

Hi Steve,

Hope life is treating you well. We were planning on attending Hammondsport for a weekend of fun & flying with our Seabee friends, but by now I'm sure you have heard I had an Incident with C-FILM. I would appreciate it if you would post this on the Seabee Website along with the pictures so people have the facts.

We have been doing some development work on the new single lever control system for the engine & propeller. This is a single unit that controls propeller pitch, engine power & the reverse function all into one unit. It has been working extremely well & really simplifies the power management tasks. Unfortunately we had a system failure & the engine went to idle very shortly after takeoff. I botched the associated emergency landing, we thought we had the field made & lowered the landing gear too early. As a result the sink rate increased & we landed short of the runway in some small scrub trees. This would not have been a problem, except there was a fence hidden in the scrub! We snagged the fence & did a very hard landing. Both my passenger and I received back trauma, I will recover without surgery but my passenger underwent surgery yesterday to stabilize his lower back. His surgery was deemed successful and we are hopeful for a full recovery. Thank god we were in a Seabee!! The airplane took a beating but protected us well. The Bee is now back in our hanger & repairs have started. We will be conducting a full investigation to determine the root cause of the power reduction & then take corrective action.

I know people will be sceptical of the electric throttle. I would like to point out that in the good old days I had exactly the same thing happen - engine suddenly went to full idle. In that case it was an old-fashioned mechanical throttle cable that broke. In that incident I managed to do a much better power off landing. Talk to you soon.

Regards,
Brian