



Capt Richard W. Sanders
4734 NW 49th Court
Ft. Lauderdale, FL 33359
U.S.A.
(305/485-5769)

SEABEE CLUB INTERNATIONAL

NEWSLETTER

Vol. 1, No. 2 (4th of July, '84)

Dedicated to the preservation
and enjoyment of our 37-year old
water-borne wind-wagons, the RC-3.

Thanks to all of you who sent in your dues to join, the Seabee Club International is doing well, and you can count on your Newsletters continuing. We are still expecting other devout Bee-keepers to respond. Our special appreciation to Glenn Feit, Donn Booth, Don Kyte, Joe McHugh, and all the others for their added support, information, and comments. Remember, I need your input for the Club to work. The Newsletter is a clearing house for an exchange of info to help keep our Bees alive and well. If yours needs a part or an idea for improvement or advice, or it's for sale, let us know and it'll be put into the next Newsletter. Then, hopefully, someone who knows the solution will let me know and I'll publish it, or if it's urgent, I'll write or phone you.

The Seaplane Pilots Association, and its affiliates in Canada, France, Australia, and Germany, membership is over the five thousand mark, thanks to the help of AOPA's good offices and Mary Frances Silitch's good Executive Directorship. It's quite important that all seaplane pilots join to help combat the increasingly vocal people who complain about "those noisy airplanes on our lake", etc. Many legal problems arise concerning seaplanes that AOPA's legal department can help with, but unfortunately not in every case. The point is that with seaplane folk as a cohesive group of members, we have a lot more clout than a lone float flyer or Bee-keeper has. Think about it. We either float together or sink separately.

Another very important benefit of our "togetherness" is that SPA members have a definite advantage in much-lowered insurance rates through AVEMCO. As an example, the standard liability: \$1 million accident and \$100,000 per person, based on my own qualifications, is quoted at just over \$700. That's a big bundle less than what you would have heard of elsewhere. Like maybe \$3,000 less.

Magazine and Book references dept.: I've combined my own list of magazines that feature our favorite water-borne wind-wagon with the list compiled by Donn Booth (N87492), and said list is now available to those of you who are really dedicated Seabee historians like us, and who'll send me a SASE for it. It's REALLY a long list; about 50 items dating back to March '46.

Let me quote from a book by Alan Hoffsommer (then Chief Pilot for Antilles Airboats) in his dedicated in "Flying with Floats":

"To Matilda....
Who was a disreputable old Seabee....
Who taught me to fly seaplanes....
Who almost killed me....
Who gave me many hours of joy...."

Frank Tallman's book, "Flying the Old Plane", has a very interesting introduction involving a typical Seabee trait exhibited to him in the filming of a movie stunt.

Speaking of things literary, I have a card from Richard Bach sent a few years ago in reply to my chiding him for trading in his Bee (N6468K) for a Widgeon: "Good to hear from you!.....The Widge is great in her own way, but nothing quite replaces a Bee. Keep yours happy, please.". Nice touch. You do remember his memorable story in Air Progress, May '72, "Adventures Aboard a Flying Floating Summerhouse"? It's a classic. (In cruise, the engine said, "mmmm-m-mmmm-mm-mmmm". Sound familiar?)

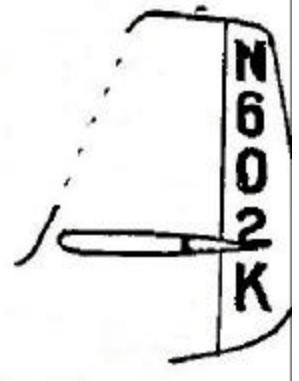
Does anyone know the whereabouts of N6468K, s/n 719?

Trivia: Movies with our faithful ol' RC-3 includes "Wings of Fire" ('67) with Susanne Pleshette, Lloyd Nolan, Ralph Bellamy, and N135N (s/n unknown). Also good Bearcat and Mustang footage, filmed in Hawaii. In '72, there was "Haunts of the Very Rich" (ideal Bee-keeper) with Lloyd Bridges and Cloris Leachman. Next was "Lady Ice" in '73 with Donald Sutherland and Jennifer O'Neill, with the Bahamas as the setting. And of course, you've all seen, and cringed, when N67545 got blown up (please tell me it was a mock-up!) in 1974's "Man With the Golden Gun" with Double-oh-seven. That beautiful island/mountain scenery that they flew through was near Macao, south of Hong Kong. (Yes, we all noticed the missing float.) Our Singapore Bee-keeper then - loser, Brian Woodford, supplied the Macao location info.

George Mojonnier (N6723K) has sent a copy of the installation instructions for the "BT" oil cooler conversion kit, if anyone needs further info - let me know. He also recommends Simuflight's upcoming STCs such as the 16" wing extensions, which also move the flaps and ailerons 16" farther out, away from air flow to the prop. Simuflight really has some great mods in the works besides the wing mod. They're working on gap seals for wings and tail. The wing extensions combined with the gap seals should make as significant an increase in performance as does the big Lyc. Another Simuflight STC item will be a leading edge landing light installation that will add no more weight than that of the bulb. Clever. We've all seen a variety of similar mods to Bees, but to put this STC business in proper perspective, as George points out, "These were all mods developed long before there was anything like an STC. Some mods were done on a one time only basis by field approval from GADO personnel. Now field approvals for mods have been all but eliminated, and mods not included in the spec sheet must fall under the guidelines for STC procedures".

While on the subject of modifications, does anyone know the rationale behind the 1959 rearranging of N6320K's wing? That's the Bee with the "Potter Wing", done in New Orleans as I recall. It's a smooth (that is, non-beaded) surface with conventional (read: "heavy"?) internal construction, with lots of ribs and things. 20K (s/n 544) was one of six Seabees (all with Franklins) at Speculator several weeks ago. Peggy and I were able to attend, at that Pleasant lake, the 10th Annual Splash-in there. Harold Thomas owns the Potter Wing Bee, but could not offer any logical reason for the aberration in his Bee. It doesn't make any sense to me either. Does any "old-timer" know why a "conventional" wing? Anyway, Harold's Bee is for sale. It's been refurbished inside and out since we last saw it there four or five years ago. Brand new Imron paint in a very pleasing, well-done scheme, nice interior, new prop, new engine overhaul - contact him at 362 Old Tarrytown Road, White Plains, NY 19893. It's at the Peekskill SPB.

Can you visualize 65 seaplanes all on one beach? With the aforementioned Republics, of course. Chuck Bassett and sons Doug and Dennis had their there. The Maus, father and son, had theirs, N6429K and N6397K respect Glenn and Barberi Feit flew their N6566K from East Hampton, with the h Loran, but no help from the headwind. Jim Stevens and his wife came ov N602K. No, that's not a typo. Serial number 196 was N602six Kilo, but apparently wanted to put his 12" numbers vertically on the rudder - on had to go in order to fit in that space, so: "N602K". →



Personalized N numbers have permeated Seabee-dom. Steve Gross' (s/n 51 N144SG. N42AW (s/n 587) used to belong to Capt Alan Watson. N111TE (s/ belongs to Tim Egan. Tom Danaher is owned by N191VW (s/n 150). "VV"? H be the Volkswagen dealer in Wichita Falls. N990JW (s/n 1034) is the mo... fantastic Franklin Bee in the world! John Whitehouse, engineer, has improved his "Queen Bee" to a degree that one has to see (by invitation only) to believe. I've seen, and have pictures of, the Queen Bee, but it's still unbelievable. For example, from five feet away, one cannot see the hand-hole covers - they're faired in perfectly, with only a hairline gap - all one smooth surface. The aileron cable fairleads in the wing root have been moved so that the cable hardly touches them between pulley and bellcrank. The B9F looks like a jeweled artwork inside the painted cowling. I mean the inside of the cowling is painted - red. The panel and interior - fantastic. I could wax more eloquent, but - (who wants to wax elephants on a day like this!) I've heard that John would sell his Queen Bee, with spare engine, for \$125,000. Nuff said.

Years ago while visiting Spence, I asked him about the Bee's flying characteristics if one were to slip the surly bonds without the lower wing-strut fairings. HE replied that it had been tested in that configuration, but was almost unacceptable due to disruption of airflow over the tail. Recently, while browsing through a bunch of Bees., I noticed one without the lower fairings, doing a double-take in the process. When I asked the owner about the problem, he expressed surprise that there might be one, having had no problem himself. I can imagine that he's not flown any other Bee for comparison.

We've just now received a membership application from the only girl so far in the Seabee registry, with a nice note wishing us well with this endeavor. A sad part of the note related that her pilot husband had died a few years ago; being an appreciative Bee owner herself, however not a pilot, she now only gets to fly in it about 20 hours a year - to airshows - with a hired pilot. N36WT (s/n 1054) being her main hobby, she keeps it in "apple-pie shape". As you have all observed, when one loves a Seabee, one really LOVES that Bee. It's a member of the family. I really appreciate knowing about our only girl Bee-keeper. She needs Franklin cylinders and a fuel cell. If anyone can help, let me know. Welcome to the club, Helena.

Another sad note with a membership application informed us of the passing of Bee-keeper Glenn McDowell who died very suddenly on March 18th. The lovely message written by Mrs. McDowell asked that the membership for N6743K be put in the name of their son Randall. Our deepest sympathy from the whole Seabee family to the McDowell family.

One of the many responses that we got from readers of our Newsletter #1 was from Francis Einarson, Jr. He was glad to know that my N6458K (s/n 709) is alive and well, as he grew up in 58K. I was very glad to hear from him, with part of my Bee's history. About the first twenty years of 58K's life were spent around International Falls, MN, with the Einarson Bros Flying Service. Francis Jr. says that he's probably spent as much time sitting on the battery box as most pilots have flight time. He'd accompany his Dad on charters throughout the north country, and when possible, he'd sit between Dad and the passenger and pump the gear and flaps. That Seabee youngster now has his ATP, A&P, and IA, and is trying to get on with an airline. As I tell people at the drop of a hint, anybody who can fly a Bee can fly anything.

There's a very good accessory that I can recommend to you: the Sherman Aero Depth Sounder. You've seen it advertised in the SPA Water Flying News. During the SPA Splash-in in Lake Parker for Lakeland's EAA Sun'n'Fun get-together, I met Mr. Sherman, who gave me a demonstration in his amphibious Cessna. The depth sounder has a transducer attached to the hull bottom, 3/8" hole required for the connecting cable, and the mounting choice of readout being either in a standard 3 1/8" panel cutout, or in a bracket. We agreed that for the Bee, the bracket, mounted right on top of the instrument panel, in line with the pilot's view through the windshield, would be ideal. While feeling your way through murky, unknown waters, trying to get to shore, the top-of-the-panel mount puts the depth readout within the center of your scan ahead. The price for this vital info translator is just over \$300. It reads from 15 inches to 99 feet deep. Remember that you're drawing 18", "gear-up. The bracket-mounted instrument is less than 2" high. If you're interested, contact Sherman Aero at 210 Barker St, Pembroke MA 02359. Phone 617/826-4515.

Capt Chuck Bassett (Pan Am, Ret), who has N6138K, has sent me a very interesting item. Some of you, and I, have wondered about replacing the Franklin's generator with an alternator. Here's the solution: InterAv (formerly with Alcor) offers an STC'd conversion specifically for the RC-3. I'm going to have to reproduce the printed info on another page so that you can read about it first-hand. By the way, as you are all acquainted with the name "Alcor" (EGT's, etc.), you'll be surprised to learn that among us Bee-types is one Al Hundere, (N6290K), whose corporation in San Antonio is Al's Corporation, aka Alcor.

How's That Again? Dept: From a recent AOPA Pilot article about seaplane flying, glassy water technique specifically, which was quite good, some apparently quite young, non-rated pencil pusher signed off the article with the author's identification and qualifications, and noted that the author, among other praiseworthy attributes, "likes Republican Seabees". Anybody have a Democratic Bee? Most of those that I know are definitely and unequivocally Independent.

Grant Leonard (N6570K) made a suggestion that wish I'd thought of: an annual Seabee Club Int'l meeting. The logical time and place? At Oshkosh, the first Monday, at the SPA Corn Roast occasion. Short notice for this year's meeting, but let's plan to do it in earnest in '85. Grant will still expect some of you there this year, on 30 July. That's easy for him to say, - he lives in Minneapolis. Maybe he could take Nick Flynn with him. (Nick is another whole paragraph in a later Newsletter.)

By the way, if you want to put an ad in here, there's no charge to members. Just write the copy like want it and I'll publish it.

Also, Bee advised that silver or gold lapel pins are available for \$8, which includes the postage. Beautifully designed Bee T-shirts will be ready soon, details and description later.

I have several Southwind Heater manuals which include installation, parts list, operations, inspection and testing, disassembly, repair and reassembly: \$10. Capt Don Kyte (UA), N6144K, has relinquished most of his hoard of plastic scale-model Seabee kits for the Club, which date back to the late '40s, and are for sale through me for \$20 each. It's the Lindberg kit #503. Span about 9½" - You'll have to do your own Lyc conversion. (enclosed in cello bag - no box or instructions)

Donn Booth sure would like to have the factory drawing #17F81030, pertaining to the pitot tube mounting above the windshield. Anyone have any encouragement on that item?

For Sale: by John Joyce, near Minneapolis; 612/426-4600. Extra nice Bee. 50 hours on complete engine rebuild. 3-blade prop. 4 ft. wing extensions. Wide rails. Steerable tailwheel. Flush gas and oil doors. Bilge pump system. Heater (not installed). Imron paint. Worth \$25,000 - consider any reasonable offer. Can deliver for expenses. No corrosion. Modern panel and overhead controls.

For Sale: Franklin engine and accessories and 3-blade prop plus cowling, all left over after converting to the Lyc. Contact Dick Saunders (N6501K), POBox 1196, Bandera TX 78003. 512/796-3200 after 6.

Ben Paschall (N6286K) just sent me a request to include this ad:

SEABEE PARTS: BOUGHT/SOLD	
Write: Sharpless Co.	•Phone 206/827-4694 (0830-1530 weekdays)
POBox 693	•Free listing if you want to buy
Bellevue WA 98009	or sell your Seabee
Those of you Seabee owners who have not returned the free mailing postcard, please do so. Ben	

Contrary to rumors, Fulton Ivy's STOL Amphib Corp, 189 Atlantic Blvd A/RR2, Key Largo FL 33037 (305/451-0308). Is still in business to help us with parts and info. Don Kyte and I visited Fulton's warehouse recently and there are enough hulls, wings, and parts scattered about to build half a dozen Bees, it looked like. "Scattered" is a key word here. I can now understand a bit better why Fulton's service is so slow - first, he has to find the part you want. And a reminder: his phone is not in the warehouse, so you'll have to contact him at the above number at home, usually after 5 and on weekends. Any questions you have about our wondrous machine, he'll be glad to answer. I doubt there's anything about the Bee that he can't tell you. He's very helpful.

Peggy and I are working on a Seabee registry list with names and addresses of the 260 Bees in the FAA file plus the 87 Bee-keepers in Canada. We'll put in the same info for the ones we know of elsewhere in the world. This is very time consuming, transcribing from the computer print-out, which makes it seem like \$10 per copy is a quite reasonable cost.

SPLASH-IN CALENDAR:

*After the Oshkosh extravaganza comes the Sand Point Splash-In for you who can get to Idaho on Aug 17-19. Contact Bottle Bay Resort Marina, HCR66, Box 319, Sand Point ID 83864. 208/263-5916

*Then Here's the Ole South Fly In, Sept 1-3, on Ford Lake just south of the Tullahoma Airpatch. Contact Wes Fitzpatrick, 201/895-3000

*Greenville is next, Sept 7-9. Always several Bees there, on Moosehead Lake, in the center of Maine. Contact SPA, Box D, Greenville ME 04441, 207/695-2272

*Rough River Sport Aviation Splash-In, Sept 14-15, in Kentucky near Louisville. Call 502/257-2311

*All of you Bee-keepers in the West must convene at Lakeport, on Clear Lake, about 50 miles north of San Francisco, Oct 5-7. It's fantastic. Call Stan or Betty Sine (N6652K, and Seabee Club member) at 408/246-5874. Lots of Bees!

If you keep your Grand Old Lady in a hangar, as I do, you know the aggravation of trying to move her into the hangar. Have you thought about a tow bar? Specifically, or more advantageously, a tailwheel towbar. I've had one for about 12 years and can't imagine having to do without it. A subsequent Newsletter will describe all this in more detail.

Hope you enjoy the articles, ads, and info enclosed. And the new membership cards! Sorry, couldn't help the poor quality of reproduction of the Thunderbolt Amphib picture. Newsletter #3 is in the planning stages, with more trivia, more stories, and, hopefully, some more input from you all.

Our thanks to you who have joined and special thanks for the contributions. Let me hear from you. Remember, this effort is for the benefit of all of us and our beloved Bees. Keep 'em flying!!

Happy Bee-ing,
Dick Sanders, SPA #200
(Southern Director)
305/485-5769

Those of you who have not yet joined and would like to, please fill out this form and send to me with a check for \$10 payable to Seabee Club International

MEMBERSHIP/INFO FORM

Name _____ Phone? _____

Address _____

Seabee tail # and s/n and date of mfg. _____

Comments or questions appreciated. SPA? _____ Engine _____