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SEABEE CLUB INTERNATIONAL
NEWSLETTER

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

Vol. 1, No. 4 (Dec '84)

As we are readying this for mailing to you, it is apparent that this December Newsletter is an appropriate time to wish all of you, and your Seabees of course, a very Merry Christmas and a great New Year '85.

We greatly appreciate the kind words about the Club in your letters and hope that we all benefit from being able to help each other in the continuous process of keeping our favorite water-borne wind-wagons active and healthy. I know that we have certainly learned more about our 'Bee from you, and we hope that the exchange is mutual. I don't profess to be a Seabee expert, but I do consider myself one of the most ardent enthusiasts.



We learned from the Bee-keepers' get-together at the Clear Lake SPA splash-in that Seabee s/n 33, NC 87482, has been donated to a museum in Redwood City, California. Wes Stetson used to own that 'Bee. Wes was a very well-known and liked Seabee expert. About ten years ago, he and I were dinner guests at Don Kyte's (N6144K) and somehow we seemed to always be talking about our favorite amphib. It was a memorable evening. Several days later, Wes borrowed a friend's 'Bee, having sold his own some time before, and apparently it was one of those beautiful and rare days when wind and water and Wes and the 'Bee were all in perfect accord. He went home afterward and expressed to his wife in ecstasy, "One of the best Seabee days I can ever remember". He lay down for a nap and when his wife went to wake him for dinner, she found that he had passed away in his sleep.



We've had several members express an interest in being able to contact others through the Seabee Club membership list. We'd like to do that, but we're concerned that there might possibly be some who'd rather remain anonymous. The obvious solution is to make this a formal announcement:

Unless we hear from a member who does NOT want his name and whereabouts listed, we will compile a Seabee Club membership list available to members only. That way we can get acquainted with Bee-keepers nearby for mutual aid. Or for that XC to a lake you'd always wanted to fly to - if only you knew of another SeaBeast in the area to be able to call upon for help if needed. Over the years that I've been meeting with 'Bees all over the country, I've learned that people who like Seabees LOVE Seabees. And who would be glad to help anyone else interested in our favorite amphib.

If you sell your 'Bee (we hope you don't have to), please take the responsibility of imparting a good safe check-out to the new owner. Think of how badly you'd feel if something happened to your ex-Bee. Make sure that he knows the safe operating speeds, including the power-off glide aspects, emphasizing the unfamiliar but necessary pronounced deck-angles. Things that we take for granted are easily overlooked. A recent new owner learned the hard way. He'd been flying Beavers and Otters for some time, then flew his newly-bought 'Bee over to a lake for a visit with friends. Getting back to the shore, he found his prize in a severe case of "sunk". Nobody had told him about drain plugs.



Halon Fire Extinguishers - Update:

In the last Seabee Club Newsletter, I extolled the virtues of the newly-developed Halon extinguishers. You'll agree that every plane should have a readily-available extinguisher at hand - the 'Bee is no exception. And the Halon is the best selection by far. Now you EAA members may get these super fire fighters at a 25% discount (See Sport Aviation, July '84, p53) from Kari Industries, 1098 So. Milwaukee Avenue, Wheeling, IL 60090. 312/459-1212. The one that's Seabee size fits into the standard bracket you already have and is \$52.50 plus \$2.95 for postage.



My thanks to those who have sent pictures of their RC-3s. Those, combined with the pics of 'Bees all over the country that Peggy and I have taken ourselves, add up to quite a large percentage of the total. We had a Club member visit here recently from Montreal, who had to suffer through many albums of my Seabee/seaplane collection. Jean-Paul Gauthier, despite glazed eyes after having all my pictures foisted upon him, politely said that he was very impressed. I was tempted to try to show some of my thousands of feet of seaplane movies, but figured I'd better quit while I was ahead. Jean-Paul is in the airplane rebuilding biz, including Seabees, has owned several 'Bees since way back when, and has parts including the increasingly hard-to-find AC fuel pumps for the Franklin (on an exchange basis). (See Classifieds.) We visited several 'Bees in this area, including my NC 6458K, and Jan Bem's "new" N6356K. Jan, with Fulton Ivy's help, is putting together a SuperBee with mostly "new", that is, unused, parts, or from very low-time 'Bees. It has the STC'd flaperon system (flap/aileron linkage selection), the Simuflight Lyc conversion GO-480 (295 hp) conversion, extended wings with flaps and ailerons moved outboard, wing fences, new panel, interior, landing light, tinted glass, stall warning, overhead controls, a clever quick-disconnect fastening system for the front and rear seats, plus many more minor mods.



Library Reference Dept. update:

Paul Matt, the publisher of the series, Historical Aviation Album, has just sent a flyer (appropriately enough) announcing the latest in his series of superb reference books. Volume 17 is now available for \$10 postpaid. Its subjects are the Standard J-1, from WW I; Fairchild FC series; Cessna T-50 Bobcat (et al.); early WW II USAAF Pilot Training and the Consolidated PB5-5A Catalina, for you "cat" fans. (Format: 8½ x 11, 96 pages, 193 photos)

Republic Seabee coverage in this excellent series is contained in the previous album, Volume 16, still available, and also for \$10 postpaid. In addition to the complete Spencer/Seabee/Republic history (15 pages, 30 photos plus a blueprint-style 3 view), the following subjects are covered, Howard Hughes and the Hughes racer, AT6/SNJ "Texan", USAAF Training in WW II (Part 1) and Douglas A-20 "Havoc". Historical Aviation Album, POBox 33, Temple City CA 91780. Vol. 16 is highly recommended for anyone interested in Seabee lore.

Here's a significant quote from the Aviation Historical Album Vol. 16 (Oct 1980): "Of all the World War aircraft, and post-war machines, military and civil, the Seabee was the only civil aircraft recognized by the American Aircraft Designers and Engineers as an advancement in the field. It has a unique niche in the parade of American private aircraft." Bear that in mind the next time that you're waxing eloquent to the non-believers whose only knowledge of our beloved SeaBeast is of the hangar-tale variety.

An adjunct to the aeronautical lore slightly related to our 'Bees: remember that engineers had calculated that on a power-to-weight ratio, the bumble-bee is unable to fly. But, like our own, 'Bees don't know they can't fly, so they go ahead and do it anyway.



Liberty Reference Dept update cont'd.:

For the best text on how to fly hull-type amphib, see "Water Flying" by Franklin ("Hank") T Kurt, published by Macmillan Publishing Co (272 pages) \$9. TO quote from the jacket, "Here is the first practical, readable book - - - for seaplane pilots who want to improve their technique. Kurt shares his lifetime of experience in this generously illustrated volume of all aspects of water flying - - - in flying boats, float planes, and amphibians."



Reprinted from SEAPLANE PILOTS ASSOCIATION Fall '84 Water Flying News:

"Spence" by Capt. Richard W. Sanders, SPA #200

This year, 1984, our most prestigious honor goes to a truly remarkable seaplane pilot. Mr. P. (for Percival) H. Spencer (SPA #633), known to all as "Spence". Is the recipient of the Seaplane Pilots Association Henri Fabre Award which was presented to him in ceremonies at the annual SPA splash-in at Clear Lake, CA, officially titled "West Coast SPA Safety Seminar and Fly-In". Henri Fabre is recognized as having made the world's first seaplane flight, in an aircraft he designed and built, marking the beginning of water flying, on March 28, 1910.

Spence began his aviation career the year before, in 1909, flying a hang glider of his own design. He was 12 years old. He has been a designer, builder, and test pilot ever since. In 1913 Spence designed and built a 3-control water-borne biplane glider which was towed behind his father's boat. This endeavor marked the beginning of his seaplane proclivities. In subsequent years he was variously employed as a designer and test pilot for many companies, including Curtiss Engineering Corp. His Department of Commerce pilot's license reflects his "seniority" within aviation ranks: #486.

In 1937 his accomplishments and incentive had led him to organize the Spencer-Larsen Aircraft Corporation, and to develop the SL-12 Amphibian, That model was superseded in 1940 by his own Spencer Amphibian Air Car #1 (S-12) which design patent was sold to Republic Aircraft Corp. and evolved into the Seabee. The RC-3 Seabee was Republic's transition from the production of the superb WW II fighter, the P-47 Thunderbolt, into postwar manufacture of the general aviation all-purpose amphibian, the beautiful Seabee. Spence's tenure with Republic was from 1941 to after the war in 1946. During that time he was a test pilot on P-43 and P-47 fighters, and later on the Seabee. He continued, independently, to design, build and test amphib of his own, culminating in the well-known homebuilt, the Spencer Air Car S-12-C, D, and E, which met with great success. This remarkable seaplane pilot is a member of the Early Birds, QBs, OX-5 Pioneers, Honorary Fellow of the Experimental Test Pilots' Association, and of course, the SPA. On September 15, 1982, he was accorded another outstanding honor: he was inducted into the OX-5 Hall of Fame.

Last November he did the FAA-approved test flying on his most recently designed homebuilt amphib. He was approaching his 87th birthday! Spence undoubtedly holds the record for longevity of a flying career. From 1909 to 1984 is an astonishing 75 years! And he has by no means hung up his "helmet and goggles", figuratively, to rest on his laurels. Congratulation to an extraordinary gentleman, our Pioneer and Friend of Seaplanes. Happy flying, Spence.





Magazine reference Dept.

We'll soon have a limited number of the AIR FACTS issue (23 page reprint) of Feb/Mar '47 by Wolfgang Langweische. This is the best and most complete pilot report/ground school/checkout in the 'Bee, on a trip from New York to Key West and back, titled "How the Seabee Works". For \$2.50, from us.

Research elsewhere reveals that the August '69 issue of Private Pilot is available from SKYBUYS, POBox 4111, San Clemente CA 92672, for \$# (\$3, ED.) That issue contains Don Kyte's articles, "What's a Little Girl Like You Doing in a Plane Like This?" (instruction) and "Super Bee" (Cont IO-470P) conversion.



ODDS & ENDS DEPT.

If you need Seabee manuals, and everybody should have them, Air Service Caravan, Municipal Airport, New Bedford MA 02747 (617/992-1500) has the following: Flight Manual - \$4 Owners Manual - \$10

Service Bulletins and Service News - \$49; (very informative)
Fulton Ivy also has these except for the Bulletins.
We've been trying to complete our own Bulletin collection and would like some help from the members. Does anyone have Service News #22?? And I'm missing a whole bunch (about 14) of Distributors' Service News. We've gotten a complete collection, except for the above, thanks to the help of Francis Einarson, whose father was the former owner of my 'Bee and John Sager, whose 'Bee is at the same airport as mine. I was able to copy some of theirs to add to my collection.



Would you like to know the elevation of that nice looking lake down there that you haven't succumbed to yet? The lakes shown on your charts that are large enough for seaplanes have the elevation printed in dark blue right on that lake depiction. Sorry - that doesn't necessarily mean that it's legal to land there. But that's one reason why we should all belong to the Seaplane Pilots Association, to try to reverse any regulation that does make it illegal to land on that nice looking lake. SPA has made great strides in improving that type of situation. That's just one of the many benefits of supporting the SPA.



The NTSB has just sent us a computer print-out of all the investigated Seabee accidents from 1964 through '83, if any of you need some info on a specific incident. As you might suspect, the largest percentage was due to gear-down landings in water. THINK And double-think again on short final, and pump the hyd handle until you get solid resistance.



Next time that you get out to your 'Bee, take a few minutes to review all the necessary papers, just to make sure that you have on board all the ones that'll make you legal: are you still within the Annual Inspection time limit? Radio station license expired? (Mine had.) ELT battery expired? Check your nav lights. (I know you don't normally fly your 'Bee at night, but with the early sunsets, you might need to in order to get home.) It could prevent a hassle.



Don't forget to check the 2 self-bailing holes in the tail boom, just above the tailwheel. Especially if you park your 'Bee outside. It's easy for dirt and debris, combined with rainwater, to form a dam at each hole which would prevent subsequent rains from draining out, a possibility that could make you quite unexpectedly tail-heavy on take-off. Remove the two hand-hole covers back there and check with your flashlight. If you're not sure whether it is clogged, put some water in each side to see if it does drain. If it doesn't, use a pointed stick, or one of those long flexible garage "fingers" pick-ups, to remove the clogging debris until it does drain. You Bee-keepers up in the North Country already know about that trapped water freezing back there.



ODDS & ENDS DEPT cont'd.

AOPA Founder (#5) and Seabee Club member (#100) Abby Wolf reports from Poland that Pezetel's production of the Franklin engine will not be available for at least 4 years.



Speaking of the North Country again, one of our more than 20 Canadian members, Capt John Peacock, is all the way up in Whitehorse in the Yukon Territory, 60°N Lat. HE has s/n 242.

Four members are in Alaska. Gordon Krist, who owns s/n 9, the earliest serial number in the Seabee registry, lives in Anchorage, as does Judge Karl Johnstone (Twin 'Bee #6). Cy Hetherington, with s/n 288 lives in Manley Hot Springs, west of Fairbanks, and is probably our most northerly member, at about 65°N Lat, just below the Arctic Circle. In Fairbanks, Robert Taylor has s/n 296. Without the Federal ski installation, their 'Bee season is mighty short.

Speaking of skis, appropriate to the season, I've just received all of the data on the Seabee's approved ski installation from FluidDyne, who apparently have taken over the original Federal skis that've graced 'Bees in the past. Here's some pertinent info that may be of interest to you: approved set of A3500 Mains and AT3500 Tail ski weighs 68.6 pounds including the rigging. All three wheels are removed. The floats and float struts are removed also. The main skis are about 5'7" long and 10" wide. The tail ski is 1'10" long. The same set of skis is used on the Cessna 180. FluidDyne, 5900 Olson Memorial Hiway, Minneapolis MN 55422, Attn: Dale Hewitt, Engr. (612/544-2721)

New windows, clear or tinted grey or green, are available from L P Aero Plastics, RD #1 Box 201B, Jeanette PA 15644.

The rubber window molding and lock strip can usually be gotten at a well-stocked glass and mirror specialty company, in larger towns at least. Take a small sample piece of your old molding with you.

By the way, you should consider the windows as emergency exits, just in the unlikely event of THAT dire circumstance that occurs to some who've said, "I'll never land in the water with the gear down!". (See NTSB accident report paragraph.) You'd want to be able to kick out a windows underwater. Normally (if one can think of it as "normal"), at least one windshield pops out when the 'Bee starts digging a hole in the water toward the bottom. If the windows are riveted in, instead of the rubber molding having been used, you're not going to be able to kick your way out. But we know it'll never happen to us.



Bob Gould, our Club member in Kaneohe, Oahu, with s/n 462, is trying to find some info on the Seabee Hoist Sling Kit (Republic Spare Parts Item 1528) as outlined in Service News #37 (18Jul47). Seems like I've seen the cowling protrusion denoting the hoist shackle on someone's 'Bee not too long ago. If anyone has that mod would you please let me know, so I can pass it on. Thanks.



We are already getting responses to our Seabee Club mention in the listing of aviation clubs in the January issue of Private Pilot. One of these is from a travel --oriented club called "International B & B Fly-Inn Club (Bed and Breakfast), that sounds interesting for us. Here's what Bill Maasberg, the Pres, says, "As of August 1984 we have been organized a little over 12 months. TO date we have over 120 accommodation listings thru out the U.S. and Canada. We also have one listing in the West Indies and one in the U.K. Each week that passes we are receiving more accommodation listings. At this time, the general membership is well over 1000 and also growing weekly. We feature some very interesting places to visit and people to meet. This we are aware of thru receipt of letters from pilots who have visited fellow pilot members of the B & B Fly-Inn Club. We invite you to join and grow with us - it is well worth the membership fee (\$5.00) to see what we have to offer. You will like it." More info from Bill at Box 1847, Columbia CA 95310. (209/532-2350)



Odds & Ends Dept. cont'd.

Here's a safety item I hope that you'll adopt: when you're on the ground with the engine running and a passenger wants to get out for some reason, before he opens the door to do so, please instruct him to walk around OUTSIDE the float before he proceeds aft, and to return the same way. Good practice for the pilot to adopt also.



Of course you're familiar with the name Martin Caidin, and you know that he has owned a German Junkers Ju52/3m for some time, and has written nearly 90 books. While this is not a seaplane note, it is Peggy's and my latest adventure that I'd like to mention. Due to a convoluted quirk of fate, we have been flying his "Iron Annie" for several days, getting checked out in this tri-motored Ju52 by Martin. In the process, I've had the honor of signing off his BFR. Both Martin and "Annie" are fascinating. I wonder - - - I know of a set of C-47 floats in Texas.....



FLIGHT INSTRUCTORS' CORNER

By George Pomeroy: (s/n 797)

"Take Off, land or water: Advance throttle to full RPM, If your prop control valve lever stops are set correctly, at this time, before the plane is moving, you should be seeing about 2350 rpm on the tach. (This assumes you have set the prop pitch control to the full low pitch [high RPM, Ed.] position at the instrument panel.) As the take off run progresses, and your speed increases, the prop rpm will increase to MORE than the 2500 rpm engine speed-limit/red-line speed if you don't gradually keep backing off on the pitch control.

You may hear from various Seabee owners that 2550, 2600 and higher rpm limits will give you more horsepower for take off. I think that there may be some truth to these various stories, but that only demonstrates that the various individual engines may vary slightly in cams, timing, pitch settings, etc. The actual peak horsepower will be very close to 205 hp, and will occur at the "book" 2500 rpm, [mine does too, Ed.] but I usually keep to the 2500 rpm limit to keep the propeller from howling too much as the blade tips start to approach the speed of sound. CAUTION: any large variation from your familiar RPM readings at take off commencement is a strong invitation to you to start looking for the trouble, because SOMETHING IS WRONG.

(There has long been some question as to the power of the Franklin B8 and B9 engines. The factory said that dyno tests showed about 205 actual HP. Sentas at Detroit checked a number of newly overhauled engines, with all accessories, and claimed that the power was about 185 HP. I suspect that the difference was caused by the power absorbed by the cooling fan. In flight, with the air flow at about 100 MPH, the amount of power to get the cooling air past that fan has to be considerably less. Mr. Ivy says that at cruise speed, the fan doesn't absorb any power at all, because the air is entering at a speed greater than the fan can speed up still air.)

WHEN AIRBORNE, RETRACT GEAR. I don't think you can go wrong on this advice unless you are doing "circuit touch and goes". This is an excellent habit to get into, because you can make safe landings on either water or land in this configuration, but you will almost certainly flip the 'Bee over if you accidentally make a water landing with the gear down. Red Jellison always leaves his gear streamlined and not quite up to the up-lock position, He says that that always makes him aware of the gear position, as the pressure placed on the hydraulic system constantly by the weight of the landing gear makes the flaps start down right away as soon as he moves the lever for approach flaps. Of course, the movement of the flaps down also pitches the nose of the 'Bee down in a very effective reminder of landing gear position."

[Ed. Note of caution: streamlining the gear legs to the horizontal position (parallel to the bottom edge of the windows as seen in the mirrors on your floats will increase your speed by about 4 mph, as an added bonus, However, this procedure should be done only in smooth air, as the weight of the gear is held

up only by the hyd pressure, which could damage the hyd system with excess pressure in rough air.]



Let's talk about those mirrors. Plural. Why one on each side? If the gear is up on one side, it's up on the other - but - what about a good look at the tailwheel in the up position on the starboard side? And what about the time late in the day when you looked at the port mirror and could see only darkness. No silhouetted against the lighter sky.



You say you don't have enough hands when you're trying to ease up to a dock or buoy or boat? Can get throttle and reverse lever in just the right combination to give the precise control you need? There's a secret to it (apparently). You didn't get a proper check-out when you bought your Seabee. When you want precise control in those situations, put the gear down when you're slow enough for the gear to lock down (water is a drag!). Make sure your flaps are up before reversing. They're not designed for airflow from behind. Then before you get too close to the object you want to ease up to, set the RPM to about 1200 and DON'T touch the throttle again. "Set it and forget it". Move the Reverse Knob, which is ascertained by watching the bubbles, leaves, weeds (/) etc, to see when you have reached an equilibrium in the water. (Make a mental note of where that neutral position is on the metal plate, in relation to the center screw.) Secure the bow door and have a heaving line handy and secured to the nose cleat.

Then move the reverse knob slightly forward of that position and check your relative forward speed. Easy does it. Control is the key word when approaching a hard object with your tender nose. Nearly all 'Bees have dents of varying sizes in their proboscises, Remember too that you've started this process far enough away to have plenty of leeway. Now move the reverse knob slightly aft of the neutral and check for relative stopping distance and the time that it takes to actually move backward. Armed with this assessment of your control, just make small forward thrust adjustments to keep headway and directional control. You are heading directly into the wind toward the object, aren't you? It's not always possible, of course, but it sure is easier.

Because you're making only small adjustments to your prop pitch, fore and aft, it is then very easy to put the ship quickly into full reverse in order to back away from a potential hazard or miscalculation. While moving in reverse (land or water), you might need to make "clearing turns" to make sure you aren't backing into something more solid than your tailfeathers. If you want the tail to move left, use left rudder - the same as if you wanted the nose to move left while taxiing forward.

Then as you near the object, the pitch adjustments should be smaller, making it possible to "kiss" the dock, etc. If there's someone on the dock to help, you can put a bit of forward thrust in, just to maintain a steady, positive placement into a dock bumper unless wave action is such that your nose could be damaged. If the dock person can secure the line you've thrown, and if there are extra lines, you can push a bit of left rudder which will bring the starboard wing to the dock for securing a loose line to strut or wingtip. (I put small cleats near the leading edges of my splates for that purpose), then right rudder for securing the port wing, keeping you bow-on to the dock/boat/seawall, etc. Now you can shut down. (It's not easy having fun!)



The Fifth Annual West Coast Seaplane Pilots Association Safety Seminar and Fly-In, which is mercifully shortened, in the vernacular, to "Clear Lake", was a great success. Especially in the Seabee and Seabee Club member dept. We had 9 'Bees there. Out of about 40 total Seaplanes. How 'bout that! Nearly one quarter were 'Bees. Twice as many 'Bees as Lakes even. Our thanks to Stan Sinn and Jim Sorensen, both Club members, for their hard work in the months of preparation and at the fly-in, which makes it all possible. And the weather cooperated at the October 5-7 weekend, bringing 225 SPA members to this lovely northern California spot.

Club members without their RC-3s came from far and wide: Jay Frey from EDO on Long Island, Grant Leonard, Seabee s/n 843, from Minneapolis, Don Kyte, s/n 330, from Seattle, Bill Floten, s/n 700, Stan Sinn, s/n 929, and Will Howard, all from California. And of course, Peggy and I from Ft. Lauderdale, and our son West and his bride, Carol, on their first Clear Lake visit, from Ft Worth.

Those who were fortunate enough to be able to get their Seabees there to show off were Joe McHugh, s/n 248, and George Mojonnier, s/n 1006, from Seattle, Jim Sorensen, s/n 784 & 1002, George Papich, s/n 549, Dick Abraham, s/n 1036, Herb Nowlen, s/n 700, Gene Harned, s/n 604, Sam Richardson s/n 1059: the last 'Bee off the production line, and Bill Gentry with s/n 511, all from sunny California. (I hope that I have not inadvertently omitted anyone.)

Mike Coutches had his 'Bee there also, but he has yet to succumb to our blandishments to join the Club. Ex-Bee-keeper Bob Hansen from Seattle was there; you remember reading in a recent FLYING "I Learned About Flying From That" about the "sinkhole" that caused such a hard landing that the 'Bee burned up right there on the runway - that had been Bob's. That was also the plane that Club member # 100, Abby Wolf, bought new in 1947, (s/n 889) and had owned for 19 years.

Our four days there afforded us the ideal Seabee get-together. We enjoyed seeing all our old friends and meeting new ones. They were all super Bee-keepers and super 'Bees as far as we are concerned. And maybe next year we can call it "The Seabee Club International Fly-In"!

The Western Flyer, 2nd issue of October, has a very good article about SPA's Clear Lake splash-in written by famed aviation author, Don Downie. There are several pictures, one showing the Skylark motel with amphibians, including Seabees, parked on the lawn and floatplanes at the docks.




All of the Seabee activity that we take for granted wouldn't have happened if not for Spence's determination to develop a personal amphib for general aviation about 50 years ago. Republic bought his patent (# 156;694) for what they developed first into the Thunderbolt Amphibian (RC-1), then the RC-3 Seabee, the unique, long-lived, go-anywhere character that we fondly refer to as the 'Bee which we Bee-keepers cherish. Our congratulations and appreciation to Spence. I'm sure he'd enjoy a card from you on his next birthday, 30 April 1985. He'll be 88! (P H Spence, 8725 Oland Ave, Sun Valley CA 91352)

Spence told me that one of his test-pilot protégés, Carl Bellinger, who later became Chief Pilot for Republic, used to fly the Seabees across the field at about 400' doing slow rolls. And I've watched an ex-fighter pilot do a roll in his 'Bee after a water take off. No - I'm not advocating Seabee acrobatics, just pointing out that she has kicked up her heels upon occasion in the past.




Let me remind you that this is OUR Club, yours and mine, so let me hear from you if you need help with parts or technique, or have a Seabee experience to pass on to the membership, from which we can learn, to do or not to do. (That is the question.) Write or call; don't worry about a late call if it'll save you money. We're up until at least 0100 every night.







According to the article, "Republic Seabee - Plane of the Month", in the March 1946 SKYWAYS (p34), the first production model 'Bee rolled off the assembly line on 22 Nov 45, which must have been NC 87451. That's a much earlier date than I had seen before. In the same article, the financial arrangement was outlined. On a one-year plan, with insurance and finance fees included, the down payment would be about \$1330 (or 1/3 down). "Monthly payments would be about \$203." The Franklin "500" was also highlighted in a separate article in the same issue. At that time it was Model 6A8-215-B7F.




How many of you know what airfoil type your 'Bee has? Remember the J-3's airfoil? Yep, they're the same. But, did you know that the profile contour of the engine (Franklin) cowling is the same Clark Y?



After publishing the warning about the Prop Safety Spring in the last (# 3) Newsletter, we had several responses expressing appreciation for the warning; their springs were indeed in the wrong, dangerous, position. One member told of a prop cable failure in flight and a subsequent crash dive, the reason for which had remained a mystery until our pointing out the prop safety spring potential hazard. Another member with 3 'Bees found that all 3 springs were positioned wrong.



Art Angelos, a member from Clinton MD, is a very serious fisherman, in his 'Bee, s/n 313. He trolls in Chesapeake Bay for hours at a time and passes along his technique for long-time idling in the water: 800-1000 rpm (depending upon wind and tide), prop 1 notch aft of neutral, full carb heat, which setting burns only 2.5 gal/hr. "Never has balked, loaded up, run hot, or complained when it's time to go home."



Another "voice of experience", Karl Johnstone, relates that he learned the hard way about the trim tab on preflighting the airplane. One of the most serious occurrences that the Seabee can spring on you, and has done so to three owners that I know of, is trim tab failure in flight. All three were extremely lucky to have survived. The Elevator Trim Tab Actuating Rod and the Fork are the culprits. Of the utmost importance on your walk-around inspection, and whenever you fly in some one else's 'Bee - check the play in each trim tab. No more than 1/4" play should be in the system. Think about this: if the trim tab becomes free in flight, it's going to move with the airflow change. Any movement of either tab is going to cause the elevators to move to full travel up and down, under the influence of that big, free-floating trim tab.

Imagine the ship's pitch changes when those big elevators are oscillating stop-to-stop. Now imagine trying to get her safety back to earth in that condition. It happened to the Judge. And to a long-time friend in Texas, who described it as a miracle that the oscillation of the nose just starting an upward curve coincided with his being only about 5 feet above the surface of a lake. Gave new meaning to the term, "We just dropped in". The oscillation could have been in the middle of the downward curve when he was that close to the surface. A footnote to that incident: his passenger on that flight was his priest, up for his first plane ride. Divine guidance?

In my tool kit/spare parts, I keep a bolt, nut and two skin washers together so that if I find a loose tab while 58K and I are away from home base, I can secure the bolt/washer arrangement in the slot between trim tab and elevator, thereby locking the tab to the elevator. It's like a miniature gust lock. Go put it together now.

Judge Johnstone's incident was probably the same lucky coincidence of the oscillation, but resulted in a \$20,000 repair bill, even though he was able to fly his tough old bird, the Seabee (Twin), back home after tightly securing the trim tab. He had "landed" in snow-covered tundra.



SHIP'S STORES:

We still have silver and gold (colored) Seabee tie-tac/lapel pins available for \$8, postpaid.

Plastic scale model kits of the 'Bee (about 9" span) for \$20, ppd.

Franklin engine manual is \$12.

Send SASE for the list of articles in magazines about our good ol' SeaBeast.



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

Seabee N6397K (s/n 635) FOR SALE. Complete rebuild in 1978 by AI/owner.

Cleveland brakes, wide spray 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.

Ed Freeman has FOR SALE a newly-overhauled Southwind heater (#940B-12) for \$600.

Also 3 Hartzell LV933-3 blades and clamps, that go with the Lyc GO-480, for

\$1800. HE also wants to buy or trade for a bottom hull section (Hull Assembly-

fwd #1002) forward of the step (doesn't need tail boom or cabin) in any

condition for STC testing a new retractable gear. Also wants an intact wing for

static testing. For those wanting an STC'd landing light in the leading edge, he

has an STC using Cessna parts. Call him at 915/677-2785, or at home 692-9524.

342 Westridge Ave, Abilene TX 79604. (If you need a manual for the Southwind

heater, the Club has them for sale for \$10. Ed.)

Jean-Paul Gauthier just phoned us with great news: AC FUEL PUMPS are now available! He's building up a supply of them, using new material for seals. The pumps will be \$100 each, exchange, tested and guaranteed. Send your pump, then he returns a "new" pump to you. He lives near Montreal at 310 Oka Ch., Deux Montaignes, Quebec, J7R-1K7. (514/473-0165)

Jean-Paul (see above) needs 6 float struts and 6 floats (or shells) for his Seabee rebuilding business. Can anyone help him on the floats/struts?

Mike DeMone wants to sell or trade his 'Bee (s/n 663) for aircraft or classic car. Total time is 1,845 hrs, 1,089 on B9F eng, 492 SMOH, Annual Jul '84.

Beautiful 4-color, white with yellow and dark orange, and black bottom, 5-yr old Imron, no corrosion. Custom pleated leather interior. New glass, clear

windshields, remainder tinted, wing extensions plus droop tips, flush fuel door,

quick disconnect gear, steerable T/W, dual landing lights, automatic bilge pump

system, electric gear and flaps, rudder trim and rotating beacon. IFR panel with

depth finder, Hobbs, EGT, CHT & OAT. King Txpdr and Nav/Loc, Narco ADF, marker

beacon, ELT. \$28,500. At Linden Airport in New Jersey. 765 Aborn Ave, Woodbridge

NJ 07095. 201/636-0004.

Dr George Papich is completely overhauling his s/n 549 and adding Simuflight's GO-480, so he has FOR SALE the B9F being replaced plus his spare B9F. The former is complete with mounts and starter, generator, oil cooler and oil filter, and has 290 hrs TT. The latter, spare, engine, has only 24 hrs on it, but has been in storage for 7 yrs. The replaced prop has only 100 hrs since overhaul. The whole package can be had for \$12,000. 400 30th St, Oakland CA 94609. 415/482-5120 or office, 451-4225.

Those of you who have not yet joined and would like to, would you please send \$10 annual dues (U.S. or equivalent) made out to Seabee Club Int'l along with your name, address, phone #, and Seabee info if any: s/n, month & year of mfr, tail #, and which engine. SPA # (?) and your comments or questions.

WE WISH YOU A NERRY CHRISTMAS AND A HAPPY NEW YEAR, AND FUN FLYING IN YOUR 'BEE



Dick & Peggy