

February 2002 Newsletter

Hey everyone,

The word was late going out about the annual Ground Hogs Dinner so it didn't appear in the January letter. By now, hopefully you've received the SPA newsletter (with some of my pictures). At any rate, the dinner is scheduled for Friday evening, February 22, 2002 at the Museum of Flight in Seattle. Pete Primeau is the WSPA club treasurer and you can contact him by phone (the fastest way) at (425)746-2585, or through his email address: treas@wa-spa.org. Hope to see you there ... That's also the weekend for the Northwest Aviation Trade Conference !!

News I've had some interesting correspondence with Byron Miller of OR.. He's putting an interesting project together, a bee with a Helio Courier wing. That led to some interesting discussion of the original bee with a cantilevered wing. Our friend Steinar from Norway provided this information...(go to full screen for this)

REPUBLIC—continued.



The Republic Seabee Light Amphibian Flying-boat (175 h.p. Franklin engine).

THE REPUBLIC SEABEE AMPHIBIAN.

The C-1 amphibian was designed by Mr. P. H. Spencer and has been developed and built by the Republic Aviation Corp. as a prototype for post-war production.

In 1945 the U.S. Army placed an order for a modified version of this aircraft for Air/Sea Rescue duties.

TYPE.—Three-seat Amphibian flying-boat.

WINGS.—High-wing cantilever monoplane. Wings taper in chord and thickness with dihedral on lower surface only. Attached directly to the top of the hull superstructure. All-metal stressed-skin construction. Ailerons and vacuum-operated slotted flaps have metal frames and fabric covering.

HULL.—Basic structure is a shallow two-step boat hull with the cabin structure built up forward and the rear portion swept up to carry the tail-unit. All-metal structure covered with Alclad. All-metal stabilizing floats attached to wings by single fabricated streamline tubular struts.

TAIL UNIT.—Cantilever monoplane type. Lower fin integral with the hull. Upper fin and tailplane of all-metal stressed skin construction. Elevators and rudder have metal frames and fabric covering.

LANDING GEAR.—Retractable type. Main struts hinged to chines of

hull. Struts and wheels are raised electrically into recesses in sides of hull superstructure. Tail-wheel at rear step. Water-rudder aft of tail-wheel.

POWER PLANT.—One 175 h.p. Franklin 6ALG-315 six-cylinder horizontally-opposed air-cooled engine driving a two-blade fixed-pitch wood propeller aft of the wings and cabin. Fuel tanks in wing.

ACCOMMODATION.—Enclosed cabin seating three, two side-by-side in front and one behind. Centrally-mounted wheel may be swung in front of either seat. Dual rudder pedals. Two side doors give access to front seats. Back of righthand front seat folds forward to give access to rear seat. Door on starboard side of nose for mooring, etc.

DIMENSIONS.—Span 36 ft. (11 m.), Length 26 ft. 6 in. (8 m.), Height (on wheels) 8 ft. 7 in. (2.62 m.), Wing area 170 sq. ft. (15.8 sq. m.).

WEIGHTS AND LOADINGS.—Weight empty 1,775 lbs. (805 kg.). Disposable load 825 lbs. (375 kg.). Weight loaded 2,600 lbs. (1,180 kg.). Wing loading 15.2 lbs./sq. ft. (74.2 kg./sq. m.). Power loading 14.9 lbs./h.p. (6.7 kg./h.p.).

PERFORMANCE.—Maximum speed 125 m.p.h. (200 km.h.), Cruising speed 105 m.p.h. (68 km.h.), Landing speed (with flaps) 53 m.p.h. (85 km.h.), Initial rate of climb 750 ft./min. (230 m./min.), Service ceiling 12,000 ft. (3,660 m.), Cruising range 420 miles (672 km.).



The Republic Seabee Light Amphibian Flying-boat (175 h.p. Franklin engine).

from the Where are they now file...

1-Does anyone know Craig and Carol Wooster from Walnut Creek, CA? I think they own N 6470K of which I have a few pictures taken about 1950 they may be interested in.

2-Check out the interesting nose job on N6328K!!



N6328K crashed on Eagle Mt. Lake, TX, on 25 Sep. 1965, when landing gear was down with heavy damages to nose and windshield area. After several years in storage, N6328K was rebuilt in 1975 by C. W. Pratt, Riverview, FL. A '337' was issued for major rebuild and modifications of the nose section. After modification it was stored again until 1985, when purchased by Ray Myers, Pequot Lake, MN. In 1992 N6328K was finally restored to flying condition by Myers Aviation, Oskosh, WI. Keith Myers reported to Seabee Newsletter in 1993; "Cruise is around 105 mph, on about 14 gallons per hour, the same as a 'normal' 'Bee. We are still experimenting with power and mixture settings. She is stable in cruise, with just a hint of wandering, probably accentuated by the pilot's seat being farther forward"[This was a short summary of a report by Capt. Dick Sander's "Seabee Club Int'l Newsletter" # 29 (January 1993) which has a very detailed story of the special 'nose' Seabee, (s/n 552).]

According to Register, N6328K is currently owned by 'Seabee IV', Sacramento, CA. Does anyone know the people behind 'Seabee IV' or if the aircraft is still there?

Gatherings and Ideas

What would you like to do? Where would you like to go? And, any suggestions for the newsletter are always welcomed too. Let me know what you think ... Next month I'll post a list of events for the coming

season which I'll try and revise as I can. Any dates you may know of, I'd be happy to post. Any one want to go visit Camp Seabee?

Your ideas needed here ...

Planes and Parts(new listings)

For those of you needing a little larger ship, the Jimmy Buffett Margaritaville/Hemisphere Dancer flagship is for sale. The beautiful Grumman Albatross, as you would expect, is a meticulously maintained aircraft and is on the market. E-mail Henry at Amphibs1@aol.com if you need further information. His request is ... "for serious inquires only. We are not here to give rides and all info will be forwarded to Jimmy's aircraft manager." If you are not familiar with Henry Ruzakowski, he is quite active with his projects, and as an active member of the IRSOC is always a great help to the Seabee community. He currently has a couple of Seabee projects being put together and will have at least one and possibly two Widgeons rebuilt in the following year.

There is another Albatross for sale at TIW. It's a long wing and supposedly the lowest time SU-16 in the country. I think the price is \$375,000, so don't quote me on that, but I can put you in touch. Bruce

The Seabee CD ... Steve Mestler, N9042N (The Marty B) has produced a CD with all the Seabee Service 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. 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! The charge is \$25 which includes shipping. " Contact Steve at

smestler@bellsouth.net I'd love to hear from anyone who has used the CD, sounds like a great reference.

Kathy Anderson from XP Mods. writes ..."We've had a Sea Bee here for a long time and the owner wants us to find the remaining part, used. It's a reversing control block with spool, for a Hartzel reversing (3-bladed) propeller. The part number of the part I need is A4117.

Waaaaay too expensive to buy new. Can you help??" xpmod@tgi.net

I am looking for bow door, rudder, complete landing gear front and rear, or a gear set I could borrow so I could duplicate it, Complete control column, yokes, etc. My address is 365 Monitor rd. Silverton, Or. 97381. Where I own a steel fabrication shop . Byron Miller 503-873-2857 shop 503-873-1113 house email majajudi@teleport.com

Planes and Parts(previous listings) please update!

Daubenspeck/Lycoming Conversion Kit for Republic Seabee - FOR SALE GO 480 275 hp engine and complete kit - 1500 hrs GO 480 core with complete maintenance record including oil analysis (+/- every 20 hrs), parts manual, overhaul manual and engine operation manual. Daubenspeck kit - complete, including: cowling, engine mounts, pushrod controls, installation manual, etc. All engine accessories included - 2 mags, starter, oil cooler and mounting bracket, carb with heat box/filter etc., alternator (with regulator), engine-driven fuel pump, governor with reversing valve (Hartzell), electric fuel boost pump, vacuum pump (only 35 hrs) plus regulator and indicator, overhead quadrant engine controls and cables, electric tach and tach generator, complete stainless steel exhaust system. Spares Starter (overhauled/tagged), carb (overhauled/tagged), cylinder stud (overhauled/tagged), 2 mags, electric fuel boost pump, 3 in 1 gauge (oil temp & pressure & fuel pressure), stainless steel exhaust parts, 6-way EGT with complete wiring harness, 1-way CHT. COMPLETE ENGINE, DAUBENSPECK KIT AND SPARES: asking US\$ 25,000 Other extras: 2 vacuum horizons and 2 vacuum heading indicators US\$ 400 ea. contact Henry Chapeskie near Ontario at 519-461-0764 hchapeskie@sympatico.ca.

Seabee RC-3 N6019K and all parts and equipment \$60K. Annual -01-01-01, 1135.6 hrs TT , 347.6 SMOH, Prop 37.8 hrs (9-15-99 OH), No salt ever, overhead throttle quadrant, 20" wing extensions, KX 170 B comm, TX(non mode C), nav and strobe lites, Nice Bee
Call me if interested. 361-547-6692. Out of town until 12-26-01.
Thanks for the interest. A.K. Young, Margaretvictor@cs.com

FOR SALE, Seabee suffered Off Airport Ldg. due to ignition failure., S/N 1035, TT 590, B9F eng. with 9 hr. smoh, prop 20 hrs smoh, mod. hull damage, wings , struts, floats/struts, tail feathers all OK. New or OH instruments, new Valcom and KT-76 Tx, support equipt., work stands etc., plus extra complete B9F engine and parts. \$14,500. Sam @ Ph (503) 678-5114 or E-Mail czechride@juno.com/

Needed Seabee fuselage, preferably with little or no corrosion to complete project aircraft. Gordon @ Ph(503) 694-5316.

We have a completely stripped B9 Engine with most parts in good condition ...digital pictures available on request ...There are both Fed-Ex and DHL offices in Cape Town for easy shipment to the US and SAA fly direct to Fort Lauderdale and Atlanta twice weekly.

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I am in need of a wing float strut. Lower priority needs include a lift strut and RH lift strut fuselage fitting. If any one can help him, it's Tom Kennedy, 50881 O'Byrne Rd, Sardis, B.C. Canada V4Z 1B6.
thos2kennedy@yahoo.com 604 824 9090

There's also this Super Bee for sale over on lake Chelan, Michael Stevens seabee pilot@aol.com 509 682-3531 home, 206-658-0333 work.

Old (but good) News

IRSOC You have to check out the International Republic Seabee Owners Club and Join. Go ahead, it's free! It's also the best source of information and experts on the old beast that you will find. They have free classifieds for members too!

EMAIL SEABEE OWNERS WEBSITE

<jhooper3@mindspring.com> <<http://www.mindspring.com/~jhooper3>>

"Living The Life" "The International Seabee Owners Club"

"Life is what Happens While You Are Busy Making Plans"

James Poel's database and clearing house for all Seabee 337 forms and field approvals. This would be a free service to all 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" parts ... Rich Brumm in Northport, N.Y. is one of the experts. He started a small shop when he and another owner figured they could do a better job on their engines than was currently available. If you ever heard of a problem the Franklin's have, he has the fix for it! richkarenbrumm@prodigy.net Phone: 631-757-2216 Office: 516-885-5879

Interesting Web Sites

<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.

These are mostly B.C. stuff, but I'm already dreaming of next summer ... if they're listed in blue, you may be able to just click on them to launch your browser ...

<http://tappix.com/506824>

<http://www.members.home.net/makins40/>

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

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

<http://www.canadianseaplane.com/index.htm>

The flying Seabee model! This is cool! Easy to build with a 72" wing span, check out www.rcairplane.net Has anyone built this? I'd love to find out more about it.

You never know where you're going to come up with great stuff. This also come in from John Hooper @ the IRSOC ...



John writes ... "Can you believe this stamp??. New Caledonia, I can understand but Bhutan?

Where is it? OK I didn't know either! It turns out that Bhutan borders China. A small state with a minimum elevation of 4K and max of 14k located in the Himalayas. How did our, beloved, Seabee get itself in this predicament?" Hopefully we'll all find out soon...In the mean time, be careful and get those bees running. Hope to see you this season.

Bee Sea n'ya,

Bruce Hinds

360-769-2311