
AVAILABLE FOR SALE

AWARD WINNING CUSTOM



V8 SEABEE

Overview rev 8

Republic RC3 Seabee's were all built in 1946 /47. There were 1062 of these majestic flying boats built in an 18 month period. There are still 200 +/- Seabees still registered around the world, but only a very few have been updated to the extent of C-FDOQ.

Several thousand hours have been spent modernizing and improving DOQ's reliability and comfort.

C-FDOQ offers complete mission flexibility, convenience and safety for 4 people. The SEABEE's unique design lends itself to back country operations with ample storage space to carry camping and fishing gear. See DOQ on award winning TV show the AVIATORS Oct 2013 Season 4 episode 7.

<https://itunes.apple.com/ca/tv-season/the-aviators-season-4/id695786001?showLC=true>

Specifications;

Wing span 41feet 9 inches



Tail height	10 feet
Stab width	12.6 feet
Cabin width	48 inches

Cruise speed	105 MPH
(faster if you are happy with more gal / hr)	
Stall speed	58 MPH
Gross weight	3800 lbs.
Empty weight	2625 lbs
Max auto fuel, 75 gals	462 lbs

Max useful with full fuel 715 lbs
Cruise fuel flow 11 gal / hr
Endurance 6.5 hrs

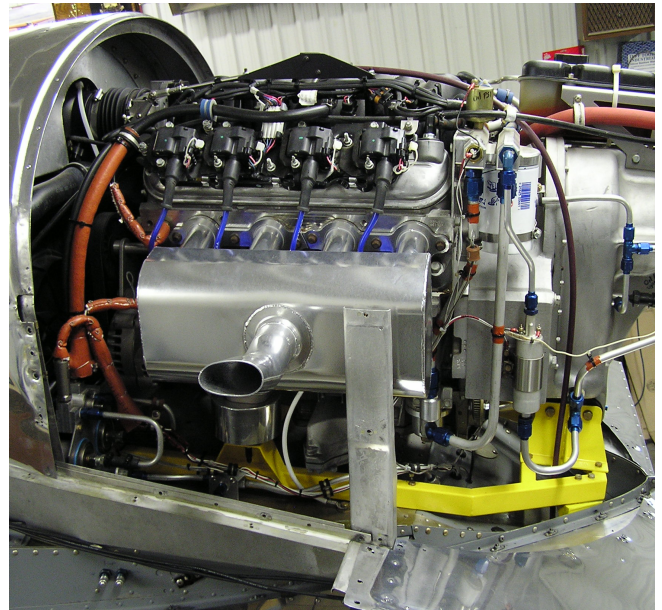
V8 ENGINE;

This V8 engine offers outstanding performance and many advantages, e.g. instant starting at any OAT, whether the engine is hot or cold. Availability of GM parts.
Cost effective **AUTO FUEL OR AV GAS.**

405 HP LS6 GM Corvette engine, derated to **350 HP at 4500 RPM** on take off, prop RPM 2400.

2 electric fuel pumps.

2 electric engine coolant pumps, as well as the standard mechanical coolant pump.



CABIN;

The cabin is a full **48 inches wide**, providing plenty of elbow room for extra tall or heavier set passengers.

Two **GULL-WING doors** offer easier passenger entry into the cabin. The GULL DOORS open upward completely out of the way of docks, improving loading of larger cargo items, with no need to remove the door for loading long items. When the doors are open while taxiing on the water they offer greatly improved forward visibility.

Front 2 seats are **independently adjustable** fore and aft, with the pilot seat being adjustable vertically as well. Both the front seats are easily and quickly removable. Removing the right seat and rear bench seat turns DOQ into a good size freighter.

The **cabin cargo access door** has been made much larger than the standard Seabee. Once again larger items can be loaded but this bigger door also helps the mechanic during inspections.

There are now 4 passenger boarding hand holds installed. These handles greatly improve the ease of entry and exit.

HULL FEATURES;

Four separate **automatic bilge pumps** provide peace of mind if one parks the BEE in the water overnight.

The bottom of the hull has been modified with **four 6 foot strakes**. (also known as boosters) These strakes enhance water performance and provide extra strength to the hull bottom.

DOQ is fitted with a **heavy duty custom tail wheel shock absorber** which offers smoother taxi /takeoffs when operating in remote areas. On a tail first landing this shock will smoothly absorb the contact and provide a nice transition to the main wheels.

DOQ now has a **large tail wheel inspection port** which enables your mechanic to get both hands into the tail wheel bay for proper maintenance and inspections of the retraction system. There are now proper inspection ports at every location around the aircraft where inspections or maintenance may be required, both hull and wings.

Controls;

Complete dual controls are installed, including **brakes on copilot's side**.
Radio PTT (press to talk) switches one for each pilot.



Dual electric elevator trim systems are installed, 2 tabs, 2 indicators, 2 control switches, 2 power C/B's . The centre mounted trim control switches are within easy reach for each pilot.

The copilots control wheel is easily removed for egress out of the front bow door, or the wheel could be removed and stored under the seat if not required at all.

Instrument Panel;

The vacuum system has been remove to make way for the new Garmin G5 EFIS, paired with a iPad 4 Mini, including Stratus 2S and Foreflight.
Garmin GMA 240 audio panel with 4 place intercom and cell phone interface.



2 King /Bendix VHF's KY97A Com's
Garmin 296 GPS
Garmin Transponder GTX 320A
ACK 406 ELT

Automotive scan gauge to monitor engine timing, OAT coolant temperature, HP etc, mounted on glare shield.

Advisory annuncator lights for system anomalies e.g. coolant, oil, electrical, hydraulic pump & park brake.

Landing gear advisory system with warning lights & audio, changing gear position for water or land.

Standard gear warning lights for tail and main wheels.

Standard engine monitor gauges.

Electrical;

Two 12 volt batteries are installed providing enhanced reserve battery power to the **essential bus** if required.

Switches and circuit breakers to control all components.

2 **Large red** cabin door OPEN lights mounted above the radio stack.

Paint and interior decor;

A bold **LEOPARD** theme has been chosen to set this aircraft into a field of its own. This adventure **SAFARI** look draws crowds and complements from all who see it.

This theme is extended to the outside of the aircraft with the use of reflective black / gold vinyl accents.

The aircraft was completely stripped and painted with **epoxy Acry-Glo paint August of 2013**. Final clear coat also added.



Lighting;

Instrument panel is completely lit and controlled with a single dimmer switch.

Cabin over head lights

Baggage light

Navigation lights

Wing tip strobes

LED tail strobe

LED landing lights, all on or wig wag (alternate flashing)

Anchor light offers all night low power draw, one mile visibility, auto off at dawn

The black trim lines on the exterior paint job are reflective tape which glows gold at night any time light hits it. Another layer of protection on the water.

Hydraulics;

The flaps & gear operate hydraulically.

When the hydraulic pump is selected ON the **system maintains pressure automatically** between 750 to 1050 psi. This feature reduces the pilot work load during critical phases of flight, not having to constantly monitor the PSI. This also assures constant hydraulic pressure against the landing gear up or down locks.

Extra support equipment included;

Cabin / engine and propeller covers.

Tail wheel tow bar.

Full size maintenance stand, allows lifting the entire aircraft for annual gear swings etc.

2 Over wing platforms for engine inspections.

Aluminum anchor with 50 foot line.

Notes;

C-FDOQ was awarded **BEST ALL METAL SEAPLANE** at Sun N Fun 2015.

DOQ is now registered in Canada as a **Amateur Built** aircraft.

All new wheel bearings, races and seals, Oct 2015

A fresh **10 year inspection** was completed on the **propeller**, Nov 2015

A fresh **annual inspection** was completed on the **aircraft**, April 2017

There is only **600 hours** +/- of time on DOQ since the aircraft was completely restored.

DOQ has been operated in **FRESH WATER only, never Salt water.**

A Seabee **check out** would be available on closing of sale.

Wings and fuselage has been completely sprayed with Corrosion X April 2017

Aircraft is available for viewing at our strip in Mono, Ontario, Canada. Lat N 43 99.0

/Long W 080 01.0



Enlarged cargo doors for loading and access to electrical bay & anchor.

Note; the 2 entry handles either side of forward door jams, 2 more handles on rear door jams.

- Brake peddles for right pilot.

- Fighter grip on standby hydraulic pump handle- between seats.

- Hydraulic PSI & cowl temp gage internal temperature monitor gage on lower panel, just above the alternate elevator trim selector.

- 4 docking line holders above the battery box.

- aft seats, 4 point seat belts



-With the Garmin G5 the venturuses have been removed.

Price \$156,000 USD



FYI there has been twice this amount invested into C-FDOQ
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