

2010 ThunderBee
Experimental Exhibition
SUN 'N FUN Grand Champion Seaplane 2011
Oshkosh "Silver Lindy" for Reserve Grand Champion Seaplane 2011

Airframe: 280 Hrs Since Complete Ground-up Restoration

Engine: Robinson LS V8 320 H.P.
1.78 : 1 PSRU
350 Hrs TTSNEW

Propeller: Hartzell HC3-20 Controllable and Reversible
280 Hrs Since IRAN

Exterior: Overall White - Excellent Condition

AVIONICS:

Blue Mountain EFIS One-Gen 4 with Synthetic Terrain Mapping and Nav database
with 2 channel auto pilot
Garmin SL-30 Nav/Comm with ILS and 2 channel Monitoring
Garmin GTX-327 ADS-B ready, with Flight ID
MCS 4000 4 Place Intercom with MP3 Access
406 ELT

EQUIPMENT:

XM Satellite Radio and Weather Pre-Wired
All Digital LED Position Anti-Collision, Under wing, Cabin and Cargo Department Lighting
Xenon High-Discharge Landing lights with wigwag
Professional Full Color Wiring Diagrams
Air horns and Depth Sounder
Cabin Air: Vintage Air Freon A/C System
All Electric Landing Gear, Flaps and Triple Redundancy

MISCELLANEOUS:

Annual Inspection Completed February 2014
Fuel: 90 Octane Marine, Auto or AVGas; Dual Redundancy
Triple redundant Electrical
No salt water ops

Performance: 100 kts cruise at 11 gph
Empty Weight: 2790 lbs
Gross Weight: 3800 lbs
Useful Load: 1010 lbs
Useable Fuel: 75 gals

This aircraft was Certified as 51% Amateur Built by Transport Canada MDRA. This was achieved over five years by incorporating all new systems including flight control changes, wing modifications, power plant, landing gear, avionics, electronically, climate control, seating, flooring, firewall, bulk heads, baggage compartment, wheels, tires, brakes, control wheels, instrumentation, with dual battery system and dual fuel system.

Imported to USA and FAA Certified Experimental Exhibition- Full USA practice area, no restrictions.

SPECIFICATIONS SUBJECT TO VERIFICATION UPON INSPECTION

Spec updated 8/27/14

ThunderBee 001

It began life as a standard 1947 Republic RC3 SeaBee. In 2005 we began a complete bare-hull restoration to restore the aircraft to the state of the art technology available today.

The primary modification was the installation of the Robinson LS V8 engine conversion, incorporating a Chevy LS-1 engine of 320HP, Freon air conditioning, and fully digital avionics package, with a dual channel autopilot, a dual battery backup system, and dual fuel pickups, pumps and filters.

The baggage compartment door was enlarged and the compartment extended by relocating the aileron cables. This gives us lots of room for gear and luggage. We have demonstrated 1000lb useful load off the water or land.

The hydraulic system was removed and an all-electric landing gear system was engineered to replace the original hydraulic rams. Additionally the rubber donut tail wheel suspension was replaced with an adjustable hydra-sorb coil over shock.

Unique to this aircraft is the billet aluminum machined control column extensions and control knobs, featuring control wheels from an Airbus A300.

Typical operation at 2,500ft with 23" MAP and 3300RPM results in 102 knots TAS, using 11 gallons per hour with the economical option of premium automotive, marine or 100LL fuel! Useable fuel is 75gal+.

In its current trim of removable vinyl appliqué, we have dedicated it to the fighting men and women of Canada's 415 Squadron who operated with honor and meritorious service from 1941 to 2005. Their missions included torpedo bombing, anti-submarine patrol, air-sea search and rescue, and coastline maritime patrol, over the English Channel and North Sea from the United Kingdom and over the Atlantic from Canada.

In keeping with the Republic naming protocol of **ThunderBolt, ThunderJet, ThunderStreak and ThunderChief**, we named our series of highly modified seaplanes the **ThunderBee!**