock fore and aft, the porpoising may be checked by increasing the back pressure.
 - b) Alternatively, set your trim tab in the full back position (tail heavy), and the Seabee will take off hands-off. Pilot can hold the water-run straight with the rudders. Upon breaking water, immediately re-trim for climb. (Remember that the Seabee is a "trim tab ship".)

19. Once on the step the Seabee will fly itself off with only slight back pressure maintained on the control wheel. Do not attempt to pull the Seabee off BEFORE proper speed is attained or the stern will be pushed deeper into the water, increasing the drag tremendously, so that instead of taking off, she slows down.

20. When difficulty is encountered in getting on the step on a hot sultry day with no wind, and under glassy water conditions, the following procedure should be followed:

Open the throttle, and when the nose has risen as high as it will go with the controls hard back, push the nose down by abruptly moving the wheel forward. The nose will then drop if the ship has picked up enough speed to be partly "on the step", and if the wheel is well forward, will come back up slightly, or rebound slightly. This rebound should be caught by pulling the wheel back again, and as soon as the nose has reached its maximum elevation, the entire routine should be repeated. After several repetitions, the nose should go higher each time and the speed increases.

If the wheel is then pushed well ahead and held there, she will slowly flatten out on the step, and the controls may be eased back to neutral. If, after a reasonable run, the ship shows no further increase of speed, and does not take off in the normal manner with a slight back pressure, the wheel should be pulled back abruptly, and the plane practically yanked out of the water. This maneuver constitutes a "stall take-off" and if she is either leveled out too soon, or pulled up too much, it will settle back into the water, so the maneuver should be handled carefully.

21. Whenever the water is glassy, the chances of getting off the water without too much difficulty are improved if there are any boats moving around so that takeoff can be made in their wake, provided the Seabee is not too heavy. Sometimes, when everything else fails, it may be possible to disturb the water enough by getting "on the step" and making a large circle so that you can take off in your own wake.

22. In a strong current, and absolutely no wind, the takeoff will be easier if made WITH the current. If there is enough wind to make the ship weathercock, a light current should be ignored and the takeoff made INTO the wind.

23. To take off in rough water the throttle should be opened rapidly and the wheel pulled hard back just as the nose is rising on a wave. Keep the bow well up. After the Seabee is on the step, she will begin to bounce from crest to crest. Each time she bounces the nose will go up. As the nose goes up, the wheel should be eased off to prevent stalling, and then back pressure just before striking the next wave. Fortunately, if there is enough wind to make the water that rough, there is enough wind to get the ship into the air quickly.

24. Never take off across a boat's heavy wake.

25. Seabees operated in salt water should be washed thoroughly afterward with fresh water, both to lessen corrosion and to remove the dried salt, which will attack the surfaces, inside and out.

a) Remember to remove all seven drain plugs to check for water, indicating a possible leak.

b) Remember that she is a Flying Boat - exercise the same pride and care as a boat owner should, and keep your Seabee shipshape!

ANONYMOUS

(If anyone recognizes the source of the above treatise, we'd sure like to know who and when, to give proper credit. Thanks, the Seabee Club Int'l.)

Editor's note: there are several other helpful hints which include using the open, and secured, bow door as a "sail", ahead of the pivot point, to counteract the big sail (tail) in back while taxiing in a crosswind. Ground or water. Also, before moving in reverse, ground or water, check clearance behind before moving, with flaps UP. Steering while backing up: to steer left, for example, push left rudder, just as when taxiing forward.

Taxiing with much greater control in close quarters in the water can easily be accomplished by putting the gear down. All motion in the water is slowed considerably. (Don't forget though, that a water takeoff with gear down is an exercise in futility. I've heard of it being tried, though, in Seattle. Very embarrassing!)

Referring to item #15 in the SEAMANSHIP treatise on page 2, "Descent from a ramp of more than 15° - -", if you have a choice, going down the ramp nose first is much safer, and will certainly protect the water rudder better. But before you release the brakes to do so, put the prop in reverse and use that for braking also. The wheel brakes are not effective enough even if they were not still wet from going UP the ramp.

Another water operation caveat: don't do crosswind landings. An approach to a crosswind landing implies being cross-controlled. Think about the position of your water rudder in a cross-controlled configuration. For example, you're correcting for a left crosswind; you've got the left wing down and holding some right rudder. If you hold that combination to touchdown think of the position of your water rudder. It's matching your air rudder. Visualize the water rudder post, and the water rudder area AHEAD of that pivot point, and all of the water force pushing the tail to the LEFT. If the force is enough - instant water loop to the right. Happened to a Club member not too long ago. The voice of experience.

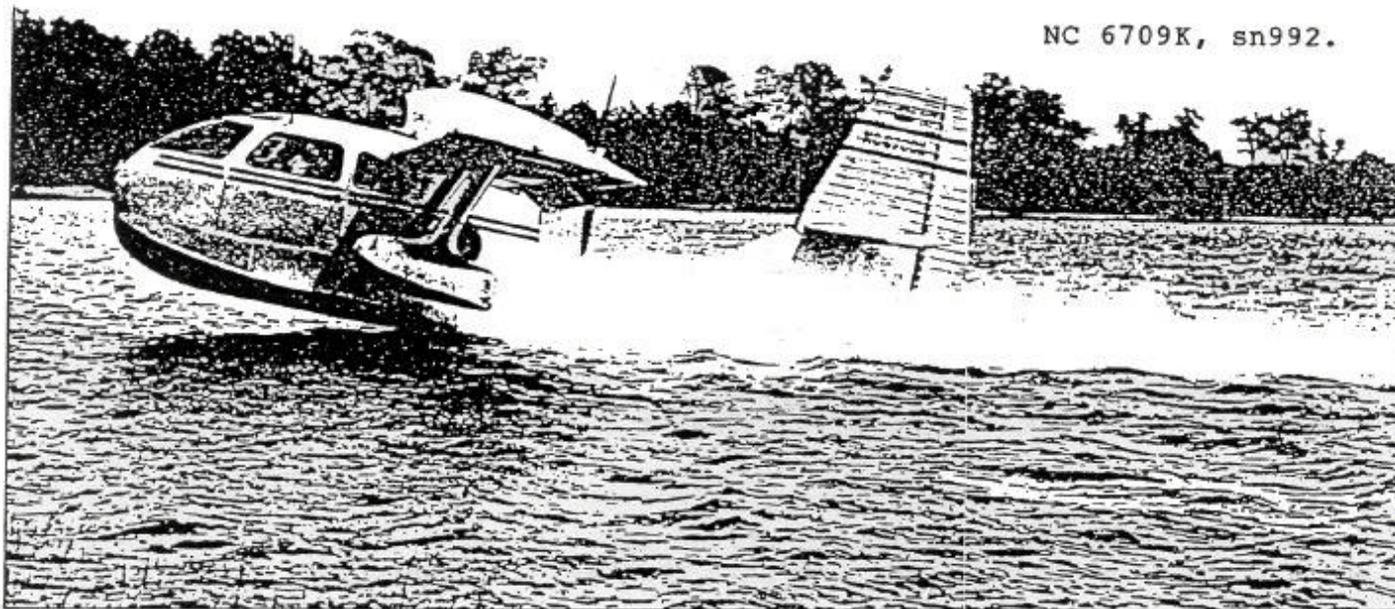
If the lower forward corner was cut off, at a 45° angle, about 2" on each edge from that corner, that would considerably lessen the impact force ahead of the post.

Fortunately there are very few occasions that necessitate a crosswind water landing.

HAPPY LANDINGS TO ALL OF YOU !!!

23Jun47 - Northport Bay, Long Island.

NC 6709K, sn992.



CLASSIFIED

SEABEES FOR SALE:

- N6208K, sn408. Contact John Domin Jr for details:: RR 6, Box 6529, Moscow PA 18444. Ph 717/842-9653 (ofc 344-7533).
- N6501K, sn767, SIMUFLIGHT Lyc GO-480, TT 522hrs, 18.3 SOH, Annual Oct'90, Prop Cuff AD complied with, new Narco Mk12D, Wing extensions w/droop tips, wide spray rails, newly sanded & painted white (waiting for your choice of design). Richard E. Saunders, POBox 1196, Bandera TX 78-3. Ph.512/796-3200.
- SEABEE plus MANY PARTS N217G, sn797, Lyc. Details too numerous to mention. Belonged to George Pomeroy; phone Ed Freeman at 708/464-5924 eves & weekends.
- SUPER SEABEE N75896, sn946, now being completely rebuilt to like-new condition. Lyc GO-480, 270hp, 13.5 SMOH. Hartzell 3-blade, w/AD compliance. Airframe 630TT. Wing fences & extensions, inboard spill plates, droop tips. Wide spray rails, electric hyd pump, o'head controls, new instruments & panel, rotating beacon, 50-amp alternator, new wiring harness, new interior and paint, Narco Mk12D w/VOR, ARNAV-21 loran, Terra txpdr W/alt encoder, plus much more. Call or write for spec sheet & work now being done. Henry Ruzakowski, 6791 Douglas St, Hollywood FL 33024. 305/961-5280.
- SUPER SEABEE N6704K, sn987. 350hrs on STCBee (Daubenspeck) conversion, Lyc GO-480B, 270hp. Call or write Henry Ruzakowski (See above listing)

PARTS FOR SALE:

- Ed Freeman has MANY PARTS. Ph. 708/464-5924, eves & weekends. (Chicago)
- Numerous spare PARTS & complete B9F ENGINE for sale by Tim Holt. Ph 318/424-7323. (Shreveport)
- Two WING LIFT STRUTS for UC-1 TwinBee. Bob Stein, Heinle Rd, White Sulphur Springs NY 12787. Ph 914/292-4437.
- FLOAT STRUT and NEW WING LIFT STRUT: Mrs George Greb. Ph 201/592-7730.
- Six WING LIFT STRUTS, with top and bottom FITTINGS. Henry Ruzakowski (see above: SeaBees FOR SALE).
- One pair each of BRAKE DRUMS, TUBES, ADJUSTERS, MASTER CYLS: (from conversion) \$250. John Bolding, 713/383-3600.
- George Mojonnier offers these parts: GO-480 CRANKSHAFT w/new bearings & 6th order c/wts, \$495. Eclipse type 397 12 volt E-80 STARTER, \$550. New 69360 CYLINDER (steel) for Lyc GO-435, \$350. #1106 RH LDG GEAR STRUT ASSY, less #1092 axle, disassembled, \$150. Used #1251 FUEL CELL, mfd Sep'46: holds air & could be reconditioned, \$75. Used 5591664 AC FUEL PUMPS (parts for Franklin), \$20 ea. Part #5592077 AC FUEL PUMP REPAIR KIT (original box), \$10. Used Franklin VALVES, 410 EA. Used B8F CAMSHAFT, \$75. Eisemann MAG core w/hand wound B8F COIL, \$75. S6LN-31 Bendix B9F MAG \$150. S6LN-31 Bendix MAG (bad shaft keyway), \$75. 12) 707SR-10 BG shielded B8F PLUGS, \$4 ea. Contact George at 206/568-7180



WANTED:

- LIFT STRUT & FITTINGS, Franklin CYLINDER, 4 EXHAUST VALVES, PROP CONTROL MECHANISM, FLAP CYLINDERS, WING ROOT FAIRING. Bob Stein, 914/292-4437.
- Two L8433 Hartzell hard BLADES needed by Tim Holt, 318/424-7323 (Shreveport)

Happy 'BEEing,

Deck & Peggy

