

SEABEE FOR SALE

N6386K	S/N 615	} (Sep 23 / hh change with flying)
Eng TSMOH:	677 h	
TTAF:	2319 h	
Prop TSNew:	1453 h	
Last annual check:	19 th May 2023	

CHF 212'000.- / USD 230'000 (Sep 23)



Recent changes / replacements:

- New Aircraft Cover
- Cleveland brakes for saltwater (nevertheless, aircraft was not in saltwater)
- New Alternator / Regulator
- New Gel-Batteries 24V
- LED Navlights
- 4 new Lifevests
- 2 Revere Comf Max Life vest belts
- New Insight G4 Engine Monitor & Analyser
- New ELT Artex 345
- Flight Instruments:
 - Garmin G5 Attitude Indicator (incl. speed altimeter etc.)
 - Garmin G5 Horizontal Situation Indicator (incl. GPS / VOR etc.)
 - No more Gyro Instruments / vacuum pump
 - Airdata Instruments freshly overhauled
- Avionics:
 - **Garmin GPS 175** (can be loaded via Foreflight)
 - **Garmin GTR 225 A** COM 1 (incl. 8.33 KHz spacing for Europe)
 - **GNC 255 B** NAV/COM2 (16W output for remote areas, incl. 8.33 KHz spacing)
 - **Garmin GTX 345** Transponder, ADS-B in & out,
(dual antennas: below for US / on top for rest of the world)
 - **Garnin GMA 345** (Audiopanel)





Short Aircraft History:

This Seabee - Serial # 615 - was manufactured at Republic Aviation Corporation. She had her rollout the 3rd April 1947 in Farmingdale, Long Island NY and was delivered to the famous Seabee Distributor Clara A. Livingston in Dorado, Puerto Rico. Read the whole history in the pdf from the website of the International Republic Seabee Owners Website:

<http://republicseabee.com/Files/Bill%20Bardin.PDF>

I bought this Seabee in 2018 after my retirement and intended to do a bigger trip in the US, Caribbean and Canada and to fly her to Europe afterwards. That's why she was extensively checked by Henry Rusakowski - a well known Seabee specialist - and the Avionics changed to up-to-date equipment (inclusive ADS B with dual antennas, COM-equipment with high Watt output and the possibility for European channel spacing (8.33 MHz), therefore well suited for operation in remote areas and the higher North. Then Covid came and destroyed all these plans, as I was not allowed to travel to the US anymore. Only relatively few hours have been made since I bought her in South Carolina when still living in Canada, but many things were corrected or repaired and exchanged in expectation of the big trip.

Now I am back in Switzerland, it's complicated to go to the US to fly each time, so I am looking for a sale during 2023 /24 and up to this moment I will still enjoy her in North America. After North Carolina and Florida, her base is now a hangar in Indiana in expectation of a bigger trip northwards.

There is a lot of space in the cabin and she lifts a lot of weight, ideal for travelling. In addition she performs great with the strong Lycoming GO-480 engine with reverser for water manoeuvrability, also out of water with the long wingtips. Fuel consumption is 14.5 gph and the hull is very watertight.

If reasonably possible, I will deliver (fly) her after sale in North America, Canada or Europe if you wish.

All AD's are done, next Annual is due in May 2024.

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