

GRAHAM SUTHERLAND

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Seasons Greetings and hello, I hope all is well with you and yours and everything with your Seabee is positive. I've had an extremely busy summer and fall in the refrigeration business, not leaving a lot of time to fly, rebuild and write about Bee's. Although Speculator Fly-In is 6 months old, it seems reporting on it sounds like a repeater. (The same for 4 or 5 aircraft owners appear year after year) Once again it was Chuck Bassett, #324, Richie Brumm, #227, Jim Poel #443 Bill Bardin, #615 and Charlie Kenzakowski, #940. Skip Neidhardt was seen on land, in a Cessna 180.

News On Members And Their Activities

Forrest Bird reports N781RD #511 has been superized with a full Simuflight package including a Brute IGSO 1650-480. Aft Bulkhead was removed along with the Aileron/Flap mods and electric trim tabs. Forrest started out with Bill Gentrys Franklin Bee, sold the engine and prop to John Haffner and with the support of W.E. Aerotech, Joe McHugh and others has himself one fine beast. (Forrest purchased a new one back in 47 and at 74 years of age still enjoys this forgiving, rugged timeless amphibian.

John Unghire, Jr. N6322K #546 had joined the club in 1993 but failed to get any fruit off the tree. John purchased a Daubenspeck converted Bee from Michael Martingau, was trained by Skip Neidhart and signed off by Bill Mason at (?)conia, New Hampshire. A picture of John's beast is included in the photo package. John's address: 26 Carney Road, Hartford, CT 06082 * Phone (860) 745-3203 * Fax (413) 789-3103.

Pete Lampasona – N6395K #633 had his Bee for sale in the last classified but had the wrong phone number listed. New member is Home (203) 464-0365 * Work (203) 446-1488 (see plane in classified)

Debbie Wallace the bookkeeper at W.E. Aerotech, with the help of Bruce Hill has put together reprints of Seabee literature. It's a complete set of all the Seabee requirements, manuals, ads, etc, etc. See back pages for selections and order form.

Bob Redner has sent me a drawing of an installation tool for installing push-rod tube o-rings. HE also stocks most gaskets for B08F and B-9F engines.

FRANKLIN GASKETS

Intake Manifold.....\$2.00 each – Die Cut
Rocker Arm Cover.....\$3.00 each – Die Cut
Fuel Pump.....\$1.00 each – Die Cut

Zone Pipe O and Quadrings.....\$10.00 per joint
(2 joints on each side of engine)

Viton Pushrod Tube Quadrings \$96.00 per engine
(set of 48)

Viton Cylinder Base O-Rings\$8.00 each
Redner Aviation * 4761 Linwood West, Bloomfield, Michigan 48324

List Of Seals & "O" Rings Used On The Seabee

by *George Mojonnier* (re—copied by Donn Booth)

The number in parenthesis is the number required per assembly.

The "O" ring number in parenthesis is the replacement.

<p>* Main Gear Leg</p> <p>Through Bolt(1) AN6227-07</p> <p>Inner.....(1) AN6230-10</p> <p>Outer.....(2) AN6227-37</p> <p style="padding-left: 20px;">.....Reservoir</p> <p>* Main Gear Cross Tube Seal</p> <p>(2) #416956.....(National)</p> <p>or #2157.....(Garlock)</p> <p>or #47512.....(Victor)</p> <p>.....</p> <p>* Flap & Tailwheel Hyd. Cyl.</p> <p>Shaft.....(1) AN6227-10</p> <p>Piston & Ends.....(2) AN6227-19</p> <p>.....</p> <p>* Master Brake Cyl.....</p> <p>Valve.....(1) AN6227-05</p> <p>Rod.....(1) AN6227-07</p> <p>Piston.....(1) AN6227-21</p> <p>Cap.....(1) AN6227-21</p> <p style="padding-left: 20px;">.....(small cyl.)</p> <p>On Late Series Cyl. Only.</p> <p>.....</p> <p>(Mfg. By Precision Rubber Corp.</p> <p>Unless otherwise noted</p>	<p>* Hydraulic Pump</p> <p>Valves.....(8) AN6227-01</p> <p>Seats.....(2) AN6227-06</p> <p>Piston.....(1) AN6227-15</p> <p>(1) ELB 20-13</p> <p style="padding-left: 20px;">.....(AN6230-13)</p> <p>Relief Valve.....(2) ELB 19-5</p> <p style="padding-left: 20px;">.....(AN6227-05)</p> <p>Plug.....(10) ELB 19-6</p> <p style="padding-left: 20px;">.....(AN6227-06)</p> <p>Bolt.....(1) ELB 19-5</p> <p style="padding-left: 20px;">.....(AN6227-05)</p> <p>Retainer.....(1) ELB 19-16</p> <p style="padding-left: 20px;">.....(AN6227-16)</p> <p>* Prop Cylinder</p> <p>Inner.....(1) AN6227-44</p> <p>Outer.....(1) AN6227-67</p> <p>Outer.....(1) AN6227-72</p> <p style="padding-left: 20px;">(large cyl.)</p> <p>* Inspection Plate Ring.....(1) 351-8327</p> <p style="padding-left: 20px;">.....</p>
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West Sanders (part of Cuny's Texas Gang) reports he was at Lakeland for Sun-N-Fun '95 and sold his Ercoupe there.

Bruce Havill – CF-BKU SIN 831 has just purchased a 0-time 3 blade prop and hub from John Haffner N6353K #582. After paint and upholstery are finished it should become wet again. Bruce also has his old 2 blade HC12X20 L8433 prop and hub for sale. Give him a call about details and price 459-P Durham C.V.E., Deerfield Beach, Florida 33442 – (305)? 0-2904.

Jean Storms #437 has finally got his Bee airborne. After a few high speed ground runs (to determine the beasts accelerate stop distance) 437 departed the runway in a shallow climb. A nice feeling after years of restoring.

Gary Kindree – CF-DKW is cleaning out the hangar and has beaucoup spares, including landing gear, knees, flaps, V & H fins etc., etc. Call for prices (905) 579-1211 * Fax (905) 579-2223.

Duncan Cameron – A Cessna 180 man, has just joined the club and is very interested in purchasing a Bee/Superbee aircraft or project. He likes flying the Twin-Bee but just can't go one right now. Call him with anything you have or know for sale. Duncan Cameron 1915 Wildwood Avenue, Nashville, TN 37212 (616) 292-6994 * Fax (615) 292-5008.

Don Hawchenko N6458K #709 finished rejuvenating Dick Sanders cherry beast and took it home to Key West. Don's phone # (305) 296-7960 * P.O. Box 783, Key West, Florida

Henry Ruzakowski N75896 #946 was seen in Jacksonville, Florida putting on the finishing touches and making some adjustments on Pat Coyle's #673. Henry was also at the controls when #709 left the Lauderdale field.

Art Munns #118 – GO480 Superbee has just joined the club and has informed me that he is working on a revamped dual trim tab system (and is very close to getting an S.T.C.) More information will follow in the next newsletter. Art Munns - 7000 Rolleston Avenue, Norfolk, VA 23502 * (804) 461-1138.

Dave Hansen has his GO480 Superbee at home in Minnesota after an extensive rebuild restoration (new ship front to back) Dave says he wants to sell her, so check the classified for one nice 0-time Superbee. Phone (612) 941-0134

MAJOR OVERHAUL OF THE FRANKLIN

I get about twenty letters or calls a year from new Seabee owners frantic about spare parts availability with the Franklin. The most common question – problems are:

1. Where can I get exhaust valves?
2. Are new/replacement jugs available?
3. My fuel pumps are leaking and new ones aren't available.
4. How much will it cost to convert my Franklin Bee to a Superbee?
5. Who can overhaul my Franklin and how much will it cost?

It's very common for someone in general aviation used to Cessna, Piper and Beechcraft makes to assume if you need a part, go to your F.B.O. or supply house and order it. Engines, landing gear, wings, fuselage parts, they're all available new or used. The scenario with our 49 years old sturdy bird is just somewhat different. Exhaust valves are very scarce, it's probably the item in most demand and over the last 30 years, most of the Franklin operators have used up what ever surplus was available. So your at an airstrip and can't develop full power on the runway. Right away you think back to your 10200 – 10320 – 10540 days and say "got to be a mag problem: after taxiing over to the only F.B.O. that does power plant repairs, you learn that you have a stuck valve. For another \$200.00 you are told that the jug must be removed so the valve and guide can be inspected, repaired or changed as necessary and reinstalled on the aircraft. While removing the cowling and manifolds, you are told there is much more to the disassembly and jug removal than anticipated so it will cost \$\$\$\$\$ (this being the first Seabee they ever worked on) The next day you are back at the F.B.O.'s shop, see your jug on the bench and are anticipating a peck of good news. Not so, you are told the valve

is burnt badly and cannot be reground to seat. The only hope now is to send your jug out to a large cylinder shop who might have the parts and experience to rebuild it. Five days later, even with U.P.S. red your jug is returned "unserviceable". The red tag is an unwanted disgusting sight. Seems if new, yellow tagged parts aren't available. Nobody will gamble and try to rebuild – fabricate your valve train (understandable) so there you are, aircraft apart taking up a major corner of the hangar and no more time to hang around hoping something will happen. This is a true story and often happens when one is only accustomed to checking the weather, watching the fuel and planning an overhaul 50 – 100 hours before T.B.O. Why was the Franklin 215-B9F known to give only 600 hours before overhaul? Why was piston ring wear gauged at 3 thou after only 300 hours? Why did George Pomeroy pull his jugs every winter? Is there a clear simple answer? Yes, ask Geo. Mojonner. Some operators have a much calmer engine story than the one above, and a few common sense habits that seem to prolong the Franklin time limit. Don't hold 30" for any longer than necessary, use Marvel Mystery Oil in the gas, change the oil every 20 hours.

Bottom line is if it works keep doing it, and keep a bunch of spare parts on the bench.

Lets get back to the parts availability problems uncouncted in an overhaul. We all know the curve Air-Cooled Motors threw at the B-8-F owners when they redesigned it after 200 some engines to do away with a thrust bearing in the rear. The oil pump impeller gears on the early engines were also smaller providing less volume. They also went from straight cylinder liners to stepped ones. Very few shops can resleeve Franklin jugs, they don't have the sleeve material or just don't want to get involved in something they can't guarantee.

After line boring the case to accept new main bearings you end up with a clevite or federal mogul number. Then the oil groves have to be cut on a lathe to match the case holes. Cams – some are of good quality metals others seem to lose lobes faster. I have often wondered if the component suppliers were trying to keep up with Republics manufacturing frenzy and quality some how slipped. Piper built 40 Twin Commanches a year from 64 to 72. A small amount compared to 900 or so (ED. Note: This is where my copy of this newsletter ended, sorry)