

SEABEE FOR SALE

N6386K	S/N 615	
Eng TSMOH:	717 h	(July 25)
ACFTT:	2370 h	(July 25)
Last annual check:	July 2024	all AD's up to date

USD 230'000.-



FEATURES

Flight Instruments:

- **Garmin G5 Attitude Indicator** (incl. ASI / GSI / G/S)
- **Garmin G5 Horizontal Situation Indicator** (incl. GPS- / VOR- / LOC-track etc.)
- **Separate Airdata Instruments** (rec. overhauled)
 - ASI (Airspeed Indicator)
 - ALT (Altimeter)
 - VSI (Vertical Speed Indicator)

Systems:

- 24 Volt System (2 x 12V Battery) with 12V and 24V cabin-outlets
- Aux Fuel Pump
- Pitot Heat
- Panel and interior lights
- Electric Bilge pumps
- Landing Gear Position Lights (Land and Water)

Misc.:

- Wing extension with Carbon Fiber Droop Wingtips
- 3-blade Q-tip Prop
- Strut Tie-Downs
- Anchor / elect. LED-Anchor light
- LED POS-Lights
- Non-LED Landing and Taxi Light
- "Big" Registration Marks on tail (for re-entry of US-airspace)

AVIONICS

- **Garmin GPS 175** (can be loaded from iPad via Foreflight etc.)
- **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 D** Transponder, ADS-B in & out,
(incl. dual antennas: below for US / on top for the rest of the world)
- **Garnin GMA 345** (4place intercom, Entertainment-in, Crew-Pilot-Pax mode, Bluetooth-Tel.)
- **ELT Artex 345** (State of the art ELT on 121.5 and Satellites with position transmtion)

DETAILS

STC-LIST:

- **STC Bee, incl. Engine Modification STC**
 - Lycoming GO-480-G2D6 STC
 - Hartzell 3-blade Q-Tip Props
 - Engine Mount and Nacelle
 - Modified Rear-Spar
- Overhead Engine + Prop Controls
- Stewart-Warnerb940-F Heater STC
- STOL-Aircraft Corp. Hydraulic pump STC (Gear and Flaps)
- Atticus Steven Hensley Tail Wheel STC
- Amphibian Landing Gear Position Alert
- Aero-Trim Aileron Trim STC
- Aero-Trim Rudder Trim STC
- Aero Products Engineering Spray Rails STC
- Cleveland Wheels and Brakes STC

- Lycoming GO-480-G2D6 Engine
- Hartzell 3-blade Q-Tip Props

INTERIOR

Good condition

Thunder Gray Vinyl with Nautical Blue and Red Accents

EXTERIOR

Imron Paint in good condition

Overall Matterhorn White with Navy Blue and Red Accents

RECENT WORK / REPLACEMENTS

- Engine and Aircraft Covers
- Magnesium brakes exchanged with Cleveland brakes for saltwater
- Alternator / Regulator
- 2 Gel-Batteries 2 x 12V
- LED Navlights
- 4 new Lifevests plus 2 Revere Comfort Max Life vest belts
- Insight G4 Engine Monitor & Analyser
- New ELT Artex 345
- Flight Instruments and Avionics
- Structural modification (to fulfil AD)







Short Aircraft History:

This Seabee - Serial # 615 - was manufactured at Republic Aviation Corporation and had her rollout the 3rd April 1947 in Farmingdale, Long Island NY. She then was delivered to Clara A. Livingston in Dorado, Puerto Rico. Miss Livingston was a renowned lady in its time (see https://en.wikipedia.org/wiki/Clara_Livingston). a friend of Amelia Earhardt and also a Seabee distributor. You can find the whole history of the Seabee in an article of an old 2007 issue of the "Sportsman Pilot" Magazine. This pdf-doc is available on the website of the International Republic Seabee Owner's club: <http://republicseabee.com/Files/Bill%20Bardin.pdf> . As you can see, the next owner revised the aircraft nearly from scratch, he spared no expense and has put in the best equipment available then.

Working in Canada during the time, I bought this Seabee in 2018 shortly before my retirement and intended to use it for a bigger trip in the US, Caribbean and Canada and to fly her to Switzerland afterwards, where I live. That's why she was extensively checked by Henry Rusakowski - a well-known Seabee specialist at the time (he passed away in 2023) - and the Avionics were 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. Also, a lot of other equipment was repaired and brought up to date in expectation of "the big trip". 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, but many things were corrected, repaired and exchanged. She did a trip to Florida and back in 2023 and last year - in 2024 – a fantastic trip northwards to Canada and the north-eastern US-states.

Now I am living in Switzerland, and it is complicated (more and more in fact) to go to the US to fly each time, so I am looking for a sale during the coming months and up to this moment I will still enjoy her in North America. After North Carolina and then Florida, her base is now in a hangar in Evansville. And for the time, she is still waiting in Indiana for me for the next trip until I sell her with a heavy heart.

This Seabee is a fantastic travel plane. The cabin is spacious and she lifts a lot of weight, ideal for travelling with baggage. In addition, she performs great with the strong Lycoming GO-480 engine - with reverser for excellent water manoeuvrability - and gets out of water very easily with the long wingtips. Fuel consumption is 14.5 gph and the hull is very watertight. Overall and in all modesty, I think this Seabee is one of the best equipped and maintained in the fleet!

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

All ADs are done, the next annual will be done in July or August 2025.

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