

Bruce Hinds

From: "Bruce Hinds" <brucehinds@earthlink.net>
Date: Wednesday, August 1, 2007 9:30 AM
To: "Brewster" <brewster@wavecable.com>
Attach: loelgoose.jpg
Subject: Aug'07 Seabee Newsletter

The Northwest Seabee Club

The SeaEagle

This was the spectacular paint job on Jim O'Donnell's bee. They flew in from the north end of Vancouver Island for Arlington.

Hello Everyone,

Bee careful these next few days to watch out for the TFR's near Seattle. It's Seafair time and they have restrictions in place for the Blue Angels.

It's been a lovely month and for the life of me I can't recall much about it right now. My mind has been consumed with the recent news of the loss of our good friend and seaplane comrade Dave Wiley. This past Saturday the 28th of July, Dave suffered an inflight structural failure of his T-Craft and he and a fellow pilot were killed. For those of you that don't know him, Dave was one of about 200 Master CFIs of the 78,000 instructors in this country and he was SPA's Seaplane Pilot of the Year in 1999. Dave operated Wiley's Seaplane Base on the Willamette river near Portland for more than 40 years. He's been a true Icon to the Seaplane community and many pilots will feel the loss like the true brother he was to all of us.

www.wileyseaplanes.com has been updated to give us the current information for planned services. There is also a unique feature where you can send a message to the family, or share your stories of Dave in celebration of his life. I've only known him for a short while, but it's been an honor to just be around him. We worked closely at the Puyallup trade show for the past few years and this last show Dave and I had a dinner meeting with Jim McManus. After all these years, Dave's focus was still on promoting the OR seaplane laws at a national level.

Dave had given me a binder which he supplies to his seaplane students, I've been flying for over 40 years, and there was stuff in there that was either new to me, or things I haven't seen in years. This information wasn't necessarily anything new, but it was old school stuff he lived by. Any place else you get a seaplane rating, it's fairly quick and dirty, not with Dave. He insisted you understand how to think like a bush pilot, apply common sense and reasoning.

I spoke with a friend of Dave's on Sunday and he said that he was the type of guy that everyone admired. Dave and his family opened their property to the whole community. They have a beautiful place on the river and anyone can come and launch their boats, use their tennis courts and as I understand, their home during the Christmas holidays was open to the whole community.

Here's the story....

<http://www.oregonlive.com/oregonian/stories/index.ssf?/base/news/1185679514119140.xml&coll=7&thispage=1>

This is a recent interview with Dave... <http://www.faegre.org/CSPA/dave.html>

Dave, you will surely be missed.

Need a reason to fly your Bee up north?



Are you going to meet us at the Clear Lake Splash-in this year? This is going to be the best ever.... Here's what Chuck has in store for us.

Planning for the 2007 Clear Lake Splash-In is moving forward. Please re-visit the website at www.clearlakesplashin.com for the latest updates the latest schedule of events has been posted. Shuttle services will now be provided by Aero Airport Shuttle and Charter service on Saturday and Sunday, see the "Airport Info" link. New information about camping opportunities in town is also available under the "Lodgings" link.

On a most exciting note, we have booked Mike Lunenschloss to give a presentation about the making of his film "60 Degrees North at 500 Feet". See <http://www.bush-cat.com/>. Several showings of the film will be available at the Natural High School location during the day as well, for registered attendees. The FAA is returning with their "Spatial Disorientation Training Simulator" as well as their "Dunk Tank Trainer". Nothing like going upside down in the pool on a 90 degree day to clarify your thoughts! Speaking of weather, bear in mind that the purpose of this event is meet with your fellow seaplane pilots and friends, and to make new friends. The event, by tradition, will go forward rain or shine; we just might have to drive in!

On a vital issue, the City of Lakeport has ordered new, modern ramp material to replace our outmoded and inadequate WWII-era Marston Mats! We directly owe this advance to Paul "Bud" Roe, who gave us a \$1000 donation in memory of his wife Helen for "Ramp Improvements" during the 2006 Splash-In. With his contribution, and the additional contribution of several local service groups, the Lakeport Rotary Club, the Lake County Airmen's Association and the Lakeport Main Street Association as a catalyst, the City of Lakeport has committed \$5000, on top of the other donations, to order our new ramp material! As a result, we can now expect a smooth 15' X 55' surface to safely guide our amphibious planes ashore!

For those who arrive on Friday, the Chamber of Commerce is putting on a Welcome Concert in the Gazebo at Library Park, beginning at 6:30 pm. I am informed that blankets or beach chairs are advisable to best enjoy the show. Afterwards, we will have the Lakeside Deck at the TNT Mexican Restaurant reserved for Seaplane Pilots and guests.

On Saturday, breakfast will be served up by the Kiwanis from 7 am to 11 am at the Natural High School for a \$6 donation. The Kiwanis will also be selling a Seaplane Festival **Boarding Pass** (book of coupons) for \$15, which includes a Souvenir Seaplane Pin, an Event Program, and breakfast (\$18 value), plus discount coupons for local merchants. With your **Boarding Pass**, additional breakfasts for your family and crew are only \$5.

Also, after 27 years, the local Community has acknowledged that the Seaplanes return to Clear Lake like the Swallows return to Capistrano. Therefore, they are establishing a Seaplane Festival to invite the public to enjoy the spectacle of the Seaplanes on Clear Lake. Oh, and to maybe generate a little commerce after supporting us all these years! On Saturday, Sept. 22, the Lakeport Regional Chamber of Commerce will hold a Seaplane Festival in the heart of town, between First and Fifth streets at the Library Park area. There will be art & crafts vendors, remote control car races, water ski displays, REACH medical transport helicopter displays, a car show and many other attractions for the public. See <http://www.seaplanefestival.org/> for full information.

As the seaplanes are the purpose of the Festival, we have a part to play as well. Our annual "Water Bombing" and "Spot Landing" contests will now be relocated to the Library Park area, affording the public the opportunity to enjoy the sight of our skills contests. A boat closure area will be established between the Skylark Shores and the Library Park area on Saturday to ensure our exclusive safe use of the lake surface. Additionally, licensed commercial seaplane operators have agreed to provide rides for the public from the City Docks between First and Third streets. Finally, we plan to end the day with a "Grand Parade of Seaplanes" from the Skylark Shores past Library Park and around the North end of the Lake. This is bound to greatly increase public awareness of, and acceptance for, seaplane operations on California waterways, a goal we should all support.

Because the public flocks to the Natural High School field to view the seaplanes ashore, we would also like to have "Story Boards" at each display aircraft for them to learn about your airplane and its history. We will provide a 20" x 30" display board for each participating aircraft, or you can make your own story board and bring it the event. You can, at the most basic level, print out four 8 1/2" x 11" sheets with pictures and the story of your airplane to post on the provided boards. If you will do that, you will be entered into the running for the "Peoples Choice" award. This kind of promotion is vital to the future of seaplane aviation in California; we hope you will participate.

Finally, we are open to your suggestions as to how we may better assure the future of this historic event. As the oldest and largest seaplane gathering West of the Mississippi, we have a legacy worth growing. Be aware, however, your suggestion may well be answered with a "Great idea! Make it happen!"

Maintenance & 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. This may not apply directly to Seabee, but I know several of you have more than one airplane.

Wood Spars and Water....?

I have found a number of Wood spar floatplanes with bad spars. one of the aircraft had fairly fresh spars but the high humidity makes the spars a different kind of brittle.

There's a T-Craft on floats up north we grounded last year when we found both wings had broken spars. The inspection I do... Pull the inspection covers and have a second person push up on the wing tip spar ends about a hundred pounds then get above and push down about a hundred pounds. Look near the strut attach point and right in the middle between the fuselage attach and the wing strut attach points.

The best way to find cracked wood spars.... Spray Corrosion X or ACF-50 on them. After about 25 flight hours and each Annual, if there is cracks they will show up as black crack lines, usually along the wood grain. That method works on metal spars too.

I've found so many floatplanes with cracked wood spars that I have a theory.... The condensation wets the wood and the heat of the sun dries many times more often causing dry brittling to come on much sooner. Then the take-off run bouncing works the spar sometimes with a resonants.

A very senior pilot told me that the Lockheed Vega on floats in the 40's and 50's had all there wood parts replaced on a regular schedule. The Vega had a main attach point that brought all the big parts together right behind the engine called the "Horse Collar". He said they were preventive maintenance replacing it all the time.

History I'm always looking for interesting pieces, Know any great seaplane history. And, by the way, what got you interested in flying?

Vintage seaplane "Dirty Girl" is back in the U.S. By [Joseph Cress](#) July 21, 2007

Jay Shettel thought for sure trouble was on its way for him and his friend Mark Toigo. They had just walked onto the tarmac of a Brazilian air force base when up drove three carloads of military police with guns drawn clearly visible. What made the situation even more tense was the imposing sight of Col. Barras stepping out of a car before firing off two quick questions in perfect English. "Why are you here?" and "How did you get into my base?"

Three years ago, Shettel and Toigo were visiting Sao Paulo to coordinate the restoration of "Dirty Girl," a Grumman Albatross seaplane now parked at the Carlisle airport where the two men, both pilots, first met. As their story goes, they simply walked onto the base and asked for directions to the plane, only to encounter a language barrier. Many Brazilians speak only Portuguese. Somehow the friends managed to obtain security passes, but they were confronted minutes later by Barras and his guards as they approached the seaplane, according to Shettel, 44, of Carlisle. Time would pass before the two men learned to appreciate how much of an ally Barras would become in helping them bring new life to an old and neglected warbird.

Long history of service Toigo, 44, of Shippensburg explained how the newly minted U.S. Air Force had placed an order for Grumman Albatross seaplanes to serve in search and rescue missions across the globe. The plane called "Dirty Girl" was manufactured in New York state sometime in the early 1950s and was deployed to the Korean conflict, where it was used to find downed pilots, Toigo said.

In tracking the service number of "Dirty Girl", Toigo learned the plane had to be towed to safety after being swamped by water

when trying to evade fire from a Chinese gunboat during the rescue of a fighter pilot. "Dirty Girl" continued to serve American forces in the Far East until 1958, when the Air Force deemed her and others of her kind obsolete in favor of helicopters, Toigo explained. The U.S. shipped "Dirty Girl" and other Grumman Albatross seaplanes to Brazil as a gift to a Third World ally seeking to build up its military.

"Dirty Girl" then saw service with the Brazilian air force as a combination search-and-rescue, maritime patrol and anti-submarine warfare platform, Toigo said. This continued until 1980 when, once again, she was deemed obsolete when the U.S. began to ship its first-generation search-and-rescue helicopters to Brazil.

For more than 20 years, "Dirty Girl" sat out in the elements accumulating grime while many of her parts were removed for use in other planes. Her interior was full of bird nests and bee hives by the time Toigo bought the plane on eBay for \$75,000 in 2003. Toigo said he thought restoring the plane would be a cool project to work on. One look inspired the nickname and motivated Toigo to enlist the help of Shettel in bringing "Dirty Girl" back from the brink. He would go on to visit Brazil six times in three years, spending up to two weeks per trip coordinating the restoration work on the seaplane. Shettel would visit Brazil five times over the same period.

Forging friendships Through it all, Toigo and Shettel had help from the ground crew at the base who, at first, laughed at the foolish American who purchased such a dilapidated old plane. Opinions turned around after the Brazilians saw how serious Toigo and Shettel were in their goal of flying "Dirty Girl" back to the United States. A lot of cash also went a long way towards convincing the local Brazilians to take the project under their wing, Toigo added. Friendships were forged and before they knew it, Toigo and Shettel were invited to family gatherings and birthday parties.

"People down there were so willing and happy to help us," Shettel said. "We named one of them Magoo. He never spoke a word of English but understood hand signals." The language barrier had also been breached through the use of translators. Perhaps the most emotional moment during the three years of work came when one of the original Brazilian crewman broke down in tears in seeing "Dirty Girl" being restored to her former glory. "He could not believe someone was trying to bring her back to life," Toigo said. "It is not too often a plane this old gets a second chance at life. It was our plan to get her out of Brazil, our dream to bring her back to the U.S. and our fantasy to park her in our back yard." Throughout the project, Col. Barras helped to direct the ground crew and became such a good friend to the Americans, he gave Toigo and Shettel each a souvenir watch.

Rough patches But the project had its rough moments and there were times when Toigo was tempted to abandon "Dirty Girl" to an inglorious fate stuck in a bone yard of dead planes. Their main contact in Sao Paulo died suddenly seven months into the project, taking to his grave all his knowledge of the location of parts being collected for Toigo and Shettel. The two men were forced to scrounge for replacement parts in a vast city of almost 20 million people - many of whom do not speak English. What's more, they had to overcome a government bureaucracy that would charge a 100 percent duty on parts and even confiscate key components for extended periods.

Work complete, the struggle ended, the two friends made final preparations to fly "Dirty Girl" out of Brazil early this May. The seaplane was ready with a full load of fuel. Toigo had just obtained the necessary permits to depart Sao Paulo. Then came a family tragedy. Just as he was getting ready to board, Toigo received a call on his cell phone from a girlfriend who told him his older brother had just died of a heart attack. The mood on the plane went from triumph to sadness, and the two friends had to abandon the mission to fly "Dirty Girl" home.

The journey home They recovered and went forward with the operation on June 24. The entire ground crew gathered on the tarmac to cheer them on and see them off. The Brazilian air force base is located only six miles from the civilian airport where an Airbus-320 crashed Tuesday, killing all 186 people onboard. Toigo said it took two days just to fly out of Brazil and another four days to complete the 6,000-mile journey through South America, the Caribbean and up the East Coast.

"It was an adventure ... a super Type A vacation ... You can't put any more stress into a trip," Toigo said. "There was a lot of doubt we would ever get her home." Somewhere between Barbados and Puerto Rico, the right engine generator caught fire but was quickly put out while "Dirty Girl" was flying 1,000 feet over the water. The vintage seaplane had landing gear problems coming into Orlando, Fla.

The two friends touched down safely in Carlisle on June 29. Toigo said the plan for "Dirty Girl" is to give her a new paint job, complete the restoration work and maybe feature her at air shows. Other options include using her as flying "Winnebago" for chartered fishing trips (since she can land in the water) or seeking a corporate sponsor for her long-time maintenance.

Classifieds Listings will be for 4 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!](#)

The "ZeeBee" is now seriously for sale!



The aircraft is located in Sequim, WA and the owner has flown it to BC each summer and lives out of state during the winter months. The poor thing actually could use some TLC. Nothing major that I could see from a quick walk around, but there are a few instruments missing, the hatch door looks like it's oversealed and it doesn't fit real well, and the rotating beacon is hanging off. But it looks clean and straight and it has the IO-540! N6585K could be a great deal for someone, asking price is \$100K..... Contact Kurt at 360-457-3651 or 360-461-4481, he's not the owner, but has all the information and can put you in touch.

If you are interested in



John Greeff's Super Bee, N6267Q is at Western Airpark in Yelm, WA. I'm still awaiting more information. Contact him at JGr3418598@aol.com 2

SEABEE Ground-Up Restoration



\$79,000 • AVAILABLE FOR SALE • 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 Contact Sam czechride@canby.com - located Wilsonville, OR phone: 503 678-5114 2

This is no Bee, but what a cool airplane!



MURPHY MOOSE M14P • MAKE OFFER • 2006 Murphy Moose w/ M14P 360HP. Like New. Ready for floats. 55 hours TTAF&E. STOL cuffs, VG's, Seaplane doors. Too many upgrades to list here. Aircraft currently located at Salt Lake City, UT. 100's of pictures here - • [VISIT MY WEBSITE](#) • Contact [Scott Aldrich](#) - [S & L AIR LLC](#) located Anchorage, AK USA • Telephone: 435-649-5791 <http://www.barnstormers.com/listing.php?id=178796> 2

GO-435 powered Seabee



Contact Wayne Parsons at wpar@hughes.net for details 2

Recently Henry Ruzakowski's Seabee



RC-3 SEABEE '47 (Sold ?) 1370TT LYCOMING GO-480 630 HRS SMOH. PROP 540 SMOH. (5 YR INSP AD97-18-02-R1 COMPLETED 6/27/06) STOL conversion w/fences & droop tips. 2 batteries w/series start. extended spray rails, ldg lts, Cleveland brakes, electric hydraulic pump for gear & flaps, shoulder harnesses front seats, ovrhd engine controls, Terra TRT250 Transponder, ?AT3000 Altitude Encoder, Garmin 250XL GPS with Comm, Appollo Iso Amp and Comm. \$110K ?NY (ELM) 607-739-3275 or 570-297-5076.? clyder@epix.net 3

[Airpark Home on Whidbey](#)

Roger Duke that has his Bee for sale below 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> Last Time Roger, Call, I'll keep it going....

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 cowls.

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 Grumman's. If he says it's one of the finest, you can count on it.

Loel, want me to keep this going?

Daubenspeck Brake Conversion Parts

Way back when, we converted our brakes on N681CB, I made up a half dozen sets and have 3-4 sets left over of the machined parts that go with this conversion. Do anyone know what is the status with the Daubenspeck people? We had the STC come with our Bee, and I have the drawings for same. I would be happy to offer the components/sets I have left over, to anyone wishing to make the conversion. It's not rocket science, but unless you have a machine shop available (which I do), to have them fabricated on a one at a time set basis, it would cost about \$700.00 to make up a single set. Obviously, I've no authority to sell or offer the STC, but I could sell the parts, and send a copy of the STC drawings along as a courtesy.

I'm guessing could make the conversion on your own, with a field approval. I do have a contact with a parts provider, who can supply the "old" Cleveland brake components specified on the STC. Contact: Don Anderson dander77@oh.rr.com 3

Seabee Airframe s/n 939. Completely overhauled airframe with new bottom, tail and overhauled landing gear. \$75K Contact Buzz Hale thunderbee7@hotmail.com 775-338-3228 **Buzz, let me know to keep this going.**

Reduced Price on Super Seabee



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, \$107,000. Contact Roger Duke 360-321-1537. email rduke@whidbey.com **last time Roger unless you want me to keep it going.**

Other Interesting Web Sites

www.alaska.faa.gov/flyak/

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

www.dunk-you.com emergency egress training.

www.sfahistory.org Society for Aviation History

www.clearlakesplashin.com

homepage.mac.com/gottaider/PhotoAlbum28.html personal Clearlake photos

www.dhvied.com/clearlakesplashin personal Clearlake photos

www.aerocheck.com

www.hu-16.com

www.SeaPlaneOps.com

www.flightcontractservices.com

www.rcairplane.net Easy to build Seabee with a 72" wing span, other great models too. Contact Bill Price bprice@puc.edu

Canadian Information

www.alaska.faa.gov/flyak/

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

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

<http://www.floatplane-flyin.com/index.html>

www.alertbay.com/eagleair/ Looks like a great place to go, **let's plan a trip!**

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" you can email Don at dvkyte@comcast.net if you have any questions

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 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

The Seabee CD and the new Newsletter CD! The Seabee CD contains all the Bulletins, Flight Manual, Parts Manuals, etc.. He states ..."Everyone I have sold this CD to has found it most useful. I have re-typed all of the Service Bulletins and reformatted the parts manuals for easier reading. The **Newsletter** CD contains most of the old Seabee news letters by George Mojonnier, and Richard Sanders. No special software is required. All files are in Adobe Acrobat format and I include a reader with the CD. Once the Acrobat Reader is installed, just put the CD in the computer and it starts automatically! Contact Steve at smestler@pbtcomm.net **I have them both, they're a great reference!**

The Seabee Experts

Simuflight'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) 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 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!" brummrickaren@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.

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/>

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, President
Washington Seaplane Pilots Association
Northwest Seabee Club
360-769-2311 home
360-710-5793 cell