

**From:** M. T. [mailto:galewindltd@yahoo.com]  
**Sent:** Sunday, January 31, 2010 7:46 PM  
**To:** Chuck.Kimes@SeaPlaneOps.com  
**Cc:** [susie@haitichildren.com](mailto:susie@haitichildren.com); [krabacher@krabacher.com](mailto:krabacher@krabacher.com); [echristensen@shermanhoward.com](mailto:echristensen@shermanhoward.com)  
**Subject:** HAITI ALBATROSS AIRLIFT / MERCY & SHARING FOUNDATION

-

Chuck.Kimes@SeaPlaneOps.com

Mr Kimes

I have been researching Seaplane Solutions to the Haiti supply problem for Mercy and Sharing Foundation of Aspen CO (503c) which operates orphanages, clinics, and food programs serving 3000 children in Haiti and has some 100 tons of food and supplies Stateside needing to bypass the bottleneck. I have forwarded your web information to the Directors and am providing you these web addresses to acquaint you with the Foundation:

GO TO: <http://www.haitichildren.com>

for a general view of Mercy and Sharing and news updates on their current operating issues.

For the 1/20/10 live from Haiti interview on CNN with Founder and President Susan Scott Krabacher. GO TO:

<http://www.cnn.com/video/data/2.0/video/world/2010/01/20/intv.krabacher.orphan.aid.cnn.html>

Attached also are documents provided to me by MSF confirming their 501(c)3 status and this summary that in 2009 MSF served over 800,000 meals, attended over 15,000 clinic patients, teaches over 600 students in three schools and permanently houses over 200 orphans, mostly also disabled.

I began research on the Seaplane Solution in 2007 when the UN was in occupation in Cite Soleil and similar bottlenecks were occurring as one alternative.

I have a Query on load capacity. In search by aircraft type which is how I found your site I came upon a HU16 listed For Sale also located at Opa Locka which may be the same plane although it is listed as 1953. The Spec sheet with this listing specified the useful load capacity as 13,500lbs, which is more plausible and useful than the 4000lbs cited in your press release. I wonder if the latter is a typographical error that should read 14,000.

I also understand that Merv Griffin/Resorts International acquired several Albatrosses from FlyingBoat/Chalk Aviation and converted them to G111/Commercial Use Rating, some of which have passed into private hands. I wonder if you have contact information on any such owners and/or knowledge of the flight readiness of those apparently stored in Arizona. Thinking longterm, this Type Rating will be necessary to sustain an ongoing pipeline on a commercial basis to serve this and other US based NPOs and also, once proven, the needs of some of the Big Providers.

Thanks for your attention and thanks for your extraordinary effort for Haiti.

Michael Flanagan  
Gale Wind Ltd  
Aspen CO

P.S.:

In the interest of time I append below draft text of a Press Release for this program which is for internal use only at this time, but as a journalist/publicist, I feel the best way to get everyone on the same page is to show how a proposal can be presented to the Press and the Public. Along with this is the link to the Simon & Shuster page for Susan's 2007 book "Angels of a Lower Flight" which recounts her experiences as a rescue provider in Haiti since 1994.

<http://books.simonandschuster.com/Angels-Of-A-Lower-Flight/Susie-Scott-Krabacher/9781416535164>

IMMEDIATE RELEASE (Draft1)

TO: ALL PRESS

RE: "OPERATION ANGEL FLIGHT" EMERGENCY SEAPLANE AIRLIFT TO HAITI

FROM: MERCY AND SHARING FOUNDATION, ASPEN CO

Aspen (CO) resident Susan Scott Krabacher, author of "Angels of a Lower Flight" (Simon & Shuster, 2007) and President of Mercy and Sharing Foundation, which serves the needs of thousands of Haiti children, has found a new angel in partnership with the private operators of a large ex navy seaplane capable of delivering over 10,000 pounds of food and supplies directly to the beach at Cite Soleil, Haiti, overcoming the supply bottleneck arising from the devastating 7.0 earthquake in Haiti Jan 12, 2010. The first flight is scheduled for Feb XX, departing from Tampa Bay, Florida.

Dubbed "Operation Angel Flight" this new capability will allow the Foundation to continue support for its existing charges and expand services to many more Haiti children impacted by the quake. "I am so thrilled by this extraordinary contribution by (plane owner/pilot) Bill DaSilva (of Carson City, NV) and (flight logistics officer) Chuck Kines (of Zephyr Cove NV)! This will allow us to bring real hope and real sustenance to thousands of desperate Haiti children!" says Krabacher, 48, who has been providing vital services to Haiti orphans for 16 years.

About the Aircraft: This 1951 Grumman HU 16 Albatross originally served as an AirSea Rescue craft for the United States Navy and still bears its original Navy markings. Ruggedly built to land in rough seas to rescue downed pilots, it is one of over 800 built of which over 600 are still in service worldwide. "Able to operate from land or water and fly long distances without refueling, the Albatross is uniquely suited to fly direct to the shores of Haiti, bypassing the crowded airport and avoiding the damaged roads that have delayed widespread aid distribution so far." says Mr Kines on his website at SeaPlaneOps.com.

While aircraft and crews are being provided free of charge, it still costs over \$6000 in fuel to make the 1000 mile round trip from Florida to Haiti. Initial flights of "Operation Angel Flight" are being underwritten by a special grant from: ( ). Donations to assist with further flights can be made via a special link at [haitichildren.com](http://haitichildren.com) or [seaplaneops.com](http://seaplaneops.com). Mercy and Sharing Foundation is a Section 501(c)3 tax exempt Charitable Foundation since 1994. All contributions to [haitichildren.com](http://haitichildren.com) are tax deductible.

\*\*30\*\*

**RE: HAITI ALBATROSS AIRLIFT / MERCY & SHARING FOUNDATION I**

FROM:

- [Chuck Kimes](#)

TO:

- ['M. T.'](#)

CC:

- [Ray Wolfe](#)

[Message flagged](#)

Sunday, January 31, 2010 9:37 PM

Thank you for your inquiry.

The Albatross is essentially a DC-3 that can land on the water. That does bypass the bottleneck, but at the cost of carrying its own return fuel from the origin point. The 4000# figure is about right. When aircraft quote a "usefull load", that means crew, fuel and load. The average Albatross empty weight runs from 20,500# to 22,000# for A&B models to 22,500# to 24,000# for B, D and E models and the max TOW is 33,500 # for the HU-16 A&C models (which is what we were using) and 35,400# for the HU-16 B,D &E models.

There are few Albatross that are ready to operate quickly, but several that can be made ready in a few months time. As you likely are aware, the PAP bottleneck will clear soon and turbine aircraft can carry significantly higher loads while refueling on scene for their return flights. One decent alternative is shuttle service from the D.R. with short-haul freighters such as the DO 228, Cessna Caravans and the Shorts Skyvans. We do have several operators offering those aircraft and I can put you in touch with them if you wish.

Should the ability to fly nearly 1000 miles, land on the water and still deliver a ton or more of relief materials still appeal to you, please consider us for your needs,

[\*haiti.seaplaneops.com\*](http://haiti.seaplaneops.com)

Chuck Kimes

SeaPlane Operations, LLC

PO Box 945

Zephyr Cove, NV 89448

Cell: 775-781-1434

Fax: 775-546-6029

[chuck.kimes@seaplaneops.com](mailto:chuck.kimes@seaplaneops.com)

[www.seaplaneops.com](http://www.seaplaneops.com)

[www.hu16.com](http://www.hu16.com)

2010 Events Schedule - Events Promoted, Organized or Sponsored by Seaplane Operations, LLC

Albatross Haiti Relief Flights - [www.haiti.seaplaneops.com](http://www.haiti.seaplaneops.com)

Mike Brown Memorial Seaplane Splash-In May 31 - [www.mikebrownsplashin.org](http://www.mikebrownsplashin.org)

2010 Grumman Amphibian Fly-In June 4 - 15

Annual Lake in the Sky Airshow Aug. 28 - [www.lakeintheskyairshow.com](http://www.lakeintheskyairshow.com)

Annual Clear Lake Splash-In, Sept. 24 - 26 - [www.clearlakesplashin.com](http://www.clearlakesplashin.com)

## **RE: HAITI ALBATROSS AIRLIFT / MERCY & SHARING FOUNDATION I**

FROM:

- [M. T.](#)

TO:

- [chuck.kimes@seaplaneops.com](mailto:chuck.kimes@seaplaneops.com)

CC:

- [susie@haitichildren.com](mailto:susie@haitichildren.com)
- [krabacher@krabacher.com](mailto:krabacher@krabacher.com)
- [echristensen@shermanhoward.com](mailto:echristensen@shermanhoward.com)

BCC:

- [Jean Owen](#)

[Message flagged](#)

Monday, February 1, 2010 7:24 PM

Thank you for your quick reply. I have forwarded it the MSF directors with an asterisk on the other freighters you mention. Meanwhile thank you again for your exemplary service to Haiti. MT

--- On Sun, 1/31/10, Chuck Kimes <[chuck.kimes@seaplaneops.com](mailto:chuck.kimes@seaplaneops.com)> wrote:

From: Chuck Kimes <[chuck.kimes@seaplaneops.com](mailto:chuck.kimes@seaplaneops.com)>  
Subject: RE: HAITI ALBATROSS AIRLIFT / MERCY & SHARING FOUNDATION  
To: "M. T." <[galewindltd@yahoo.com](mailto:galewindltd@yahoo.com)>  
Cc: "Ray Wolfe" <[ray.wolfe@seaplaneops.com](mailto:ray.wolfe@seaplaneops.com)>  
Date: Sunday, January 31, 2010, 9:37 PM

Thank you for your inquiry.

The Albatross is essentially a DC-3 that can land on the water. That does bypass the bottleneck, but at the cost of carrying it's own return fuel from the origin point. The 4000# figure is about right. When aircraft quote a "usefull load", that means crew, fuel and load. The average Albatross empty weight runs from 20,500# to 22,000# for A&B models to 22,500# to 24,000# for B, D and E models and the max TOW is 33,500 # for the HU-16 A&C models (which is what we were using) and 35,400# for the HU-16 B,D &E models.

There are few Albatross that are ready to operate quickly, but several that can be made ready in a few months time. As you likely are aware, the PAP bottleneck will clear soon and turbine aircraft can carry significantly higher loads while refueling on scene for their return flights. One decent alternative is shuttle service from the D.R. with short-haul freighters such as the DO 228, Cessna Caravans and the Shorts Skyvans. We do have several operators offering those aircraft and I can put you in touch with them if you wish.

Should the ability to fly nearly 1000 miles, land on the water and still deliver a ton or more of relief materials still appeal to you, please consider us for your needs,

[\*haiti.seaplaneops.com\*](http://haiti.seaplaneops.com)

Chuck Kimes

SeaPlane Operations, LLC

PO Box 945

Zephyr Cove, NV 89448