

Seabee

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SEABEE CLUB INTERNATIONAL
NEWSLETTER

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Dedicated to the preservation
and enjoyment of our 40-year old
water-borne wind-wagons, the RC-3.

We Seabee folk are, for the most part, aware of the allegiance we owe to our aviation pioneers and particularly to their seaplane endeavors of long ago. At that time, they overshadowed the wheeled aircraft because there was a lot more water around the civilized areas than there was flat land suitable for testing and flying. Usually the criterion for people settling in particular spots that would later grow into towns and cities was the presence of an abundant water supply. A river or lake was ideal. So when those wild and crazy guys who had to fly like the birds managed to defy gravity, the best space to do so near their towns was from the water. Consider for example Glenn Curtiss in Hammondsport NY on Lake Keuka. In the winters he used San Diego Bay.

But it really wasn't all that long ago. To put it into proper perspective, consider our own P H Spencer. Spence first took to the air, at a very young age, in a towed glider seaplane. He designed, built and flew it, towed behind his father's boat, only six years after the Wright Brothers' first flight. Spence is still flying, still current and legal, Medical and all, after all these years. Granted that he is a tad older than the rest of us who are still flying, - but just consider the quantum leap of technology and aviation in the span of his own flying career.

In recognition of Spence's long tenure, he was recently honored with the Early Bird award for "having the longest active flight record in history". Mr. Spencer's cohort, Col Dale "Andy" Anderson, USAF Ret, sent me a photo of the ceremony, showing Mr Forrest Wysong, President of the Early Birds, presenting the plaque to Spence. Seated beside him was Glenn Messer who has the distinction of having soloed Charles Lindbergh. Remember in the autobiography and the movie, when Slim Lindbergh rode his motorcycle to the Lincoln, Nebraska, airport, then traded it in on a Jenny? It was Mr Messer who taught him to fly it. Spence will be 89 years old on the 30th of April. He can be contacted at Spencer Air Car, 11019-A, Glenoaks Blvd, Pacoima CA 91331. (818/899-1010) HAPPY BIRTHDAY SPENCE from the Seabee Club.



Continuing the historical theme further, this year, 1986, marks the 75th Anniversary of US Naval Aviation. Concurrently, this year there will be a commemorative flight, recreating the first crossing of the Atlantic by airplane. Those planes were, what else? Seaplanes. Glenn Curtiss seaplanes. The Navy's all-out effort used four NC Flying Boats. "N" for Navy and "C" for Curtiss. The London "Daily Mail" had offered a prize of 10,000 pounds Sterling for the first plane to cross the Atlantic. Fifty seven U S Navy destroyers were positioned along the entire route, with five battleships patrolling the flanks. There were four 'Boats, but NC-4 was the only one to complete the Atlantic trip. It is now housed in regal splendor in the Naval Aviation Museum in Pensacola. When Peggy and I toured the museum, I had the temerity to actually touch it, reverently, despite the rope barrier. And I have a piece of the original fabric on a commemorative plaque from the NASM.

Anyway, three NC Flying Boats (nicknamed "Nancys") started out at Rockaway Beach, Long Island, (near JFK) on the 8th of May, 1919. Routing was to Halifax, Nova Scotia, then Trepassy, St John's, to Lisbon and Ferrol, Portugal, ending in Plymouth, England, on the 31st of May. The NC-1 sank north of the Azores. NC-3 didn't make it past Ponta Delgado, Azores. All hands were saved but both 'Boats sank. The ill-fated NC-2 had been cannibalized before the start to equip completely the NC-4. The quintessential reference on the subject is from the Naval Institute Press: "First Across" by Richard K. Smith.

The commemorative flight this May will duplicate the original route in Club member "Connie" Edwards' PBY-5A, N999AR, with Lou Peterson as second-in-command. Lou flies the Smithsonian's HU-16 Albatross, in which I "seconded" throughout the Caribbean in June of '84. (See News # 2 & 3.) Connie's PBY, through which some of you toured at the SPA Corn Roast last August in Oshkosh, will be painted in the colors of the NCs. If you're within range of JFK, and your 'Bee is operational, and you'd like to participate in the starting ceremonies there on the 8th of May, call Mickey Carpenter for coordination on the fly-in to the seaplane ramp at Floyd Bennett Field. Her number is 516/935-4976. Tell her you're a Seabee Club/SPA member. Peggy and I plan to be there, but without 58K.



On the last weekend of June, if you're within range of Hammondsport in western New York, fly in there to participate in honoring Glenn Curtiss. Two replica Curtiss 'Boats will be flying. SPA's annual Henri Fabre Award will be presented posthumously to seaplane pioneer Glenn Curtiss. I had the singular privilege of presenting the second Fabre Award, SPA's highest honor, to my friend Spence in '84 at the Clear Lake, California, Seaplane Seminar. He was the "Seaplane Pioneer" of the year.



Another historical story has just arrived, thanks to Mr Jay Frey, VP of EDO floats. This one involves Seabee N6599K, s/n 872, in 1947. The story, "Seabee Odyssey", is published in "the Vintage Airplane" (Nov '85), the monthly magazine of the EAA Antique/Classic Division. Three young men, all skiers, two brothers and a B-17 pilot recently returned from WW 2, decided to fly from New England to Chile for Summer skiing. The RC-3 seemed to be the logical choice of aircraft for their big adventure. Two went to Republic, paid the \$4,495 basic price, got checked out, and headed home to get completely acquainted with her. On the 30th of June, 1947, they left Morristown, NJ. About twenty days enroute were filled with typical Seabee problems and joys, and are chronicled in detail. For example, the long over-water jump from Key West to Cozumel (410 mi), a 10,000 foot cruise on top of a solid overcast by dead reckoning, clearing some mountain passes at 10,900 feet and losing both floats in a lake adventure, all of which were just "normal" for such a jaunt in a 'Bee. Anyway, the three did get to their destination, and did their skiing, and should have written a book. A local banker fell in love with their Seabee and succeeded in offering them enough money to part with their trusty steed. No further word is known of that 'Bee; indeed, this story is the first inkling I've had of s/n 872 for my Master File of all 1,060 'Bees. Have any of you seen it in Chile?

After reading that adventure story, I phoned Don Marburg in N. Carolina to tell him how much I enjoyed reading of his adventures of 39 years ago. He was very glad to learn of such interest in Seabees and said he'd send us some pictures of their trip. He'd not been in a 'Bee since. Maybe we can persuade him to join the Club - for old times' sake.





Some of you may be interested in research that we've done on the Seabee's population in foreign lands. From several sources of information from years ago, I've compiled the serial numbers of known RC-3s around the world. Some examples have been registered in as many as six different countries in their lifetimes. Some are still unaccounted for, so the list is far from complete. Needless to say, most of the "foreigners" had met an untimely and even before 1950. Some that are still alive today have had several registrations, particularly between Canada and the U.S., with the same plane crossing the line many times. Remember, to begin with, 1,060 were built. Canada has had 193 different 'Bees (approximately). Sweden has had 28 and Norway 13. France and Argentina have had 8 each, and 7 have been in Uruguay and Mexico. Six in Great Britain's Caribbean Colonies and 6 in India. Four in Brazil, 3 each in Panama, England, Liberia, Finland, Italy, New Zealand and Australia. Two each have been in Iceland, Portugal, Switzerland, Colombia, Cuba and Germany. The following countries show only one each: Denmark, Costa Rica, South Africa, Venezuela, Pakistan, Japan, Israel and Chile.

Adding up all the above leaves 740 'Bees that have been registered in the U.S. (approximately). Today there are about 270 registered in the U.S. and 90 in Canada. Two are still alive in Liberia, at last report from member Les Vipond. The only one in South Africa, (ZS-BEE), has been resurrected by Club member Mark French in Johannesburg, who is still in need of a 2-blade prop in order to continue flying her. Iceland still has an active 'Bee. Of the 13 that have been in Norway, only one remains, in Trondheim, owned by Knut Solem whom we visited two years ago. Most of the remainder in Norway had moved to Sweden, where they earn their living as fish spotters and charter. Only eleven are still alive there. One, (SE-AXX, s/n 829), is privately owned, Club member Obi Jacobson, in Knivsta, about 20 miles north of Stockholm. Obi is planning to be in Miami soon, so we'll visit.

Australia still has one flying, as a radio station traffic reporter, in Melbourne. It's called the "Flying Tadpole". If anyone of you gets down to Perth for the America's Cup Race next year, please check on the possibility of there being one. Capt Braham Hawkins, Trans Australian Airways, has his in his own museum in Brisbane. One ill-fated 'Bee was shipped to Singapore years ago for rebuild by Club member Brian Woodford, but it was never registered there. Then there are the TwinBees. Joe Gigante, in Norwood, Mass, is just now finishing his UC-1, s/n 24, for Club member George Tuttle in Massachusetts. So there are 24 converted to twins, plus several more used for replacement parts. There are many Seabees languishing in various stages of disrepair on airports around the world, that could probably be rebuilt and put back in service, for a phenomenal fee. Possibly as many as 30 or 40. We estimate that about 380 'Bees are registered and flying now.



Speaking of the SeaBeast's early days, here's a price comparison of second-hand planes in the early '50s, when 'Bees were going for about \$2,500 and the standard Hallicrafters CA-2 radio was \$150. (You transmitted to the tower on either 3150 or 6210 kc.) A Goose was \$30,000, Bellanca Cruisairs (w/Franklin engine) were \$2,800, TriPacers \$2,500, Navion \$4,700. Twin Beech 18 was \$19,000, Cessna 120 for \$2,000, Cessna 180 \$11,000, Ercoupe \$2,000, Widgeon \$15,000, and Mallard \$110,000. The Howard DGA was \$2,000.



The latest Seabee ensconced in a museum is N6709K (s/n 992). Capt Bob Stiner of USAir contributed it to The Big One: the National Air and Space Museum (Smithsonian). It was built in June '47 and has 835 hours, with the Franklin engine. That makes 9 that I know of that are on permanent display in museums around the world. Thanks to Jay Spencer of the NASM for letting us know.





As much as I'd like to phone you at the slightest excuse, to talk about our favorite subject, financial circumstances dictate a more prudent attitude. So, we've had to cut down on the Seabee calls, which had been running more than \$60 per month which of course isn't covered in the modest \$10 membership dues. But we do want to respond and to help in whatever way possible. If you call when we're out, and get Tei Ling's Siamese pussycat response on our answering machine, just leave your message (unlimited time), and say that it's okay to phone you back COLLECT. We sure do appreciate your cooperation. And don't worry about the right time of day to call. Any time is OK. Day or night.

Since this Newsletter/Club is officially non-profit, the inability to at least break even dictates that we increase membership dues to \$15 per year (U.S.) for new members joining after May, also renewals after that time.

HOW TIME FLIES DEPT.



Your Seabee Club is starting its third year! This means that about 90% of you will need to renew by May, the anniversary date. You can help us by renewing on time. If you've gotten all eight Newsletters, that means your membership probably dates from May '84 depending upon how you got the back issues. If the front page of this Newsletter has this stamp Please respond. We value your membership and your Participation. And your input.

DUES REMINDER
Still \$10 U.S. (or equivalent)
Thanks



This is also the 40th anniversary of the first RC-3s off the Republic production line in March '46.

The previous issue, Newsletter #7, included the latest Membership List. If you didn't get it, please let us know. That'll be the latest list for several months. The subsequent Newsletters will have the latest members listed until then. If anyone would rather we didn't publish his address, please advise.



FLIGHT INNSTRUCTOR'S CORNER

I've seen several 'Bees in my travels that have the water rudder inverted. That is, instead of the longest edge being at the top (standard), the longest edge is changed to be the deepest part in the water. Presumably, the rationale behind that change is to provide more wetted area. Nothing wrong with that IF you never have to use cross-control on landing or takeoff. Has there ever been a water landing or takeoff, though, that you didn't need some cross-control? Probably not. You got your water rating in a plane on floats, right? What was drummed into you before every takeoff on floats? Water rudder UP. And before landing. For best directional control on water, at speed (not idle), you're using (air) rudder and ailerons. If you're using the (air) rudder to coordinate with aileron control, when the Seabee water rudder us "down", (more wetted area with the inverted water rudder), you're not getting the aerodynamic control that you should. The inverted water rudder is working against you (to some degree), just as forgetting to retract the float's water rudder for takeoff, sailing, step taxi or landing. Not only that, but it looks awkward being upside down that way on the Seabee.

How much power on final (ground or water)? Assuming that it's a normal approach, with desired sink rate at 4-500 fpm, and speed at 75-80, determine what power setting, say 12 or 13 inches manifold air pressure, will hold these parameters. This discussion applies to Franklin and BIG engine 'Bees. (cont)

Use that power setting as a basis for all approaches. If you're too high, ease off some manifold pressure. Leave the prop in cruise position on big engines. On Franklins it's best to ease the prop control full forward so you'll have full RPM if you see that mythical cow on the runway, or swimming where you want to alight. The most important aspect of this discussion is to be alert for changes in sink rate, or the desired glide path, so that you can correct with only small changes of power. Practice on an ILS if you're sufficiently instrumented. (Surprisingly enough, there are a few 'Bees around that are IFR equipped. Almost legally, even.) See what it takes to hold that nominal sink rate. You can also apply that technique to either glassy water or night ground landings with no landing light, by reducing the sink rate to no more than 150 fpm and the speed to 65 (a bit more in gusts). Hold that power and speed until you contact the water, or ground, then power off and hold continuing back pressure.

The most important aspect of this discussion on approaches is to minimize your power setting changes. Specifically, at approach speed, and low MAP, do not make a sudden, large increase in power. The prop surge will, literally, pull away lift from the wing area in front of the prop, with a sudden decrease in lift. Which, to say the least, can be very disconcerting.

LOW VISIBILITY DEPARTURE from your favorite lake:

Have you gotten to your favorite lake and spent several hours fishing, picnicking, or swimming and then found that weather had moved in? Visibility had become a problem, or low ceiling? And you need to get back to the airpatch? If you had previously devised a safe departure plan, one that kept you clear of obstacles, you could get to the 'patch with much more peace of mind. For example, on a clear day, determine a heading after takeoff that would intercept a road or highway leading back home. Carefully check for a safe altitude to clear high lines, etc. Note the elevation of the lake and set your altimeter accordingly, and use that as a constant for every takeoff. Of course, I'm not advocating this procedure as "IFR" or "normal", but only in case of dire necessity, in which case you're prepared by already having a relatively safe course of action. That's a lot better than the usual, "Well, let's see if we can find our way back through this stuff". Note: lake elevations are shown in blue on WACs and Sectionals on the lakes considered large enough for seaplane use.

Since only about 10 or 15% of the Seabees have Lycoming engines, all references herein, unless noted, apply to the majority of us with Franklins, (& wishing we could convert). If I had some definitive Lyc engine operational techniques to publish, I would. One thing I do know id that every Lyc operator has a different opinion of how to fly the 'Bee with one. And some of those have definite misconceptions of the proper technique, particularly power management for landing.

From several good authorities on the subject, I can recommend the regular use of Marvel Mystery Oil with both fuel and oil in the Franklins. Let me read from the Marvel-ous can: TOP CYLINDER LUBRICATION "For best results, add 4 ounces to each 10 gallons of gasoline. Marvel Mystery Oil combats internal motor rust and corrosion, lubricates valves, piston rings, and upper cylinder walls, and eliminates valve sticking. Keeps rings free and reduces piston and cylinder wear to a minimum. Also keeps fuel pump and carburetor parts clean, eliminating need of frequent adjustments. Marvel Mystery Oil retards formation of power-dissipating ,motor deposits, such as gums, varnish, sludge." ADDED TO CRANKCASE OILS "One quart Marvel Mystery Oil added to regular crankcase oils will prevent gum, sludge, varnish and harmful residue; (cont)

will neutralize acid formations and improve viscosity index, protects hydraulic valve lifters, and will reduce harmful effects due to crankcase oil dilution". The M M Oil is generally about \$4 per quart.



SAFETY REMINDER:

We're still getting reports about inexplicable Franklin engine power loss problems that could be related to the critical Prop Safety Spring. (See Seabee Club News #3 & 5, and Republic Service Bulletin #21, dated 14 Oct '47) If you have not checked your prop safety spring for proper attachment, please do so. Before your next flight. If you don't have that Republic bulletin, send me a SASE and a dollar and I'll send it to you. The reason for the concern is that a much later Hartzell bulletin mistakenly advised a reversal of that spring's position, thereby ensuring that the prop could, mistakenly, go toward reverse pitch in flight if the cable separated. The prop pitch going toward reverse in flight has catastrophic potential.



Another Seabee adventure was recorded some time ago in FLYING, June 1951, (p 18), titled "Welcome Traveler". On Labor Day, 1951, on Chicago's Lake Calumet, four people in a rowboat were swamped and overturned by waves and 25 knot wind. Too far from shore to swim to safety, they were resigned to their fate. After their spending two hours in the water, a welcome sight hove into view. You guessed it: good ol' SeaBeast. The pilot was not at all tempted to land, because of the seas, but when the stranded boaters were spotted, he did put down successfully near them. With the help of the reversing, he maneuvered so that the people could get on board. The takeoff was successful too, despite the load and waves. Two trips were necessary to rescue all of them. His passengers did indeed consider him a "welcome traveler". When I read that 35-year old story last year, I thought "I wonder if that pilot is still around". The pictures in the article showed the 'Bee as NC6533K. Referring to my Master File, I saw that the 'Bee was indeed still alive. In the current registration list. I was so surprised and pleased to find that same Seabee still owned by that same person. After all those years! I corresponded and phoned and "twisted his arm" and that Welcome Traveler is now a Welcome Club Member, Mr. Tommy Bartlett. He's an entertainer and entrepreneur and has the well-known Wisconsin Dells Water Show, about 70 miles SW of Oshkosh. When you see a Seabee with the tail number N2TB, you'll know who that is.



Other new members have joined us, in addition to Tommy Bartlett; Ron Bozarth in Seattle, with his Seabee s/n 855, Bill Buckaloo, s/n 782, of the Clear Lake, California, area. Bob Bunney of Winnipeg who is looking for a 'Bee, and Lance Burgo who recently acquired s/n 342 and flew it from New Hampshire to its new home in the Virgin Islands. A long time friend of my son West joined us and is getting s/n 118 from Bob Mills' SPB in Philadelphia. He's John Cuny who flies for American out of Dallas/Ft Worth. Another airline type, Capt Everett Ellingson with Republic, out of Minneapolis, is looking for a Seabee. He'll use it down here in Ft Lauderdale in the Winter and up North in the lake country during Summers.

Bob Hebron, near Orlando, has signed on, with s/n 834. We have a new international member, Obi Jacobson, who, with his s/n 829, lives near Stockholm, as mentioned several pages back. Mike Julian, Los Angeles, has seen fit to enlist. Steve Petrich has signed up his seaplane oriented company, which we touted in the last issue, as "Lake & Air Inc", in Eden Prairie, Minnesota, also Mr R A Lalli, of Connecticut, with s/n 988, and Richard Reichelt of western New York who sold his 'Bee to Mr Lalli. Harmon Leonard of Seattle with TwinBee s/n 482, has just been purchased by new member Ted Lissauer, who lives just up the road from Louisville, Kentucky.

(cont'd)

The prototype Daubenspeck/Lycoming Seabee conversion, s/n 482, has just been purchased by Ted Lissauer, who lives just up the road from Louisville, Kentucky. From the St Louis area, Ed Mann has joined, as has Greig Olivier, from Baton Rouge, Louisiana. Jerry Sheffels would like to have an RC-3 at home, just west of Spokane. A new TwinBee owner has joined us, George Tuttle of Massachusetts has purchased the latest (s/n 24) Twin from STOL Aircraft Corp and is having it equipped for a transAtlantic trip. How 'bout that! Capt Bill Woodbyrne, Air Canada in Toronto, owns s/n 235, CF-HPH. He visited us here while vacationing just as we were writing this. A hand-delivered membership. Lastly, from the great state of Texas, comes B J Woody, who has s/n 691, deep in the heart of - just NW of Austin.



PLAYBILL

EAA's Sun 'N Fun in Lakeland, Florida is March 16-22. This is the second largest, next to Oshkosh of course, aviation fly-in. Phone 813/644-2431. In conjunction with that, on Thursday the 20th, until Saturday, is the Seaplane Pilots Assn splash-in on Lake Parker in the NE corner of downtown Lakeland. Phone SPA HQ 301/695-2083. The EAA fly-in airport is 5 miles SW of downtown.

SPA membership is not required for participation in any function, but we always hope that every seaplane enthusiast will help support SPA's cause which helps all of us. (See SPA membership form on back page of this Newsletter.)

The next seaplane get-together is in Patterson, Louisiana, April 19-20. A salient feature of that location (near Morgan City) is a lighted sealane (water runway), next to the paved runway. You may have read of the MU-2 that recently used the former. Phone 504/395-4501.

On May 9-11, on Gull Lake, by Brainerd, Minnesota, is the annual Minn. Seaplane Pilots' Safety Seminar. Phone Gragun's Resort, 218/829-3591.

Let's get more Seabees to these splash-ins. A lot of people aren't aware that any 'Bees are still alive and well and humming.

The Lake Mead Splash-In near Las Vegas is the 16th to 18th of May. Phone Hank and Helga Sallmon at 702/648-4759.

On the weekend of June 6-8, you have two choices: Seabee Club member Dick Scribner's (s/n 682, with Cont IO-470-P engine) Annual Otsego Lake Splash-In, NE of Traverse City, Michigan. Phone him at 313/682-8612. And also: Farther east, June 6-8, at Speculator, New York, is the Annual SPA Safety Seminar on Lake Pleasant (quite aptly named). That's the site you've seen pictures of with as many as 80 seaplanes parked wingtip to tip on the beach. Phone SPA at 301/695-2083.



Following those events for 1986 are: 14-15 June, Trinity Lake in northern California, at Redding;

Canadian SPA on the Ottawa River, at Westmeath, Ontario, June 20-22;

Crane Lake, Minnesota, July 11-13, and then:

Oshkosh, August 1-8, with the SPA Corn Roast/Seabee Club get-together on Monday the 4th. Phone: Grant Leonard for Seabee Club/Corn Roast info: 612/447-3573.

Greenville, Maine, Sept 5-7, on Moosehead Lake;

Clear Lake, California, Oct 3-5;

Treasure Cay, Bahamas, WingDing '86, Nov 14-24, Air Race from Titusville to Great Abaco on the 15th, Seaplane Day on Sunday the 16th.





ALASKA ADVENTURE

The proposed Seabee Club trip to Southeast Alaska for later this year has garnered only a few prospects. Will Howard, with his new Seabee (s/n 463) has volunteered to coordinate the adventure. He and Ruth have made the trip before, by houseboat, and are eager to go again. They're in Grass Valley, between Sacramento and Reno (phone 916/273-2737). Others expressing a desire to participate are Don Mauk in Los Angeles, Ted Lissauer in Kentucky and hopefully Capt. Don Kyte who led a similar trip fifteen years ago. (See Sport Flying, Oct '71, p 14, "Eight 'Bees to Alaska".) Our peripatetic touring Club member, Dr Andy Chapeskie, of Barry's Bay, Ontario, takes at least one extensive jaunt each year, so maybe he'll join the group flight to Alaska. What we envision is a gathering, you might say "swarm". Of 'Bees congregating in Vancouver, then flying together from there up the Inside Passage to possibly as far as the spectacular glaciers.

The Club doesn't lack for possible participants in proximity to such peregrinations. The roster of 'Bee-keepers shows more than 30 whose 'Bees live in the northwest U.S.A., from northern California to Seattle, 7 who are in British Columbia, and 5 in Alaska. That's a potential of more than 40, and those are just Club members. There are some non-members who may want to go also. Ask around. Call your friends in these areas to enlist their participation. Even if they're not Club members, if they have a Seabee, they can't be all bad, right? Fascinating put-ins like Campbell River, where Club member Jack Norie might be persuaded to join up, then Princess Louisa Inlet, Alert Bay, Bella Bella, Prince Rupert, Annette Island, Ketchikan, Bell Island Hot Springs, Wrangell, Sitka, Juneau, and Skagway with the glaciers. For our many Alaskan members, it may not be quite the adventure that it would be for the rest of us, but maybe some of them could join on the way up.

Late July or early August would probably be the departure limit because of prevalent fog starting later in August. If it were at all possible to get our 58K in shape, and u\$, we'd sure like to go, call Will and tell him when you are able to go, for coordination. For most of us, it would be THE Seabee trip of a lifetime.



ODDS & ENDS

Remember to check your prop clamps so you'll know whether you are in compliance with Hartzell's new AD; see Newsletter # 7. Hartzell prop blades, as of a month ago, are now \$545 each. I have the impression that every time someone calls to order, or to inquire, they up the price again.

We need response from you in regard to interest in obtaining an auto fuel STC.

The Japanese characters on the cover sheet? "Let's fly". (I was made an honorary member of the Japan Aero Club years ago)

If you're sufficiently interested in using these Newsletter for future reference, we recommend keeping them in something like a 3-ring binder.

We just found a new seaplane book that is a MUST for you collectors, Wings to the Orient, a pictorial history of Pan Am's Clipper planes from 1935 to '45. By Stan Cohen, from Pictorial Histories Publishing Co, Missoula, Montana. \$13. It's 8½ x 11, softbound, with 214 pages, lots of maps, diagrams and charts and photos that you've never seen before. We highly recommend it. Of the many books on the subject that we have, it is certainly the best.



The hull bottom protuberances that you've seen on various seaplanes and floats lately seem to be a new technology. We've seen them referred to variously as stiffeners, strakes, hydro-boosters, etc. They're not new. A picture in Wings to the Orient shows a Martin M-130 on its dolly on a ramp, with the light just right to see that the entire hull bottom was "hydro-boosted". 1935.



Remember in Newsletter # 6, our Cautionary Note about high speed contact with water, thanks to George Pomeroy's suggestion that I emphasize that extremely dangerous act. The temptation of touching down on that nice smooth lake, leaving a neat wake behind us as we skim across the surface, done at too great a speed, can be fatal.

For example, the CAF's PBY that was destroyed during AIRSHO '84. I've just gotten some CAF photos that were taken of the accident. The photo plane was flying alongside the Catalina, to get some aerial publicity shots. The PBY pilot, a retired American Captain, didn't intend to land, as evidenced by the wingtip floats in the retracted position, but just to fly a few inches above the water for the photographers. The water depth, three feet, was too shallow to accommodate the PBY's five foot draft anyway. The photos show the 'Cat just a few feet above the water in a slightly nose-down (from normal) attitude, and the airspeed was 105 mph. Subsequent photos show water contact and the complete breakup, including the wing separation. Seven people died, three survived with serious injuries. The hull drag coefficient, touching down in water, increases exponentially with the increase of touchdown speed. Like a brick wall.

(Footnote: remember the movie "Midway"? This particular PBY-6A, N16KL, was a star in the movie and belonged to a friend of mine years ago, who had shown me through her. I feel the loss of an historic member of our seaplane family.)

FLIGHT INSTRUCTORS' CORNER Continued



After you've been on the water for awhile and it's time to crank up the ol' SeaBeast and head for home, you do a normal pre-takeoff run-up, right? 1700 rpm, prop exercise and mag check? Right? You don't? No brakes? Just put the prop reverse control knob at the flat pitch position THEN set the rpm to 1700. Mag check and carb heat check. Power back to idle, check GEAR UP and locked (see footnote), FLAPS DOWN, HYDRAULIC PRESSURE, PROP CONTROL forward, prop reverse knob locked, MIXTURE and CARB HEAT in (see footnote 2), CONTROLS FREE and check for traffic. Controls free? You don't check the controls on the water? But you do on the ground. What's the difference? You still need to know that they're free and responding correctly for any takeoff.

Footnote 1: One would assume, because you're in the water, that the gear is already up. But if you've been maneuvering in close spaces, for example, having the gear down certainly makes tight maneuvering simpler and safer. Example: try a 180° turn with gear up, then with gear down. Reduces the radius considerably. Anyway, the point is, you may still have the gear down when you're ready for takeoff. Do a complete pre-takeoff check. Years ago, when I was affiliated with Don Kyte's (Seattle) Seabee Club, there was an annual presentation of the Carncross Award to the 'Bee-keeper in the area who made the biggest goof in his 'Bee that year. You perceive the origin of this dubious distinction as being a noticeable departure from "normal" operation by one Charlie Carncross. One year, the biggest goof of several, which merited the un-wanted award, was presented to Jack Daubenspeck. On a test flight with his just-completed Lyc conversion, he had been doing some water work. Time for takeoff. Let's time it and see how much improvement over the Franklin. Full power. You-know-what- to the wall. Can't even get on the step! You've got the picture. But he tried twice more in the same dirty configuration. And in front of the audience of all those Seabee persons watching. Hence, a justly deserved award. Do a normal takeoff check.

(Continued)

Footnote 2: Mixture. If you're taking off, ground or water, from a high altitude, say three or four thousand or more, you can get more power by leaning a bit at full throttle, to see at which mixture setting the engine produces the highest rpm. Carb heat. If you've been taxiing around on the lake and realize that the engine isn't idling at its usual smoothness, try carb heat. Chances are that this will cure the roughness, since you're in a high-moisture environment. Again, in this situation, carb heat's an easy item to overlook before you take off. All controls forward: prop, reverse knob, mixture, carb heat and flaps. And seat belt on. Do a normal check before EVERY takeoff.

Here's a note from Dr. Andy Chapeskie on HAND-PROPPING a 'Bee in the water. Nose right up to the shore, snugly, pump some fuel into the carburetor and pull the prop through four or five times. With the prop in the correct position for a compression stroke, turn the switches on. Then, standing in the water under the wing, pull the prop through, which should start it. Release the lines holding the 'Bee, get inside, put her in reverse and away you go.

SHIP'S STORES:

- The supply of the gold or silver lapel/cap emblems (pins) is continuous; they're \$8 ppd each.
- We have a few Southwind Heater manuals for \$10 ppd.
- Also Franklin engine manuals for \$12 ppd.
- The 23-page AIR FACTS reprints, by Wolfgang Langewiesche, are now in stock. \$2.50 ea. Ppd. "How the Seabee Works" is actually a ground school text for flying her. It's great. Everyone should have one.
- For a free copy of our list of Seabee articles in magazines, send SASE.
- Seabee logo transfers for application on shirts, jackets, etc, come in 4 sizes: Small (exactly as it is on this Newsletter heading), 4" for \$1; Medium, 4¾" for \$1.25; Large, 5½" for \$1.50; and Extra-large, 8½" for \$3. Prices include postage. These Seabee logos are applied to cloth with a hot iron or a T-shirt design place with their hot pressing machine.



CLASSIFIED: (These ads are free to Club members)

- WANTED: Seabee, by Jerry Sheffels in Washington, phone 509/647-2213.
- WANTED: Seabee, by Jack Wick in Alaska, phone 907/847-1104.
- WANTED: One good prop blade, by Bob Mills' SPB in Philadelphia, phone 215/521-3633.
- WANTED: Good, legal two-blade prop for Mark French's Franklin 'Bee in Johannesburg, phone us at 305/485-5679. (Note: We've just gotten word from Club member Bill Lomas in Seattle that he is selling a two-bladed prop to Mark French.)
- FOR SALE: Sharon Fenton is selling her late husband's 'Bee, s/n #940. It has 800 TTA&E and lots of mods, annualed last year, but has cracked crankshaft and needs new engine. Phone her at 206/679-2884.
- FOR SALE: Hull, step forward, in good shape. Ed Clark, 213/679-2884.
- FOR SALE: Franklin engine, prop and parts, Les Dennis, office: 907/276-8500, home: 345-1767.
- FOR SALE: Technical manuals that cover in great detail the entire RC-3 landing gear assemblies. It addresses instructions, special tools, where to get parts, Cleveland conversion, exploded views of all parts, corrosion proofing, preventive maintenance, and causes of gear problems. 85 pages and first of a series about the Seabee. \$30 (\$60 to non-members) Don Mauk, 13561 Erwin, Van Nuys CA 91401 Phone: 818/781-6849



MEMBERSHIP APPLICATION

421 Aviation Way, Frederick, MD 21701 / (301) 695-2083

I want to join the Seaplane Pilots Association and receive all the benefits of membership. I understand dues are \$28 annually. As a SPA member I will receive the official membership card, decal and lapel pin, as well as the Water Flying News (published quarterly), Water Flying Annual and special member communications to keep me up to date on any technical, legal and recreational developments important to water flying.

Name _____

Address _____

City _____ State _____ Zip _____

New Member Renewal Membership No. _____ Occupation _____ Date of Birth _____

TYPE OF PILOT CERTIFICATE:
 Student Private Commercial Airline Transport Pilot None

RATINGS:
 Single-engine Land Single-engine Sea Multi-engine Land Multi-engine Sea Instrument Instructor

Aircraft Owner: Yes No Type: Land Float Amphibian

Annual membership \$25 (contribution welcome). Please make checks payable to Seaplane Pilots Association. Enclosed is my check money order.

Seabee Club Int'l

ALREADY A MEMBER? Pass this application along to a nonmember seaplane pilot, or sign up a new member and get an SPA coffee mug as a bonus. Just have your friend fill out this application, sign your name as sponsor, and we'll send your mug.

Sponsor Capt RWSanders SPA Number 200

SPA/B-4

Franklin

----- SEABEE CRUISE CHART -----

Power s.m./gal	Hi Speed 6.5 mi.	Normal 7.5 mi.	Max Range 8.5 mi.
Sea Level	27/2350	25.5/2000	23.5/2000
2000'	26/2450	24.5/2300	22/2100
4000'	----	23.5/2400	21.5/2200
6000'	----	22.5/2500	21/2300
8000'	----	21/2500	20/2350

(Full Throttle climb = 20 gph)

REPUBLIC RC-3 DATA PLATES, blank, available from Fulton Ivy.

Wanted: Seabee PROPS; blades, hubs, control cylinders and valves. Plastic or metal, 2 & 3 blade, used but airworthy, or can be made airworthy. George Pomeroy, see Membership List. Call 312/758-1622.

Joe McHugh (Simuflight) received 1,000 lbs of landing gear parts from Sweden where the ten 'Bees are flying boats. If you need any landing gear parts, call him at 206/762-2906.

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
 *****MEMEBRSHIP/INFO FORM*****

Name _____ SPA? _____ Phone? _____

Address _____

Seabee tail #, s/n, \$ date of mfg. _____

Comments or questions appreciated. _____ Engine _____

SAMPLE

Japanese Aero Club
"Let's Fly!"

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