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SEABEE CLUB INTERNATIONAL

NEWSLETTER

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| Dedicated to the preservation<br>and enjoyment of our 37-year old<br>water-borne wind-wagons, the RC-3. |
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Welcome to all the new members who have joined the Club. Remember that we need your input also for the desired purpose of exchanging helpful and/or interesting information about the SeaBeast.

The first annual Seabee Club meeting was held, appropriately enough, at Oshkosh, at the Seaplane Pilots Association Corn Roast on the usual Monday afternoon. During the several days that Peggy and I were there at OSH, we helped man the SPA booth, which is always next to the AOPA booth. Our Executive Director, Mary Silitch, and her husband Nicholas, and SPA Pres. Dave Quam, did a great job in promoting SPA and meeting old and new members, and signing up dozens more for SPA.

The Seaplane Pilots Assn is very important to us Seabee-types, indeed to all seaplane pilots, for helping us to continue the enjoyment of our water-flying predilection. That's why I've included an SPA membership application in the mailing of the Club newsletters to those who may not already be members. SPA gives us strength in numbers. AS I've said many times, at the drop of a hint, to paraphrase, "We either float together or we sink separately".

At Oshkosh, b'gosh, Peggy and I met 25 current and former Bee-keepers, many of whom we've only known of or corresponded with before, like George Pomeroy from near Chicago. He's been tooling Bees around for many years and has operated them hopping passengers for a living. He estimates that he's made more than 3,000 water landings and takeoffs in a 1,200 hour span of Seabee-ing. That puts his expertise and experience up there with Mike Brown and the late Wes Stetson, at least in modern times that I'm aware of. In the "old days", there were quite a few equally experienced Seabee-ers, I'm sure, the Einarson Bros. At International Falls, for example.

Old Seabee friends we hadn't seen in awhile were Tom Danaher (s/n 150) and Capt Marion Wright (ex-s/n 223), both from my former Eagle Mt Lake North Texas Swarm of Bees. There was also Jim Smith, who is converting his s/n 877 to Lyc horses, and Dick Scribner whose s/n 682 already has Continental-brand horses. Capt Chuck Bassett (s/n 324) was there, and Big Jim and Dete Sorensen, all the way from Modesto in their Baron. His two Bees, Franklin and Lyc types, had a chance to rest. George Mojonnier couldn't stand to leave his Bee (s/n 1006) behind, so he and Mary flew it from Seattle. Nothing new there, though, as they fly it to OSH every year. Now that's confidence! He's certainly doing something right. Jim Stevens (s/n 196) came from western New York without RC-3. Bill and Patsy Bolling (ex-s/n 952) had sold their Bee to Glenn Feit of Long Island, and bought a C-185 on amphib Wips and had planned to fly it up to OSH from the Florida Keys, but ...problems, so they came up by airline. See, the Seabee isn't the only one with problems. Such an undeservedly maligned ol' girl!

Dr Andy Chapeskie flew his s/n 965 down from Barry's Bay, Ontario. Last year he completed one fantastic trip in his Lyc 270-horse (80 octane) water-borne wind-wagon. Barry's Bay is in eastern Ontario near Ottawa, which is due north of Syracuse, NY, for you without a map. His scenic tour covered 7,500 miles in two and a half weeks, through Geraldton and Red Lake, Ont, over Lake Winnipeg, then Uranium City in the NW corner of Saskatchewan. On to Yellowknife on the north side of Great Slave Lake, then Ft Simpson, Norman Wells, across the Arctic Circle to Inuvik, which is by Mackenzie Bay in the Beaufort Sea. That's about 69°N Lat! How's that for a Seabee adventure? Then Dr Andy headed south through Dawson, Whitehorse, and Watson Lake in the Yukon Territory, Ft Nelson, and across Alberta and Saskatchewan's Prince Albert. Kenora next and then rejoined his outboard route at Geraldton to retrace his path back home. Total flying time: 70.5 hours. Landed at 33 different lakes and airports. Two and a half weeks. 7,500 miles! To quote Andy, "Only problem enroute was a crack in the right exhaust collector, which is pretty normal wear and tear for the Bee".

Let's get on track back to OSH. While there, several new members joined the Club: Dave Walker (s/n 244) of Ft Myers, FL; Carlos Font, of Ithaca, NY; the aforementioned George Pomeroy; Maureen VanDoren of Millstone, NJ, and Tom Guntly (s/n 280) of Caledonia, WI. One of the first members to join the Club was there with his s/n 843, Grant Leonard of Minneapolis, who kindly loaned me some original Republic publicity pictures of the Seabee, one with my friend Spence in a Bee (more about Spence later). I've had the photos copied for my own collection. Another Bee there was one of several that Mark Katz is refurbishing in St. Louis. Five Bees at OSH, all together at the SPA Corn Roast, across the runway from the crowd, with a superb unobstructed view of the afternoon airshow. (Which we didn't see because we Club members were so busy talking about Bees.) We had arranged with Ground Control to taxi together, in formation, across to the Corn Roast where the Seabees were the only planes there, and, to us, the most important part of the Show. Needless to say, the Bees were the centerpiece of the SPA Corn Roast, which was attended by more than 550 people.

Special guests were EDO Chairman Bill Ryan and an AOPA Founder, Alfred L "Abby" Wolf, AOPA #5. Abby was one of the early Seabee enthusiasts and owners, having arranged for a factory demo ride on 8Sep46. After a factory checkout in NC 87476 (s/n 26) on 9Jan47, he delivered NC 6016K (s/n 186) to South America. He soon bought one for himself, NC 6616K (s/n 889), which he first flew on 17May47, and kept for 19 years. At the Corn Roast with those 5 Bees and a dozen Bee-keepers, he was like an excited little kid again; he wanted to know all about the mods and changes that had taken place over the years, and had many interesting stories to tell us of his own Seabee days and of the pleasures derived. To quote Abby, "Whatever can happen to one in a Seabee has happened to me thrice at least, and I've flown them every place feasible more than thrice. My last one owned me, not me it!". You AOPA members will be familiar with his regular column, "Legally Speaking" in the PILOT. He and the Bees were the highlight of the Corn Roast.

It just so happened that Alfred L Wolf joined the Club there and became the 100<sup>th</sup> Seabee Club member, so Congratulations to the Club and to Abby, for achieving the 100-member mark. SPA's Mary Silitch joined earlier at that occasion and, as is fitting for a lady pilot member of the 99s, she became member #99. Thanks to all of you for increasing the potential of this organization.

Almost every mail delivery brings either new memberships or requests for help, or information from members, or memorabilia and photos, or Seabees wanted or for sale. All of which is exactly what I envisioned this endeavor to be, and the only way it can work to everyone's advantage to "Keep 'em Flying".

The only drawback, about which I'd been warned by the several Bee-keepers who've attempted this in the past, is the amount of time it takes to process all the input of info and convert it into outgoing info for the benefit of the membership. Fortunately, being semi-retired, what I have a lot of is time. The Club does keep me busy: I estimate that on a yearly basis, it takes an average of at least two hours each day to keep up with everything. Peggy and I enjoy hearing from all of you and want to thank you for the many pictures, helpful hints, words of encouragement and moral support, memorabilia and everything else that has been sent. This is strictly a volunteer endeavor by all of us, and the Club does have its tax-exempt status. Those of you who have contributed extra should know how much Peggy and I appreciate the consideration.

As one of the few Seabee owners who are Certified Flight Instructors, I feel compelled to do some "instructing" through this medium, to help right some wrongs that we have heard of perpetrated by inadequately checked-out Bee-keepers. The Franklin-powered RC-3 in particular is the subject, but the principles apply equally to the conversions, though the numbers may vary a bit. Just now got the word of an inexperienced Bee driver who stuck the fuel before a local flight and determined that 2½ inches of fuel showing on the stick would be sufficient. Obviously, no one explained the configuration of the fuel cell, conforming to the hull V-bottom shape as it does. Nor did the dipstick have the lower end in red up to the 12 gallon level for "NO TAKEOFF IN THIS RANGE" or something similar. The story ends okay, but only because the takeoff departure took him past the end of another runway, where the engine quit and the power off landing in the grass was relatively successful, partly due to the gear being already retracted. (That comment about the retracted gear will be examined shortly.)

George Pomeroy has sent quite a collection of good info about safety operating a Bee that needs to be passed along from the "voice of experience" to the new, inadequately-informed Bee-keeper, plus serving as a reminder to the more knowledgeable. I'll quote part of George's text:

"Climb: Best climb may be 75 all right, but best glide for a flare and safe landing is about 83 on a standard wing Seabee and perhaps 79 to 80 on a Bee with wing extensions. There is NO WAY that you are going to convert your altitude loss. Don't forget, such a speed transformation, in a lost power situation, requires about a 45 degree pitch angle change, and then the additional time and space to get to a speed that allows enough lift to develop for a decent flare upon landing. If you are gliding at any lesser speed, you will find that when you try to make the landing flare, the angle of attack of the Bee will change, but the angle of descent, and rate of descent, does not change to any appreciable amount. I strongly urge you to form the habit (when you've cleared obstacles, Ed.) of never climbing the Bee at any less than your safe glide speed of at least 83, so that you instantly are at your needed glide speed in the not-so-unlikely event of engine failure."

Makes sense, right? Along with that technique, think about the landing gear, taking off from terra firma. Unless you're going to stay in the pattern doing circuits and bumps, you're going to need the gear retracted. Please. Remember the manual says a gear up landing is safer anywhere (except on a hard level surface). And chances are that when you slip the surly bonds of earth, you're headed for water, the Bee's normal element, for which you do want the gear up anyway. Look for more words of wisdom from George in the next Newsletter.

Now, what's all the misunderstanding about flaps? Let me try to put the subject into perspective. No doubt about the use of flaps for landing. Anywhere. Full flaps. There's no need for any intermediate setting. And if one flap won't go down, or down all the way, don't worry about it. Good ol' Seabee doesn't recognize that condition as being a problem.

No doubt about needing full flaps for a water take-off. I've seen people try it without, including myself, and it just doesn't work unless you're by yourself and low on fuel and have a good breeze. Why doesn't the same principle concerning lift apply on the ground? Why does the book say FLAPS UP for land T/O? Actually, that's a generality, but only to the extent of your taking off from an "airline" runway: long, no obstructions, level, hard surface. Otherwise you're tempting fate with flaps down, even though you'll break ground in a slightly shorter distance, but the actual altitude gain is less, in a given distance, with them down. Take-off from ground with FLAPS UP. Better obstacle clearance. More altitude to play with if you have a power loss.

After any take-off, land or water, don't bother with pumping the flaps up, which would divert your attention away from the most important needs at that time: watching for traffic and flying the plane. Instead, when you're at least 300 ft. up and at least 80 mph, just reach down beside your right leg, feel for the SQUARE (flaps) knob and move it to the rear. The airflow will bleed the flaps up better than you can pump them. But remember: "FLAPS ARE SQUARE" in the feeling dept, as opposed to wheels are round (knob). The same applies to rollout on a land landing - when you reach down to move the flaps up, don't get the two confused. SQUARE. Awfully noisy when the other (round) knob is moved aft.

Now the question about the check list. There are so many variables to landing or taking-off a Seabee, which is one of the reasons we enjoy flying her, right? It's the challenge of doing everything right. How do you get all the right check lists and how do you make sure that you've got the right one for that particular aspect? Simple. Just have one check list. On that one check list you have just one word: THINK. Covers everything. On short final for every landing, do another THINK and look outside to see that the gear is where it should be.

One more subject concerning your safety before we break for coffee. Propeller Safety Spring. (See Republic Service Bulletin, No. 21, dated 14Oct47. Three pages including drawing and supplement)

On your next preflight (Franklin-type) stand on the tail boom behind the prop and make sure that the forward end of the spring on top of the prop control arrangement is attached to the bracket that is securing the end of the Reverse Control wire (Sheathed inside cable), and the aft end of the spring is attached to the pivoting Valve Lever. The resultant spring action pulls the LH side of the pivoting lever forward, in case of failure of the reversing wire, preventing the prop from inadvertently going into reverse. Bad news! If the spring is installed backward, remove it and look for a small hole near the forward edge of the pivoting lever, on the LH side, put a spring end through that hole, then just extend the spring forward to the bracket that is securing the Reverse Control wire. There you'll see another small hole. (These holes are the original ones drilled for the spring.) Stretch the spring to get the forward end into that hole and it's done. You're safe. Also, while you're checking, make sure that a cotter pin is securing the bottom end of the clevis (pivot) pin. In my numerous trips around the country, I've seen quite a few Bees with that safety spring installed in the wrong direction, ensuring that the prop will go into reverse if the control wire breaks in flight. That's REALLY bad news!!

Apparently the reason for the misunderstanding about the correct installation of the Prop Safety Spring (part #SK-18837-1) came about by Hartzell's Bulletin No. 40; 18Jan57 (9 ½ years later), which shows a similar but backward (un-safe) arrangement. This Bulletin was meant for all Hartzell props on Franklin engines (Stinsons, etc.), but in fact was erroneous in the Seabee application, because of the reversing capability. This reminder to you is legally correct, since I have conferred with Fulton Ivy and have his agreement that it should be published. He, as STOL Amphibian Corp, owns the Aircraft Type Certificate (#A-769) for the RC-3. If you see a non-member's Seabee with the unsafe arrangement, please inform him. May save his life! And then maybe he'll join the Club.

From "Marchev's Folly" (then-Pres. Of Republic), Jul '46 FLYING, and Oct '6, "The Seabee": Republic's engineers designed the production models so that the finished simplified, "streamlined" plane could be produced in 200 manhours. The first Seabee, the RC-1, required 2,500 manhours using the conventional methods (which are still in use today by aircraft mfrs., Ed.) At the \$4,495 price, it would require that 5,000 Bees be sold before breaking even. (In actuality, they only made 1,060.) Production rate was 40 planes per day. "Each unit has been simplified amazingly. The original wing required 114 parts, 2,667 rivets, weighed 150 pounds and took 280 manhours to construct - more manhours than it now takes to build the entire airplane."

A very sad note about a member of a very staunch long-time Seabee family: Herm Mau's wife Madeline and his son Skip (Herman Mau III) died as the result of injuries received in the crash on take-off of his Apache. They were departing on an official US Coast Guard Auxiliary sunset patrol. They were both accorded burial with full military honors. Peggy and I and many of the other Bee-keepers had visited with Skip by his Seabee (N6397K) when we were all together on the beach of Lake Pleasant at the annual Speculator (NY) Splash-In just a month before the accident. Skip was a great guy and well liked; he loved flying and Seabees. We can't help but think that if they'd been in his Bee, it might have saved them both. Herm's many friends and the Seabee Club have sent expressions of sympathy to him and he wishes to extend his heartfelt thanks to all.

The Franklin AC fuel pumps continue to be a difficult issue. I thought that we'd licked that problem some time ago, when I saw a full-page Univair ad in the Trade-a-Plane of Feb '84, which said "AC Fuel Pumps for Seabee with 215 Franklin - #38-9431 - \$37.66". For some time I'd been receiving inquiries from Bee-keepers with pump problems: having read the ad, I happily gave them the Univair info. Got a letter recently from Club members Howard and Muriel Irving in Edmonton, for whom I had thought I'd solved their fuel pump problem. We learned that they had tried to follow through on that "help", and had phoned Univair, who claimed no knowledge of any such ad and said that they had not carried that item for a long time. As George Mojonier said in his recent letter, "At one time, we could get repair kits P/N RA-162, but the left-handed mechanics in the field had so much trouble repairing the pumps that the factory would only sell complete pump assemblies. Now, I gather that the complete assemblies are no longer available, so the question remains as to what the present owners are to do when their lousy AC pump rolls over and plays dead?".

From our Bee-keeper in Singapore (wasn't that a movie?), I've received a correction to an item I printed in the #2 Newsletter about James Bond's Seabee in "Man With The Golden Gun". "You erred in your information regarding the locals of the 007 sacrilegious destruction. It was Phuket, Thailand, not Macao." Remember the great chase scene when 007 was flying N87545 between the rock islands, etc.? (Nope, how about "our Man in Havana"?)

Some of us would like Seabee decals, such as WagAero used to carry. If you want decals, let me know and if there's enough demand, WagAero might have another batch made. (Bee-in-flight logo, about 2' long, also a smaller version.) Also requiring your response is the subject of acquiring the STC for using auto fuel in the RC-3. If enough folks are interested in pitching in, we can get it for not very much. Then we could all be legal.

Letter from SPENCER AMPHIBIAN AIR CAR

"Many of the Spencer clan have expressed concern about my financial situation in having lost eighty-five thousand dollars with my latest design, the Air Car Jr. two passenger amphibian. I want you to know that my long time and good friend, William Randolph Hearst Jr. has come to my rescue by purchasing Junior for the salvage price of twenty-five thousand dollars, and then donating Junior to the fabulous EAA museum at Oshkosh. Junior will arrive there late in September for display.

Now that we have a little operating capital, we are concentrating our effort on good old four place Air Car Sr., which still is a popular aircraft. The many aviation magazines are helping us revitalize the program by publishing commendable articles about Senior and me too. As a result, we are already reaping benefits from their stories; indicated by a decided increase in the number of inquiries we receive and more importantly, in the sales of plans for Senior. Needless to say, we again are looking at the world through rose-colored glasses. As ever, Spence"

We, (my copilot, computer operator, companion, sweetheart, wife) Peggy and I hope to see a bunch of you at Clear Lake around the 6<sup>th</sup> of October. Joe McHugh will probably have his Simuflight demonstrator there. George and Mary Mojonner should be there, also George Papich. Maybe Ben Paschall too. Big Jim and Dete will arrive in their "red Bee". If they don't, we won't be there either, as they make it possible for us to attend each year, for which we are eternally grateful. This year's Splash-In should be of special significance to us Bee-lovers: Spence and Andy may be able to come up from Los Angeles to join us. My older son, West, and his new wife, Carol, will be able to get there from Ft Worth for their first visit to that beautiful seaplane site. West has been flying with me since he was a year and a half old. He was my copilot when I bought our 58K and flew it from Minnesota to Ft Worth. He now owns an SNJ-5, and flies such exotics as Beech-18, B-25, Storch, B-17, TBM, UC-78, etc., for the CAF. Carol, an American flight attendant, also helps with the CAF aircraft and with the parking of the Warbirds at airshows.

Gene and Lena Harned will have their colorful Bee there. Stan and Betty Sinn, who are so instrumental in making this Splash-In possible, will arrive early; he and Big Jim are still rebuilding Stan's s/n 929. Will and Ruth Howard will drive up in their motor home. And I suppose it's possible that the Kytes, with Brian Woodford from SIN in tow, may motor home down from Seattle. They've all just returned from the Farnborough show. Don's s/n 330 had a strange thing happen to it recently. He keeps it on a ramp by his house on an inlet of Puget Sound. You know how seagulls (not the SOC-3) will drop clam shells from some height in order to consume the contents of the broken shell? - one of them, not Jonathan presumably, considered Don's Bee of sufficient rock-like hardness to drop a clam shell on it right through the top part of the LH windshield. Grounded Don for some time. I'm sure that Don would like to return the favor.

If any of you are working on your water rudder, or at least contemplating it, wait 'til you've gotten some info from George Pomeroy (312/758-1622) on a very clever arrangement he's devised to eliminate ever having to do anything more to the water rudder post inside the hull. Basically, it's a breakaway lower post inside the permanent upper post. He's got detailed drawings and instructions.

The picture of the Grumman Albatross that I included in the last (#2) Newsletter was taken by the local newspaper when the big amphibian stopped at Palm Beach for refueling; we were enroute from Andrews AFB in Washington to Grand Turk Bay, south of the Bahamas. We stayed there several days, anchored beside the Smithsonian's research vessel for which we had brought fuel and supplies. The purpose of the trip was to support and transport the Smithsonian's marine biologists in their quest to help some of the less developed Caribbean islands "farm" seafood inside their windward reefs. We continued our mission throughout the southeastern Caribbean, all the way to 12.5°N Lat, near Venezuela.

Last May, Peggy and I had been retained to fly a Seabee (s/n 767) from Tulsa to its owner, Dick Saunders, in Bandera, just NW of San Antonio, then check him out in it. We did all that, having an interesting trip and a lot of fun, and when we returned home to Ft Lauderdale, one of the answering machine messages was from a friend of mine, Capt Louis Petersen, the pilot of the Smithsonian's Albatross. He wanted me to fly it with him on that two week research mission. No doubt about my answer. I subsequently acquired another 43 hours of HU-16 flight time on the 5,000 mile round trip. It was a great adventure and I wouldn't have missed it for anything.

Not too many years ago, I was asked to do the test flying of 10 Government surplus Albatrosses that were being overhauled, updated and refurbished in Ft Worth before being delivered to the Mexican Navy. Each one had 25-30 Squawks on it after my initial test flights. After they'd worked on the squawks for a day or two, I'd fly it again, each time finding some excuse to land in Eagle Mt Lake nearby. Each plane required three or four test flights. By the time the program was completed, I'd acquired 99.5 hours of HU-16B test flight time, and about 30 water landings. The Ultimate Amphib! (See SPA Water Flying News #37, Mar '80, for more about the amazing Albatross, by Capt R W Sanders, SPA #200)

Whenever any of you are vacationing down South Florida way, remember that Chalk's International Airline is still operating Mallards, Turboprop Mallards, and G-One-Elevens (Funny story there) which are the civilianized, FAA-approved conversions of the HU-16 Albatross. They're configured for 28 passengers. Here's your chance to relive the seaplane era of bygone days. They fly out of Palm Beach Int'l and Ft Lauderdale Int'l airports, with home base in Miami's ship channel where all of the cruise liners are docked, except that Chalk's is on the opposite side of the channel, operating off of Watson Island. The seaplanes compete for water space with boats and ships, flying to several Bahamas destinations such as Nassau and Bimini. Maybe you'll just want to take pictures? With nine departures a day, there is never more than a half-hour wait if you want to film a water take-off or arrival. Operations are from 0730 until sunset. In Florida, phone 1-800/432-8807; the rest of the US is 1-800/327-2521.

Funny story: years ago (25?), Grumman developed the Gulfstream G-I (Roman numeral). Then came the G-II. Just recently they came out with the G-III (three), or, as it appears in print, the G-III. In the meantime, a separate division of Grumman was engineering the civilian conversion of the HU-16. When they got it all figured out, titanium spar center-section, etc., they designated it the Gulfstream Aerospace Corp. (Grumman) Albatross G-III. That's G-one-one-one, or "one-eleven". And then they have the aforementioned G-III. That's "G-three". Earlier this month I had occasion to talk with the management of the Albatross conversion program for a client of mine who might buy one, and I asked about the discrepancy in designations. He chuckled. I said that it sounds like one hand didn't know what the other hand was doing. He chuckled again and said, "I think you've got it."

Is the interior of your favorite amphibious SeaBeast looking tired and worn out? Grungy? Disreputable, or doesn't match your new paint job? I can heartily recommend the pre-formed Airtex interior. Fourteen years ago, I put the whole Airtex Seabee package in mine: headliner, wall panels, chair upholstery and extra map pockets sewn on the panels, and everything fit perfectly. Today the interior of my beloved Bee still looks brand new. I didn't use their carpeting, though, because it's probably not compatible with all the water that gets inside a Bee. Instead, I put in some great pool/deck carpeting that matches the interior. Indoor/outdoor stuff, of course. Send them \$3 for their Fabric Selection Guide, which shows actual samples of colors and styles of standard and premium materials - and ask for their catalog. Airtex Products Inc, 259 Lower Morrisville Rd, Fallsington, PA 19054. (215/295-4115)

Over the 40 years that I've been flying, and my 32 years of seaplaning, I've amassed quite a collection of reference material, particularly on seaplanes, so if you have a question about some esoteric, hard-to-find information, maybe I can help. Just write or give me a call. We're always up until well after midnight, so don't worry about calling late. And, speaking of information, may I suggest an occasional re-reading of these Newsletters, in case you skimmed by something the first time. I've also built, and have catalog info on, most seaplane kits ever made, going back to the Strombeck-Becker wooden kits of the China Clipper and S-43, etc, from 1939.

If anyone you know needs some legal dual instruction in the Seabee, either for insurance purposes or on general principles, I'm available for same. With my airline passes I can get to anywhere in the country for practically nothing, thereby saving the client a bundle. I've been a CFI since 1954. Or if a Seabee, or anything, needs delivering, we can do that too. We've taken Bees from coast to coast and to the Virgin Islands. (End of commercial)

Here's an interesting development for your information: Don Knight in Flint MI, has installed a Continental Tiara with an MU-2 prop. He's trying to get the Feds to label it EXPERIMENTAL. We'll try to keep up with that project. Despite the Bee's old-age related problems, it's apparent that, by ingenuity and imagination, not to mention the filthy lucre aspect, our beloved ol' girl is likely to survive indefinitely.

TO quote again from the 1946 FLYING article: "Has Republic revolutionized the procedure for designing light airplanes - perhaps even the lightplane business itself? It is far too early to tell, but one thing seems sure - the final verdict will be voted not by Republic, not by the industry, and not by the fixed base operator - but by the way the public receives this newest amphibian." (To which may I add, "And reverse its unique qualities and prolongs its useful and recreational life." As we might say in Texas, in the vernacular, "Republic, you done good!"

Here's a letter from a member that is appropriately expressive, and an example of what I predict we'll see more of - 'the family heirloom'. "I was most interested to read of your club in a recent issue of the Western Flyer. There has been a Seabee in our family for over 27 years and I've personally flown her for 9 years. Needless to say, as the old girls get rarer each year, it becomes more exciting each time some stories on Seabees are printed." Thanks to Jack Norie from Campbell River, BC. (s/n 710)

John Joyce (s/n 397) sent me an excerpt from Mojonnier's SEABEE NEWSLETTER, dated March 1972: "From TEXAS --- The Texas 'Swarm' have a shindig going Sunday, March 26<sup>th</sup>, at T-hangar 5, Meacham Field, FTW. The occasion is Dick Sanders' Seabee's birthday and his son West's birthday. Dress is informal. Time is 1500 (2100Z) and they promise no rain and hangar-made ice cream. If you plan to attend, RSVP ----".

(cont'd next page)

As I recall, 12 years later, it did not rain, supper and ice cream were great, and about 80 folks showed up, including one in his P-51, Several Bees and a T-6 also, with the backdrop being an abandoned PBY parked across from my hangar. We always referred to the 'Cat' as "Mother". (--of the Bee--)

Safety Equipment Dept: If you're not yet acquainted with the Halon fire extinguishing agent, believe me, it's unbelievable! Superior qualities compared to CO2, with none of the drawbacks of CO2, such as the vain attempt to clean up the mess inside the cockpit and the wiring if you had to use CO2. There are several sizes of Halon extinguishers available; a 14 oz, 9" high model, which is ideal for your flight kit, and a 1½ lb, 11½" high size. The large size, 2½ lbs of Halon, and 14" high, will fit in the standard bracket in your plane that now holds the CO2 bottle. Halon works on all three classes of fire (it attacks the heat rather than the material), is colorless, odorless, and evaporates after use. It leaves no residue and causes no damage to avionics and electrical equipment. Small one, about \$30, med about \$40, and the normal size about \$50. Super stuff. I've seen it demonstrated and it is truly remarkable. Our N6458K now sports one in the cockpit.

NOTAM — — — — —  
Just got word that the Clear Lake water level is more than a foot lower than last year. Be careful at the bottom of the South ramp's concrete lip. Don't try the North ramp until we've filled it in. When you taxi up onto the lawn, remember that there are others behind you who will need to park also.

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CLASSIFIED: For Sale or Trade (These ads are free to members.)

Bob Skingley has a Stinson 108-2 to trade on a Bee. He's at 34348 Parkgrove Dr, Westland MI 48185.

William McDaniel would like to 'shop' for a good Seabee. (I've referred him to George Pomeroy and Herb Maas, both near him, for help in evaluating what to look for.) Contact him at 312/272-8595. 1200 Shermer Rd, Northbrook IL 60062.

Dr Guy Baldwin is looking for a Bee. He can be reached at (918/437-7993), 11445 E 20<sup>th</sup> St, Tulsa OK 74128.

Bob Mills' Philadelphia Seaplane Base has a Seabee that's been neglected for a long time by the owner, who will sell for \$9,000. Contact Bob at 215/521-3633.

Seabee N6397K (s/n 635) for sale. Complete rebuild in 1978 by AI/owner. Cleveland brakes, wide rails, strobe lights, excellent paint, glass, tires, And interior, Total airframe and engine time 582 hrs. Since overhaul/rebuild 142 hrs. Avionics: Comm 10, Comm 11A, AT 50, Nav 10, Nav 11, ADF 140, CP 125. Asking \$30,000. Contact Herman Mau, RD 2 Box 244, Moravia NY 13118.

Don Goold wants to sell his Bee, N6015K (s/n 226), 58 TTAE, 0 since TOH, out of Annual. \$14,000. RD#1, Caneadea NY 14717. (716/437-2632)

Like to have your Franklin rebuilt? Good news; you have a choice of standard or saltwater-use versions or a turbo version! Contact Don Mauk, 13561 Erwin St, Van Nuys CA 91401. He also restores Seabees.

Will Howard has a unique car that he'd like to trade with on acquiring a Seabee. Ever hear of a 1953 Mercedes Buick convertible? (See pic on back page.) 131 Townsend St, Grass Valley CA 95945 (916/273-2737)

CLASSIFIED cont'd

Mark Katz in St Louis owns N6204K here in Ft Lauderdale that he'd like to sell.  
(314/993-4999) 9630 Clayton Rd, St Louis MO 63124

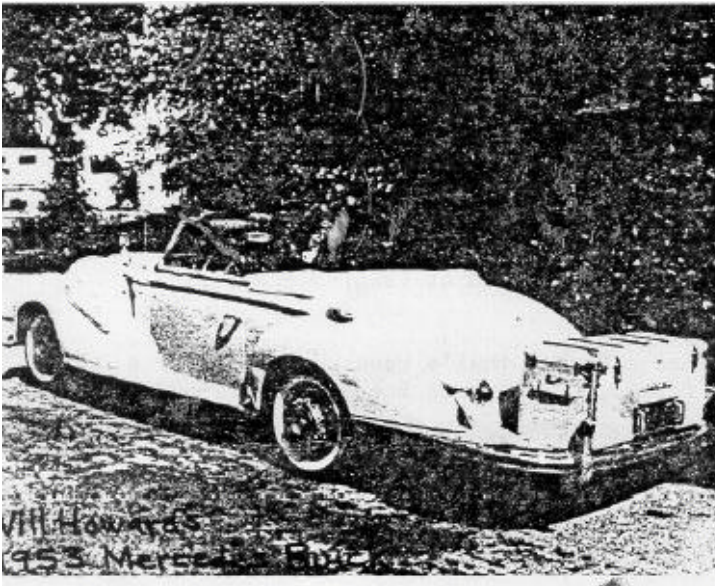
Dr Ken Turnbull (s/n 348) sent this item: Bonaire, 962 E Lincoln St, Banning CA  
92220 (714/849-8323) has solid rubber 13" tailwheel tires (13 lbs) or the  
standard 10:00 SC (10") for \$134, tube \$68.

Howard Irving has found some fuel pumps, plus many Seabee parts, near Montreal.  
Jean Paul Gauthier, 310 Oka Ch, Deux-Montagnes, Quebec J7K 1K7 Canada  
(514/473-0165)

Dave Walker needs a late-style prop control valve for the 12X20 Hartzell. 2311  
Clubhouse RD, N Ft Myers, FL 33903.

John Campbell in Dallas has STC'd a new, heavy-duty tail wheel which uses the  
10½" 4X4 tire. Call him at 214/352-5506. 3524 Whitehall, DAL TX 75229.

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Clear Lake - Peggy and I hope to see as many of you as can get there, under the  
trees on the lawn for a mini-meeting sometime during the Oct 5-7 weekend. Call  
Betty or Stan Sinn (N6652K and a Seabee Club member) at 408/246-5674 if you find  
that you can attend.  
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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 \_\_\_\_\_ SPA? \_\_\_\_\_ Phone? \_\_\_\_\_

Address \_\_\_\_\_

Seabee tail #, s/n, & date of mfg. \_\_\_\_\_

Comments or questions appreciated. Engine \_\_\_\_\_