

**Bruce Hinds**

**From:** "Bruce Hinds" <brucehinds@earthlink.net>  
**Date:** Tuesday, August 1, 2006 11:11 AM  
**To:** "Brewster" <brewster@wavecable.com>  
**Subject:** WSPA&Seabee Aug '06 Newsletter

*Northwest Seabee Club and  
 Washington Seaplane Pilots Association*  
 Keeping Washington's waterways open! [www.wa-spa.org](http://www.wa-spa.org)



photo by George Steed one of the EAA volunteers that made it possible... thanks George

Hello Everyone,

Due to time and recourses, mine, I've combined the two newsletters this month. Most of the Seabee specific stuff, Products and Experts are at the end of the newsletter.

I'd like to thank Pat Garvey, one of our new members, for bringing the following piece to our attention. Pat's been out with his Maule on straight floats enjoying just about everywhere he can go in fresh water and salt. I love your enthusiasm Pat and thanks for your help on this matter. He writes.... "THIS IS THE NEW SIGN AT ROCHE HARBOR'S FLOAT DOCK:

**"ABSOLUTELY NO PRIVATE SEAPLANES ARE ALLOWED TO PARK AT FLOAT DOCK"**, APPARENTLY A FEW INCONSIDERATE FLOAT PILOTS BLOCKED KENMORE'S ABILITY TO OFFLOAD PASSENGERS. PRIVATE FLOAT PLANES HAVE BEEN FLYING TO ROCHE HARBOR FOR OVER FIFTY YEARS BRINGING IN GOOD REVENUE FOR THE RESORT AND 95 % OF ALL PILOTS KNOW THAT THEY ARE TO LEAVE ROOM AT THE DOCK FOR KENMORE'S PLANES. PRIVATE FLOAT PLANES ALSO PROVIDE KENMORE AIR WITH A MAJOR REVENUE SOURCE. I FEEL THE SIGNS WERE WRITTEN IN HASTE AND CONVEY OUR BUSINESS IS NOT APPRECIATED." Pat knows the Harbor Master and will be working with them for a solution. If you know anyone at Roche Harbor, you might contact Pat at 360-202-1244. Oh, he mentioned he's headed up to Ross Lake this Thursday.

I've spoken with Kenmore, and Roche Harbor. They both have assured me that private seaplanes ARE allowed to use the dock. But, unfortunately, as Pat mentioned, there have been a few seaplaners that are trying to ruin it for the rest of us and have abused the privilege. They have parked there without notifying anyone and left the airplanes there for extended periods, in one case overnight.

It is a privilege because that dock belongs to Kenmore! There is an effort on Roche Harbors part to put in an additional float for private use, but the present float belongs to Kenmore and must be kept available for arriving and departing flights. While it's not hard to get a Beaver in and out with a plane at the dock, sometimes Kenmore will have several airplanes arrive together. Or in the case of an Otter, the Otter is too large to maneuver around another airplane and they have experienced some damage to their aircraft trying to do so.

Kenmore will allow you to use the dock for passenger pick up and drop off. But remember it's their dock and if you see them coming please yield to them. When speaking with them they suggested that if you would like to leaving your airplane unattended for any length of time to please call their Dispatcher. They have agreed to take calls from other pilots who wish to use the dock and can advise you of their plans for their arrivals and departures. Please put this in your phone or on your chart so you'll have it with you.... Kenmore Dispatch 800-543-9595 or 425-486-1257 extension 2210.

Missouri Breaks Here's a report from Jim Curry, thanks Jim for your help.

"I spoke to Gary Slagel (Monument Manager) today for an update on the Missouri Breaks Resource Management Plan (RMP).

They are currently still reviewing and sorting the 67,000+ letters they received during the public comment period which ended on 26 April. He stated that many of these were form letters, but every letter needed to be reviewed to discern whether or not it was truly a form letter. They will then group the letters/comments by topic. After grouping, the comments will be reviewed by the specialists. Following all the reviews any changes to the draft RMP will be made (i.e. selection of the alternative to be implemented) and the final RMP will be adopted. This could occur as early as late this year but likely would not occur until next year.

There is no public comment period on the final RMP, but there is an appeal/protest process which he stated would likely occur. Publication of the final RMP and process for appeal will be posted on the website."

Lake Isabel on Saturday July 15th just didn't work out. Someone must have known that the lake was in the clouds, only one other aircraft showed up. Nobody told us, so we headed up that way. When we arrived, the clouds were below the spillway so we headed to Port Townsend for their annual gathering. We had a great time anyway. We learned the Spruce Goose Cafe is now open for dinner too. I think it's just a limited menu right now, but they plan on going to a full menu soon.

Arlington Fly/Splash-In Lake Goodwin was a success. Joel reports that we had 9 aircraft that registered from as far away as Arizona, including one from Canada. Valley Cadillac GMC from Mt. Vernon provided transportation between the Arlington airport and Lake Goodwin resort with almost continuous shuttles. There were more than 2 dozen visitors who signed in and many more that stopped by to see the planes. Some of the visitors have even volunteered to work at next year's event.

We've got 12 moorings in place. The picture above makes them look close, but I've watched them swing in different directions at the same time due to off shore winds and there's plenty of room for the aircraft. They have been tested with aircraft up to the size of a Beaver. The dock is also available for about 3 aircraft and some of the residents have volunteered their docks in case of an overflow situation.

We learned a lot this year as the event progressed and feel confident that next year will be something to look forward to. US Customs was not be available at the lake this year, but the discussion keeps coming up. If we get enough interested parties, the NWEAA is willing to help us pressure Homeland Security to get a customs agent there. My suggestion would be for those wishing to come in from Canada is to make it known to us that next year you will be looking forward to flying in from across the border. We will make every effort to see what we can do. Lake Goodwin Resort is a great little campground where you can sleep with your plane. Yes, they do have restrooms and showers.

Stillwater Landing, Montana Aug. 4th-6th [www.stillwaterlanding.com](http://www.stillwaterlanding.com) Yes, that's this coming weekend, we're looking forward to it, it's only every other year. If you don't want to go non stop, I've mentioned Priest Lake as a nice enroute stop. Breaking News for those of you with straight floats. I just got this from Loel Fenwick who owns the Tanglefoot Seaplane Base on the west side of Cavanaugh Bay. "If anyone would like to use the ramp, docks or beach (good for planes on straight floats) at the Tanglefoot SPB, they are welcome to do so. Loel" Loel and his wife are very hospitable and are on site. Mo Gas can be obtained at Cavanaugh Bay resort.

#### Salt Water Salmon Bake

For those of you that don't want to, or can't make it to MT, consider this if you are not afraid of a little salt water. Chris Johnson wrote to tell us of his community salmon bake Aug. 5th and 6th. (I've reprinted this, I had the wrong dates in last months newsletter)

"Hey you Seaplaners, Want the best salmon you've ever tasted? Fly into the Brown Point Salmon Bake. They start serving at noon and go until about 8PM. You can get a full meal or by the piece out of the beer garden. No sampling of the beverage though. You wouldn't want a to get a FU!!

There's no dock or anchorage, so make sure you have your ground tackle with you. More than likely, there will be shore people around with small watercraft that would be glad to ferry you if necessary. The community is very friendly. GPS Loc. 47°10.309N 122°28.641W monitor 122.9 The Fly In has already been approved by the Browns Point Improvement Club, sponsors of the Salmon Bake. Hope to see you there."



## Safety Section Please feel free to offer any tips or experiences that you feel could help others. I'll keep all confidential if you like.

Someone passed me a picture recently of an Airbus with all the tires blown due to some bonehead landing with the parking brake set. I have heard of this before, mostly in small planes and I've wondered how that can happen. Here's one way.

At Lake Goodwin I was to work the event on Saturday and didn't want to take a buoy just in case we had a bunch of folks show up. Besides, if I put it in shallow water I could walk to the dock. This wasn't something we encouraged due to some big rocks, but I'd been there several times getting things ready and knew where most of them were. So, as I taxied in to the shallows I just figured I'd put the gear down and that would stabilize the airplane on the bottom and I wouldn't have to anchor. I've done this before, it works great.

The airplane was mostly afloat, and there were some waves, so just to make sure it didn't go anywhere I set the parking brake. Can you see this coming? The airplane sat fine all day long. When I was ready to leave, I just powered out. It seemed like I'd snagged a good size rock on the gear or a wheel was in a hole which stopped my progress, so I selected the gear up and away I went. There was a pretty good wind blowing back at the Narrows when I got back and with a short ground roll I made my taxiway, turned off the runway and came to a stop. Hmmm, I didn't plan on stopping. But with a right turn into the strong wind, I just need more power to taxi... more power... more power? What's going on here? That's when I realized the brakes were still set. What a Bone Head!

Seems odd, just that weekend I'd talked to someone that had put the Cessna 421 8" brakes on his Seabee. He questioned why the STC was for 6" brakes on an 8" wheel, and, I'd wondered what it would take to upgrade to the bigger brakes. Fortunately the 6" Cleveland's on the Bee are sufficient to hold it in place with full power. That's all I really need!

It would seem silly to have the parking brake on the landing checklist, but who knows? Just be careful if you use your brakes while parking in shallow water. BH

## History I'm always looking for interesting pieces, and what got you interested in flying?

I received this from Bob Gould in Hawaii. You should find it interesting, it may not be historical or what got him interested in flying, but if you know anything about the Islands you may recognize the locations. This sounds like an ideal cruising ground even if it is all saltwater.

"Hey, I had a really nice flight in the Seabee today with Gretchen and John Reppun (who is a community leader from Kahaluu that we have known for a long time) and Rick Towill, son and grandson of the aerial photography and mapping Towills. It was calm to 5 kt winds, one of those crisp and clear days, and generally gorgeous (though hot and humid). We flew along the Koolaus and circled their houses, then through Kualoa, Kahana, and the valley behind Punaluu, up to Kahuku, and then back Kahana Bay looked pretty good, so I flew up the valley and made a 180 and landed in Kahana Bay. Actually it was Gretchen's idea. She said: "Well, you have been wanting to land the Seabee in Kahana Bay for years, now's your chance." The wind was real light and the swells were minimal, but it was still fairly exciting on both landing and takeoff as we bounced from swell to swell a bit at the end of both runs. On takeoff I yanked it into the air at stall speed off a swell, and accelerated in the air. I made a point to taxi back close to the beach until the swells started building in the shallows before I turned around for takeoff, keeping to the east side of the bay where it was smoother. The trouble with light winds is, of course, is that it makes for a longer takeoff run, so by the time we got up to takeoff speed we were out where the swells were starting to build up a bit. They were probably 2 or 3 feet by the time got up to speed, but the Bee just bounced from one to the next till it flew. We came around Kualoa point about 500 ft and told Kaneohe Tower that we were going to land by the sandbar, which we did, then taxied up to the shallows and turned around. We started the takeoff run by the west patch reef where we used to turn when water skiing, and finished the takeoff over the sand bar shallows. Came back here and landed to the west as we had taken off, then step taxied back to the yacht club channel.

Really a pretty day!"

If you're familiar with Roger Cain and his website concerning aviation history photos, make a note, he's changed his website to [www.sfahistory.org](http://www.sfahistory.org) This is great site, check it out when you have time.

Fly-Outs & Splash-Ins Each month we'd like to have a splash-in somewhere. It doesn't have to be a big burger burn or pot luck, it's more important that we just share the experience of doing it. Pack a lunch and fly-out! There doesn't have to be any planning, overnights, or any big deal. Grab a sandwich and meet us at the lake. **If you have an idea, want to get out some where. Give us a call and we'll put out the word, even on short notice.** The attached word document is updated monthly, please use it to mark your calendar for some fun and interesting things to do.

Classifieds Listings will be for 4 months unless I hear from you. After that, they will be gone... renew as long as you like!

[Cessna 185](#)



N1759R SN 18502479 TT 6882 Eng 648 Prop 296 SPOH (C58 McCauley 86" seaplane two blade) Dominion propeller in June-1999 Annual due: July, 2006 The logs start in June of 1996 at 5643 TT. Based in Alaska since new. It is discounted due to the missing logs. Complete logs for this engine since OH. \$109,500 USD CONTACT JON GIBSON: 916-765-5765, 530-672-9900, X19 1 John, you sent me too much information for an add here and no picture. Contact him for a complete list, I did notice that he airplane would make a great seaplane as it has all the gear and primer.

#### 1979 Cessna 185F



Total Time 4836.2 hours . Total Time Engine 1530. Since Top overhaul 230 hr. Total Time Prop 230 hours. 3 Blade Black Mac 86" Prop. Aerocet 3400 Amphib Floats 190.3 total time. 2-KX155. WX 900 Storm Scope. STEC 50 Auto Pilot. PAI Vert compass Card. Insight 610 Engine analyzer. P-punk . Factory float Kit. Interior and Exterior 9/10 . All logs. Red on White. This plane has very low time on floats, and is in very nice condition. Good & clean. Sequim, WA \$230,000.00. Contact Patti Winnop at [pwinnop@msn.com](mailto:pwinnop@msn.com) 1

Jerry Sater from Colville, WA has Tony Grout's old Seabee project. This airplane according to him, I have never seen it, is only lacking the engine, prop, brakes, an overhead console, radios and gauges. When Tony passed away, he got it from the estate with the intent to put it back in flying condition. He's 63 and involved in too much stuff and just doesn't know when he'd be able to find the energy or time to get to it. It was a fully stc'd for the IO-540, painted, flying airplane when the owner died. Since then these items had been removed carefully as if it was going to be put back together. It's supposedly got some real good paint and if assembled, you'd just wonder where the prop is. The rest of it's all there and in excellent shape. Take a look at [http://www.seabee.info/seabee\\_photos\\_8.htm](http://www.seabee.info/seabee_photos_8.htm) (those are underscores between the seabee\_photos\_8 if you can't just click on the link) This airplane is kind of unique, the dashboard and pedals have been moved forward and it's set up for 6 seats.

If you're interested, I think he's looking for about \$45K, you can contact him at 509-732-8860. This hasn't been advertised anywhere yet, he called me because he wants someone that knows bees that can put it back together rather than have it go somewhere as parts. Contact Jerry 509-732-8860 1

#### 1949 Cessna 195



N3877V SN7339 on EDO 3430 floats since 1952. Jacobs 755A-2, 300 Hp, TSMO 251 Hamilton standard 93" prop, 314 hrs. STC for auto fuel. TTA/C 7124. Annual 10/2005. Fuel: 80 Gallons, 76 useable, fuel burn 15 GPH Cruise speed @120-130 MPH Max Gross: 3600; Empty weight 2400

EDO floats O/H, stripped, alodined & painted 1990. New windshield & windows 1990, new interior 1990, Stainless control cables, 3-light strobe, stripped and painted 1990, Left auxiliary door 1991. Hatch kit modified, both floats, 1992. Both wings O/H 1995-1996. Wings painted again 1997. New stainless exhaust & heat muffers, 1997/1998. New spreader bars 1997. New engine 1997. New headliner 1998.

Narco Avionics: MK12D Nav/Com, ID824 Ind., AT-190 Transponder, AR 850 Encoder, ECT910 ELT (Battery replaced

10/05) Additional parts: Beaching wheels and axle, Monarch fuel caps

This aircraft was featured on the cover of "Flying Magazine" September, 1953 \$99,500.00 **OBO** Contact Rick Watkins 541-580-6556 or [rick@ricksmedical.com](mailto:rick@ricksmedical.com) 1

Here is something different!



Yak 12 on amphibious floats for sale.

It is presently certified as experimental exhibition. I have attached copies of the pix. . The airplane still has the Russian Com, ADF and all Russian gages. We usually wait for the customer to tell us what they want for Avionics. TTAF 2741 Hrs. Total Engine 34 Hrs. Airframe overhauled and covered in 1998. Temikas 3860 amphibious floats, M14B 360 HP engine New Russian propeller Pump out fittings in each compartment, 800 lb useful load **\$92,500** Contact George Coy 802-868-5633 [George@gesoco.com](mailto:George@gesoco.com) 2

**EDO 2960 Floats rigged for Cessna 180. Good condition with tight compartments though bow damage on left front. Kenmore hatches, anti-skid pads, spray rails. Operated since owned (2000) in freshwater. Spare forward strut. Currently disassembled and hangared at Auburn Municipal. \$6500 or best offer. Michael Kopp, 425 413 3830, [m2kopp@yahoo.com](mailto:m2kopp@yahoo.com) 2**



Harold Clark is selling his De Havilland Beaver, N90546, he writes, "MY FAMILY AIRPLANE IS NOW UP FOR SALE DUE TO HEALTH REASONS."(actually the airplane is just fine!) "IT HAS BEEN A FAMILY MEMBER SINCE 1988, CURRENTLY ON WHEELS AT THE OLYMPIA REGIONAL AIRPORT (OLM). THE FLOATS ARE STORED IN A HANGAR ON THE AIRPORT."



"DuPont Imron paint - Brown on orange. Edo 4930 floats and wheels (8:50 x 10) TTAF 8132.7 Annual Inspection due in August. TSMOH 179.7 Propeller Time Since Overhaul: 107.7 Dual Brakes. Rudder and Elevator Trim. New Instrument Panel - Instruments overhauled or replaced. Canted Radio Stack. West-Tach 9 Cylinder EGT system added (Special order item) Instrument Panel Post Lights added. Single Control Wheel (No throw-over) 6 Position Intercom, King Audio Panel, King KX170B/GS Primary VOR and Com radio, King KX170B Secondary VOR and Com radio, Apollo NMS2001 Navigation Management Computer/GPS, King Marker Beacon Receiver. Kenmore Cabin Door Bubble Windows, Kenmore Aft Cabin Window kit, Kenmore style Seaplane Stabilizer Mounted Vertical Fins. Rigged for 5 place interior Shoulder Harness @ Pilot and CoPilot stations. Tip Tanks (43 gallons US). Smaller 24 volt battery on firewall replaces heavy standard battery located aft of baggage compartment in aft fuselage. Majority of aircraft wiring replaced or updated. Large cargo hatch in each float. Clark Air/Oil separator. Interior 8 to 9 Exterior 8 to 9. Aircraft underwent thorough rebuild between 1988 and 1991. Aircraft sale will include new custom float trailer specifically for a Edo 4930 floats, it's light and carries only one float at a time. I wanted to use it behind a smaller car for transport to the site where the landing gear would be switched, never used it. \$330,000.00 (~~\$300,000.00~~ TO A WSPA MEMBER) Will negotiate. Contact: Harold Clark (360)491-3279 [BeaverPilot@Att.Net](mailto:BeaverPilot@Att.Net)" 3

Tom Bennedict in Vancouver, WA has a bunch of interesting stuff for sale. Here's his C-195



Complete Restoration 1987. L 6 Jacobs, 500 SMOH 4 hrs.STOH. left hand cabin door. Sale includes fins for seaplane, Dodge van with front towing package, mogas tank and a folding bike.

Here's a great deal. He has reduced the price on a set of EDO 4000 floats that were rigged for a Gull Wing Stinson, he only wants \$3500 for them and he may still have some seabee stuff from mostly around the engine. Call Tom at (360) 896-6494. He doesn't do email.

Here's a really nice airport home in Langley, on Whidbey Island, WA. The picture on the brochure shows some water, but it is just a pond and not big enough for your plane, but what a place. \$1,295,000 The realtor is Terry Stone .888-331-6006,

<http://www.windermere.com/index.cfm?fuseaction=Listing.ListingDetail&ListingID=6985845> Last Time

Seabee #56



Simuflight GO480-B1A6, 270 HP, 80 octane, logs since new, 9/16/46. Hangared, TTAF 2188, Engine 600 since overhaul 10/86, Reversible Prop 322 since overhaul, 5 yr. repair last year (same as overhaul), Landing light each wing tip. Overhead engine controls, Large spray rails, Full swivel 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, \$117,000. Contact Roger Duke 360-321-1537. email [rduke@whidbey.com](mailto:rduke@whidbey.com). 3



Lycoming IO 540 300HP, TTAF 789, TTE 247, New Sky Tec high torque starter, Bendix/King gps/com, KLX\_135A, 4 place intercom \$135,000 John Dotson 206-283-0692 *Last time John, let me know if you want to keep it going.*

### Other Interesting Web Sites

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

[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.bcfloatplaneassociation.com/>

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

<http://www.floatplane-flyin.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

Don Kyte has published another batch of his books. This one is a much improved version with more stories. He writes...

"At long last my new book about my flying in Alaska is printed and ready to be mailed out. It contains most of the material from the 42 page booklet titled: "Flightseeing S.E. Alaska's Glaciers and Whales"(now out of print) plus much much more. This one took a year to do and is 168 pages long including 16 pages of color pictures and a lot of other stories not in the small booklet. This one is titled: Southeast Alaska Flightseeing Via Seabee" The price is \$14.95 plus \$2.05 for postage. Send me a check or money order for \$17.00 and your signed copy will be sent to you ASAP. For any books going to

Europe, the postage is \$5.00. Please send your checks or money orders to: Don Kyte 257 Ostego Dr. Ft. Myers, FL 33931. I think you will agree this book is worth the wait. I enjoyed writing it and re-living those happy years... I think you will too.

Very best regards,  
Don"

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 Majonnier, 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.

**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!"** [brummrichkaren@aol.com](mailto:brummrichkaren@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.

Please feel free to submit any information that you feel may be of interest to other Seaplane pilots. Also, please print and/or forward this to any others you may think are interested.

Thank you one and all for your support of our organization.

Bee Sea n'ya,

Bruce Hinds

V.P. Washington Seaplane Pilots Association

360-769-2311 home

360-710-5793 cell