

Seabee

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SEABEE CLUB INTERNATIONAL
NEWSLETTER

No. 9 (July 1986)



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

Your SEABEE CLUB is starting its third year. We've had some good publicity in the April 15th AVIATION CONSUMER (Used Aircraft Guide, p5), by Editor Richard Weeghman, that was quite accurate for the most part. Mr Weeghman had consulted with me at great length over the phone, and visited with Jon Lowe in his Seabee rebuilding shop in Ft Meyers FL. We were the source of most of the published material. There were only a few inaccuracies, from other sources, such as the possibility that only 1043 'Bees were built. My research data confirm that 1060 were built, including the 11 pre-production, RC-2s. The dangerous aspect of the prop reversing safety spring was emphasized as we had suggested, so that, hopefully, even more Franklin 'Bee-keepers who are not Club members will know of the inherent danger if the safety spring is incorrectly positioned. (See previous Newsletters.)

Club member Will Howard, in Grass Valley, California, had his "Owner Comment" letter published in that AVIATION CONSUMER issue. He rightfully extolled the virtues of our SeaBeast at great length, then ended with sadly admitting the necessity of selling his 'Bee. Will, we hate to see such a devoted 'Bee-keeper have to part with his beloved 'Bee! (See ad in our Classified for particulars.) By the way, contrary to what was published in that article, George Heinley was not the designer of the Franklin '500'. But he is a foremost Franklin first fiddle.



Effective in June, membership dues in the U.S. and Canada have had to be increased to \$12 U.S. per year. Foreign membership is now \$18 U.S. (or equivalent bank draft funds).

The price of the Franklin Engine Manual is now \$15, and we've been able to copy directly from an original Franklin manual, so the illustrations should be much sharper than before.

The Southwind Heater Manual is still \$10.



Speaking of monetary matters, let me illustrate one mundane factor that dictates an increase of the membership fee. Renewal Notices. When we mailed the last Newsletter, #8, to you, we included a paragraph to the effect that most of you have to renew your membership in May. A red rubber stamp DUES NOTICE would be on the cover AND on the title page. IN RED. So you'd notice it. We got about 7 renewals out of more than 100 that were due! After several weeks, it was obvious that most of you were not responding. So we had SECOND DUES notice cards printed and mailed, an expense which cost the Club more than \$30. And it was, to say the least, very discouraging. Thankfully, most of you have taken notice, and finally renewed.

The purpose of this Club is to try to help you 'Bee-keepers and Seabee fans stay informed and to have a cohesive group, the Seabee Club, of cooperation and camaraderie for the benefit of all of us. Because of our love for the 'Bee, Peggy and I are the "middle-man" coordinating this non-profit effort, and attempting to help you. But we just cannot afford to do this out of our own pocket. Remember that we are always available by phone for consultation on parts, problems or peculiarities. This is your Club. Also discouraging to us was the apparent fact that many of you were not reading the Newsletter or you would've seen the obvious Dues Notices stamped in RED.

We've sent a letter to Hartzell's Customer Service requesting that they manufacture a large supply of the prop clamps to be available for replacing members' AD-affected clamps, thereby minimizing your down time. Judging by the slowness, seems like Hartzell is making the clamps only on order. We told them that, by my estimate, 90% of all remaining Seabees are affected. And 'Bees are not the only type addressed in that AD. Navions, Apaches, Cessnas and Stinsons, etc, are also subject.

Speaking of props, watch out for this ploy, reported by Member Ken Thompson of KENAIR AVIATION in Vacaville, California (new address). He had sent Member Bill Gentry's prop to a nearby facility for the magnaflux-only, s/n-wise. The propeller shop refused to sign off the clamps, even tho they were legal. Bill called the Fed who wrote the AD and sent copies of work orders, s/n, yellow tags, etc. The Fed in turn told the prop people that the clamps were indeed OK, and Ken then did get the prop installed. Prop shops may be assuming that they've struck gold with the advent of that AD. KENAIR, for your info, does the Simuflight Lyc conversion and other good Seabee work. Make a note: Ken's new number is 707/449-1181.



Sadly, we must report the passing of a friend and fellow 'Bee-keeper/airline pilot. Captain Marion Wright, of Ft Worth, died in the crash of his Meyers 200 on Saturday, 31 May. He and many other Delta pilots had flown in to the small private airstrip of another retired Delta captain, north of DFW, where the accident occurred. No further details at this time.

Marion had owned his 'Bee for about twenty years before selling it soon after retiring several years ago. He in his N6204K, I in my N6458K, and Tom Danaher in Seabee N11VW, along with either Russ Mooney or Stell in N6705K, flew many a mile together in close formation to various aviation events in North Texas. We were usually accompanied by either or both of my sons, West or Rand, as copilots, and Marion's sons Doug and Byron, also. My former Seabee partner Capt Bill MacLeod, and his wife Sandy would trudge alongside our 'Bee formation in their Bonanza, or, literally, fly circles around us. Gear and flaps down, hanging on the prop. The four 'Bees were always either attending or being a part of airshows and fly-ins in the area. In past publications, I always referred to our group as the "Texas Swarm". We could of course be heard from many miles away. Imagine the sight and sound of a close clump of SeaBeasts taking off together, then flying a show routine, then landing in the same close proximity. Our efforts were always much appreciated.

So long, Marion. I wish we could have done a Seabee "missing man" formation for you like we did for Gordon Travis.



We are enclosing the first installment of the Table of Contents of various Republic, Franklin and Hartzell bulletins for your edification and reference. Most of these bulletins (without tables of contents) are available from Air Service Caravan, Municipal Airport, New Bedford MA 02747. Ph. 617/992-1500.

You who are Seaplane Pilot Association members have by now received the 1986 WATER FLYING ANNUAL and have read our "Seabee Preflight" article. There was a lot of detail that we didn't include, but the basics were there to, hopefully, help someone who doesn't get a very good checkout. The Water Flying Editor, ahem, made some glaring printing typos, such as reversing the years of production, for which she has apologized. Also, "...using the reversing for docking or picking up a body...". I told her that it sounded like a good idea, but after you pick up the body, then what do you do with it? I'd rather pick up a buoy any day. (Current Water Flying News, #62, apology is noted on page 8.)

Fotos: Capt Chuck Bassett's N6138K on the beach, taken at last year's Speculator splash-in, the annual SPA event in June, and yours truly is shown inspecting my N6458K in our hangar at Ft Lauderdale Executive. Note the tailwheel towbar.



If you are contemplating selling your 'Bee (hopefully not), please be considerate of your plane and give the new owner as comprehensive a familiarization walkaround as you would expect yourself. Conversely, you who are looking for the right Seabee for yourself, please make sure that all of your questions are answered sufficiently by the seller and that all the systems and procedures are explained adequately to your satisfaction. Ask questions. Have each main wheel jacked up enough to check for free rotation (no grinding sounds allowed!) and good braking. And good back pressure on each brake pedal as you check it. No "mushy" allowed either. Have him jack up the tail boom (at the end of the aft keel) and check for excess play in the tailwheel. Ask the owner to undo the 3 or 4 forward bolts on the lower fairing of the wing lift strut, so that the fairing can be moved up the strut a bit. This allows you to check for corrosion on the lower lift strut fittings, which attach to a mating fitting in the fuselage. Check the fitting inside the lift strut with a flashlight. If there's no apparent corrosion, there's not likely to be any elsewhere on the bird.

Pull the prop through (mags and master OFF, of course) at least 12 blades, checking for equal compression on all 6 cylinders. Any appreciable difference may necessitate a compression check for corroboration. Most Franklins are suffering from lack of use. Some are as good as new. All are 40 years old. The average airframe and engine total time, after all these years, is only about a thousand hours. While that relatively low time is great, airframe-wise, it's not good engine-wise. It's a very good, simple, reliable, stout engine, and could last forever if treated properly. And a good Franklin can be flown at full throttle all day with no deleterious effect, except to the fuel supply. Full throttle uses 20 gph. Conversely, the engine can be idled, presumably on the water, all day, with no problem. The cooling fan at the air intake pulls in enough air to keep ol' Frank cool and in the green. That is, assuming your oil cooler is OK.

Remember to check two items before flight in any strange 'Bee. Yes, I know, they're all a bit strange. But if it's not your SeaBeast that you're going to fly in, check the play in each trim tab and check that the prop safety spring is installed correctly, ie, the spring is pulling the pivot arm forward. See previous Newsletters for exact details of the prop safety spring, or Republic Service Bulletin No. 21, dated 14 Oct '47. Or send us \$1 and we'll send you a reprint of that 2-page bulletin. The exhaust pipes usually are well worn and subject to cracks and holes, so check their tightness and integrity.

There is a recent AD concerning the relative age of the prop clamps. Refer to the clamps s/n, stamped on the outer edge of each half of each clamp. Up to s/n D5293: bad news. Must be replaced. From that s/n up to K6336: requires a magnetic particle inspection by a prop shop. (continued)

K6337 and higher (manufactured after Aug '59) are not affected by the AD. However, if clamp halves do not have matching serial numbers, they are not legal, regardless. In the manufacture of the prop clamps they are formed as a one-piece "sleeve", then cut in half to form the clamp, each half having the same s/n. Mis-matched halves are verboten. If the RC-3 'Bee you're contemplating buying has prop clamps in the "replace" category, you're looking at a sizable chunk of money for replacement. Like about \$1200 just for the clamps. Then the prop shop gets a phenomenal fee for their labor. I estimate that more than 90% of the world's Seabee population is affected by that AD. And all because the Zerk fittings were originally drilled too close to the edge.



TRAVELOGUE DEPT:

Last September at the annual SPA Greenville splash-in, we signed up an enterprising college student who has received grants to research seaplane/bush flying around the world. A Seabee enthusiast, he will be paying particular attention to them for the Club. Last month we received a postcard that we must share with you: (from Tom Claytor, dateline Nairobi)

"Dear Dick and Peggy,

Jambo! Just got back from Lake Victoria with Dr Richard Leaky - visiting dig on Mfangano Island. Last week flew 185 to N.W. with ornithologists. Landed bush strip by Lake Baringo. Had dinner & slept by plane. 5 minutes later something under my sleeping bag - snake - black mamba! - shit! - dragged my sleeping bag up and slept on the wing. 3 hours later, woke up with fuel - forgot to turn off crossfeed, came out vent. Now had to go to bathroom - about to hop down - saw black shadows - now what! There was a family of hippos having breakfast (they are mean) - peed off wing, sat for 3 hours freezing & listening to hippos grunt. At 7 AM, flew north to Turkana. All is well - but no Seabees. Kwheri, Tom"



YOU WIN SOME, YOU LOSE SOME DEPT

We received a clever announcement; the front of the card shows a stork carrying a Seabee and reads "LOOK!!! A NEW ARRIVAL...!" Inside it says, "IT'S A BEE!" (with bumblebee logo) then there's a line drawing of a 'Bee followed by these statistics:

ARRIVED:	Oct. 13 th , 1985
BORN:	April 1947
TYPE:	Republic RC-3 "SEABEE"
WEIGHT:	2150 pounds
SERIAL #:	783 REG: NC 6517K
ENGINE:	B9F S/N: 23778
TOTAL TIME:	245 hrs, engine & airframe
NAME:	GOD'S GIFT
HAPPY PARENT:	<u>Michael Holdridge</u>

Rebuild time to next flight: 2.5 to 3 years, or as money permits."
(The back cover says it's a "HALLMIKE CARD")

A tragic note received by us recently contains a synopsis of a 'Bee's history:
"Republic RC-3 Seabee s/n 43 (N87492)

Born 30 Aug '46 at Farmingdale, Long Island, NY
Accepted delivery at factory 3 Sept '46, Harvey Hughes, of Lansing, MI
Sold 20 July '55 to Leonard W. Armstrong of Melvindale, Michigan
Sold 11 April '61 to Wallace Fleming of Detroit
Sold 10 May '65 to Richard Ellington, Walbridge, Ohio
Sold 8 Dec '70 to Donn Booth, Cortland, NY
Died at 8:19 PM, 16 June '86, as a result of windstorm at Cortland Airport



Member John VanAndel has brought to our attention the need to advise Seabee owners of the importance of checking the complete landing gear system for corrosion. John experienced a broken clevis and, upon inspection, found that corrosion in that area was the culprit. An unwanted keel landing could be prevented by this relatively simple check. Thanks, John. (See Service News #25 and #54, which should include Supplement #1 to Service News #54)

STOL Amphibian Corp recommends that these items be checked also: fuel bladder attachments rusting off; aileron cable chafing the hyd flap actuator line; frayed aileron cables on vertical control column; trim tab horn, fork, and bolt, for excessive wear; exterior vents for fuel bladder and fuel compartment should not be plugged by insects. Etc. This condition can cause fuel starvation. In order to enjoy safe flying, there is no substitute for goo maintenance and adequate preflight. (From Fulton J. Ivy, 5 April 1973)



AC FUEL PUMPS. We continue to have problems with the pumps for the Franklin, which we thought were solved last year, but continue to plague us. Now we have a new source that hopefully will keep us going. Jon Lowe, in Ft Myers on Florida's West Coast, rebuilds Seabees and converts them to Lyc power. A 'Bee owner (N87478, s/n 28), he has a source of new pumps which he modifies, and will handle the orders. You need only trade in your pumps. Phone him at 813/643-4402 (eves: 455-1206) for prices and information.



From member Ed Freeman comes this:

"Dear Fellow Seabee Owner, I am proud to announce the availability of a new tailwheel and tire assembly for use on your RC-3. This assembly has ratings fully equivalent to the original equipment installed, and is FAA approved by STC #SA3601SW.

The replacement kit includes one tire and wheel, ready to install, and a new axle and spacers. The cost of the kit is moderately priced at \$350. For further information or to place an order, please contact me at 342 Westridge Drive, Abilene TX 79605 or phone after 6: 915/692-9524."

Norwegian member Steinar Sevdal has sent the complete history of all Seabees that have been in Scandinavia since 1847. We now have owners' names, dates of ownership, and airplane status, whether out of commission years ago or currently flying. Young Steinar is very dedicated to seaplanes in general and Seabee in particular, and is trying to start the Norwegian affiliate of the Seaplane Pilots Association. He has been of such significant help to our research efforts that we have designated him our Club's Scandinavian Vice President.



Our Club's Senior Member, Mr Percival H "Spence" Spencer, celebrated his 89th birthday several months ago. When we phoned him with annual congratulations, we heard the good news: he's passed his flight physical as usual and is legal for another year. He'll be getting his BFR (Biennial Flight Review) at the annual Oct SPA splash-in at Clear Lake, California. Spence expressed his disbelief that the next one will be his 90th - an amazing number even for him to comprehend! His driver's license was just renewed also.

Spence's cohort, Col Dale "Andy" Anderson, is doing quite well also and they both plan to be at Clear Lake, as do Peggy and I. We hope to see all of the West Coast Seabees and 'Bee-keepers there. Don't tell anyone, but I heard that there MAY be a PBY and an Albatross flying in also.

Spence told us of an incident that really shows the capabilities and stoutness of the Spencer AirCar. Riding right seat and admiring the Colorado scenery while the owner was landing on a runway, Spence sensed an aberrant touchdown. He immediately realized that the owner had landed gear-up on the keel, so took over, adding full power to the 300 hp Tiara. The AirCar got airborne in about a hundred feet.

The name of the airport is Steamboat Springs - elevation 6879 feet!



SHERMAN AERO DEPTH SOUNDER installation: seems like the simplest location for the transducer is about 2 ft forward of the #2 bulkhead, just under the LH access hatch below the rear seat, and about 18 inches up from the keel. That provides plenty of open working space for the attachment. It also provides the best compromise in protecting the exposed transducer, ground or water. Safe gear extension in the water then should read 3 ft, which allows for the gear extension arc, plus about a 4 inch safety margin. My recommendation is for the rectangular instrument to be mounted on top of the panel right in front of your scan. We recommend it as a high priority instrument, especially for those Seabees with an elector/hydraulic system that has no "feel" of any resistance, as does the original, manual system. To illustrate why we feel this way, we'll tell you about an incident that we watched. A Seabee pilot, approaching shore after landing and intending to taxi onto the beach, started pumping the gear down. To us on the shore as well, he seemed far enough out to have plenty of depth to do so. It wasn't enough. He kept pumping the gear, which of course was grounded on the shallow lake bottom, until the clevis broke, leaving him with no gear up or down position. Could be a disastrous dilemma if he had not been near the help that was provided.

Sherman Aero Inc, 210 Barker St, Pembroke MA 02359, or phone us.

New Members to add to your Seabee Club Directory are:



Dr Robert Adams, (ex-s/n 227), of Quebec; Brian Barry, N6291K, recently of Cape Town, South Africa, now here in Ft Lauderdale; also in this fair city is Mike Brant (ex-N6240K); Robert Brook, N6577K, with United Airlines and living in the Seattle area; Jess Browning of the Los Angeles area (who wants a 'Bee; his current airplane, a Cessna 337, makes the same noise as a 'Bee flying overhead); Neil Conway, N28CB, s/n 940, Scranton PA; Charles Cummins, from the Denver area, wants a 'Bee for his future home on Kentucky Lake; Dan Ellingson of New Hampshire, and father Everett, with Republic Airlines, of Ft Lauderdale and Wisconsin; Jim Erikson of Kansas City; Tom Follett of Berkeley, California; Don Fox, Connecticut, who also wants a 'Bee; Vincent Jordan, SE New York State; Jon Jolly, Seattle, has N6070K, which was Burkey's 'Bee; Dr John Lockhart, CF-HTW, s/n 941, of Maine, who is a regular at the annual SPA splash-in at Greenville. Don Marburg, ex-N6599K, of Columbus NC (see "Seabee Odyssey" in Newsletter #8 of the adventurous 1947 trip to Santiago, Chile); Leonard Marchines, partner in N28CB with Neil Conway in Pennsylvania; Keith McMahan, N6634K, of Van Nuys CA; David Nehls, N87491, Teterboro NJ; Frederick Plasecki of Philadelphia wants a 'Bee; Bob Redner, the son of former well-known 'Bee-keeper Roland Redner, of central Michigan, is looking for a 'Bee; Jon Repke, N6575K, St Thomas, USVI; Tom Rowe, N6314K, with United, of Seattle. Steinar Sevdal from Norway, mentioned earlier, is our newest Scandinavian member; Dwight Sowerby of New Hampshire; George Tittle, TwinBee N77GT, of Cape Cod, Mass; Jim Umstead, Salem, Oregon, is looking for a 'Bee, as is Garry Whyte of Portland, Oregon, and Charles Wolf of the Detroit area.

We welcome all of the new members and we are working on an updated membership list which we expect to send to you soon.

NOTAMS:

Lake Winnebago Seaplane Base, Oshkosh, August 1 - 8.
If you want your 'Bee at Brennand's SPB, (Loran: N43 56.37 W88 29.68). radio not required, but base monitors 123.3. Dock is available for loading and fueling (100 LL), and boats for mooring. There's a onetime fee of \$15, plus if you camp there, it's an additional \$6 per day which includes transportation to the Convention site.

Don't use the Ripon Approach (except for landing at the airport), and do not call Tower.

Further questions can be answered by Bill Brennand at 414/836-2970.

Remember that the SPA Corn Roast on Monday is the Seabee Club's annual meeting place. Grant Leonard, N6570K, is the coordinator.



LIFE VESSTS: New FAA TSO.

Personal floatation devices still require 35-pound buoyancy for adults, but now must have only one fastener and one adjustment to don the vest. The TSO also allows a single-chamber device; the old requirement was for two chambers.

SHIPS STORES:



- Seabee tie tacs: gold or silver: \$8 each ppd.
- Southwind Heater Manuals (33 pages): \$10 ppd.
- Franklin Engine Manuals (55 pages): now \$15 ppd.
- AIR FACTS reprints by Wolfgang Langeweische, "How the Seabee Works", (23 pages, a ground school textbook): \$2.50 ppd.
- Our list of Seabee articles in magazines, back to 1946: FREE, send SASE.
- Seabee logo transfers for application on shirts, jackets, etc, in 4 sizes; Small (exactly as it is on this Newsletter heading), 4" Medium, 4 3/4", \$1.25. Large, 5 1/2", \$1.50. Extra-large, 8 1/2", \$3. Prices include postage.
- These Seabee logos are applied to cloth with a hot iron or at a T-shirt place with their hot pressing machine. Allow to cool before removing transfer.
- Golf/polo shirts are available for Club Members at a modest cost if we can get adequate response. What are your feelings about this? Do you want the Club logo? What colors and do you want your plane number? Let us know.
- NEWSLETTERS, all back issues are \$2.50 each.

CLASSIFIED: (These ads are free to Club Members.)

WANTED: SEABEES by the following;

- Jess Browning, 4217 Via Pizon, Palos Verdes Estates CA 90274; phone eves, 213/378-2192.
- Charles Cummins, 15848 Fortune Ct, Brighton CO 80601; ph. 303/659-2536.
- Don Fox, 171 Field Point Rd, Greenwich CT 06830; (phone unknown)
- Frederick Piesecki, Tunbridge Rd, Haverford PA 19041; (phone unknown)
- Bob Redner, 4761 Linwood, W Bloomfield MI 48033; ph. 313/682-7580.
- Jim Umstead, 2276 Songbird Ct SE, Salem OR 97306; ph. 503/364-1212.
- Garry Whyte, PO Box 2494, Portland OR 97202; ph. 503/653-7565.
- Charles Wolf, PO Box 184, Franklin MI 48025; (phone unknown)
- Heinz Stuebbe, 987 Windsor Rd, Highland Park IL 60035; (phone unknown)

WANTED: 2 SEABEE PARTNERS for Franklin 'Bee N6314K by Tom Rowe (United Airlines), 3310 72nd Ave SE, Mercer Island WA 98040; ph. 206/232-5660.

WANTED: WATER RUDDER by Bob Redding, PO Box 36560, Houston TX 77038; Ph. 713/780-3194 (eves, 782-2396)

WANTED: 2-BLADE PROP by Keith McMahan, Van Nuys, California; ph. 818/994-2143

NAME CHANGE: Franklin engine overhaul shop in Vancouver, Washington, "Seaplanes Inc" changed to "Turbotech" at 206/694-6287.



FOR SALE

- Enabled SEABEE PINS for lapels and caps with intricate detail and the original 'Bee's forest green trim, \$6.50 ppd. Chuck Cary (ex-N6278K), 15 Briarwood Dr, Enfield CT 06082. Phone: 203/741-2029. He also has good quality T-shirts with an excellent drawing of a Seabee in flight; Small, Med, Large & XL.
- PARTS; Overhauled mag w/shielded harness, distributor, extra points, condenser, etc. Two sets of new piston rings & some used piston pins. Set of Seabee hull stands on casters, & 2 wing work platforms. One good wing float in white Alumigrip. LH & RH rebuilt fuel pumps. Push rods & tubes, used intake & exhaust valves, rocker arms, pins, & Stands. Prop cylinder & piston in new condition, w/new 3M seals. Rebuilt Franklin engine starter, rewound for 6V (12V start system). New complete brake assembly, pads, springs & bladder. Many more small parts, engine instruments, etc.
Len Williams, Calle #5 FC-25, URB Casa Mia, Ponce Puerto Rico 00731; Phone 809/844-6375.
- PARTS; Complete 2-blade prop, model HCD2X203, blade L8433H, also a new wing flap. Les Hannah, 1306 Maple Lake, Box 253A, Mentor MN 56736. Phone 218/637-8137.
- NEW TAILWHEEL & TIRE ASSEMBLY; See page 5, 4th paragraph. Ed Freeman.
- SEABEE s/n 936, N6659K w/B9F; After 26 years of faithful service, must be sold for business reasons. It was a very painful decision. Must go to a good home and loving new owner. It's in excellent condition and can be seen at Naples (Florida) Airport.
Bryce Blanchard, 131 Pierce St #107, Malden MA 02148. Ph. 617/397-0197.
- SEABEE s/n 862, N6589K w/B9F; 400 TT, new paint, glass & upholstery. Wing extensions, spill plates & inboard fences. Wide spray rails. Depth sounder, EDO Aire 1 ½. Never in salt water. \$26,000.
Harry Andrews, 321 Newbury St, Danvers MA 01937. Ph. 617/246-2450 (eves. 631-5631)
- TURBOPROP SEABEE s/n 949, CF-FSI w/Turbomeca Astazou engine. (See Newsletter #6, page 7, 3rd paragraph.) 523 SHP, cruise 120 mph, fuel 14 gph, climb 3,000 fpm; \$70,000 US.
Bernard Robillard, 8835 Basile-Routheier, Montreal H2M-1T2 Quebec. Ph. 514/387-6166. M. Robillard also has the following 'Bees FOR SALE:
- SEABEE w/300 hp Lyc, 136 hrs eng, 936 hrs A/F, full radios & instrument, all mods STC; \$75,000 US. See M. Robillard, above.
- SEABEE w/B9F, 522 hrs eng, 1320 A/F, well equipped; \$25,000 US. See above.
- SUPER BEE s/n 682, N6432K w/Cont. IO-470-P, 300 hrs. A/F 2100 hrs. Modified by George Pappas in Anchorage. Featured in Walt Disney's film, "Wilderness Family". Extended wings, droop tips, wing root fences, wide spray rails, electric bilge system, Cleveland brakes & electro-hydraulic system. "This is a good bird, she needs to be put to work." \$44,500. Dick Scribner, 3648 Shaddick Rd, Pontiac MI 48054. Ph. 313/682-8612

CLASSIFIED continued

FOR SALE

- SEABEE s/n 463, N6256K w/B9F; 330 since OH, 3-blade prop, extended wings & splates, wide spray rails, vented step, electric bilge pump, 24V start. Landing light, heater, never in salt water. \$23,750. Will Howard, 131 Townsend St, Grass Valley CA 95945. Ph. 916/273-2737.
- SUPER SEABEE s/n 361, N3263G w/Lyc 275 hp. All mods. Electro-hyd system. Modern interior. Overhead controls. No damage. \$43,500 (might trade for AT-6 or DGA 15) Flying Dutchman Marine Corp. John Van Andel, 6-Mile Lake Rd, Ellsworth MI 49729. Ph. 616/544-6027
- SEABEE s/n 633, N6395K. Good condition; no engine, but have 2 blocks & enough parts to make one good Franklin engine. \$16,000. Pete Lampasona, 1393 Gold Star Highway, Groton CT 06340. Ph. 203/446-1488
- SEABEE s/n 855, N6582K B9F. Airframe is sound, but has not flown since 1969. In a shipping container; engine out & needs rebuilding, wings off. \$10,500. Ron Bozarth, 4000 University Way NE, Seattle WA 98105. Ph. 206/634-2385
- (Seabee) HULL s/n 514, Dr Robert Adams, Manitou Valley Rd, Ste Agathe, Quebec J8C-2Z7 Canada, Ph. 819/326-5058.



TRADE

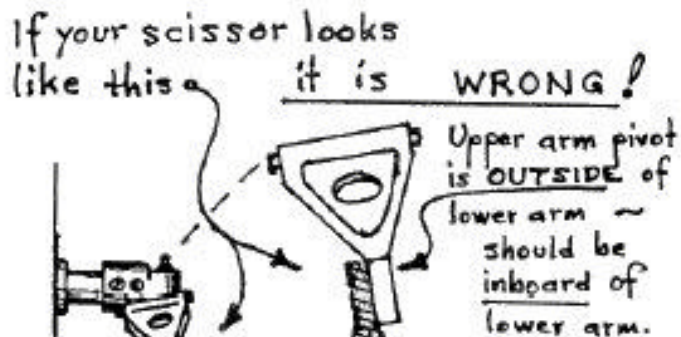
* Two new re-ground camshafts and a few new misc. crankshaft bearings for Franklin engine to trade for one serviceable L8433 prop blade.
Cy Hetherington, Manley Hot Springs, Alaska 99756. Ph. 907/672-3141



CHECK YOUR LANDING GEAR SCISSORS POSITION

Correcting a WRONG configuration will eliminate the "toe-in" of the wheel, thereby reducing both tire wear and the tendency to ground loop in a crosswind. REMEMBER: the bottom scissor pivot should be OUTSIDE.

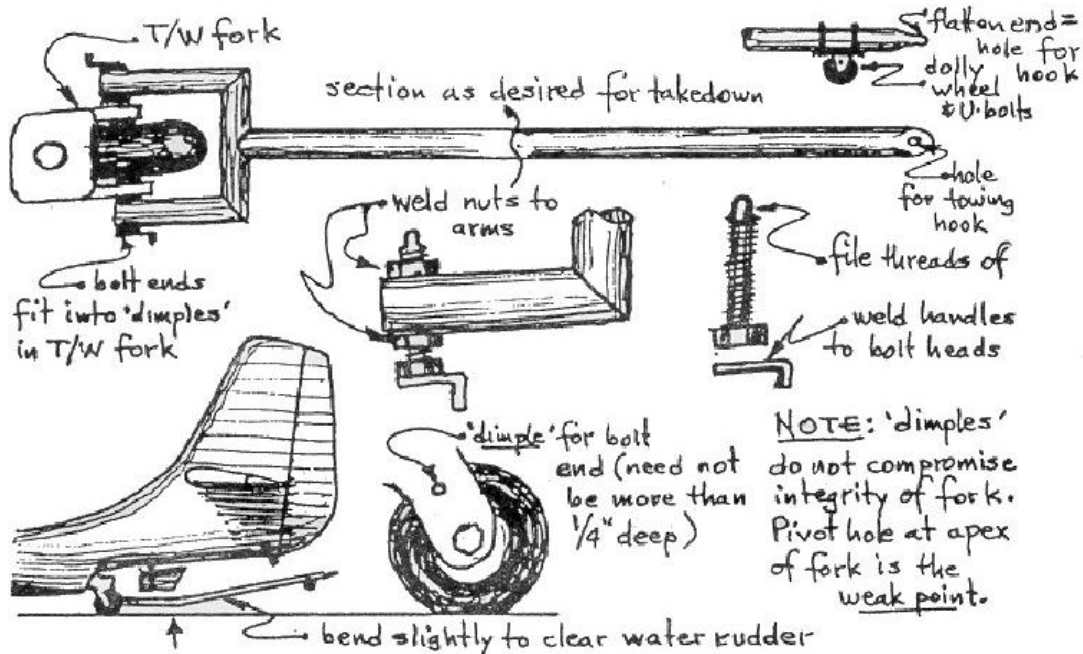
"Bottom out"
 LH or RH gear



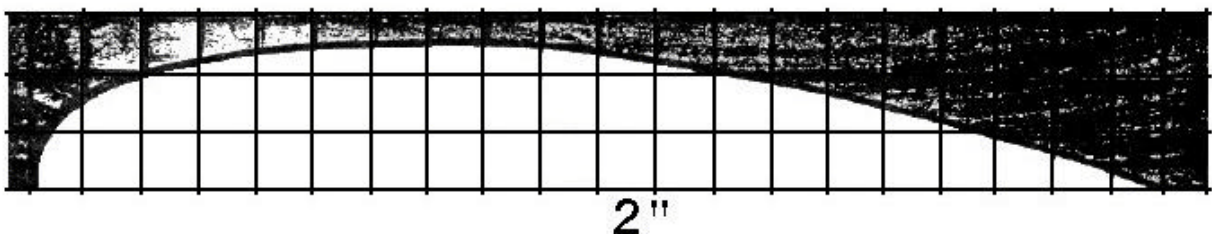
TO CORRECT:
 Remove the upper and lower attach bolts and turn the scissors upside down. Replace bolts.



TAILWHEEL TOWBAR: If you hangar your 'Bee, and we wish everyone could protect his 'Bee that well, one of the most useful items to have is a towbar. A friend made one for me years ago and I could not imagine having to do without it. In fact, when I moved from the Dallas/Ft Worth area to Ft Lauderdale, I had to bring it in the plane with me so that I wouldn't have to be without it when we arrived. That towbar is 9' long, made of heavy plumbing pipe, and weighs 20 lbs. How did I get it into the poor ol' 'Bee? I sectioned the towbar so that it would be in shorter lengths. Does that emphasize its importance? But, if given the chance, I'd make it of much lighter material. If it were constructed of aluminum tube, or square tube, it'd be a fraction of that weight. And I'd section it into lengths that would fit sideways in the baggage compartment, or secured to the rear frame of the front seat. The rather simple drawing will give you an idea of what's involved. The "dimples" in the T/W fork are NOT compromising the integrity. If you landed so hard on the T/W as to break something, that something would be around the pivot bolt hole in the T/W fork. That's the weak point.



WING PLATFORMS are also indispensable pieces of equipment for your 'Bee. Years ago I made two, covered them with padded carpeting, and they've prevented an untold number of scratches and dings on top of the wings whenever the engine needed working on. Using as a guide the blueprint-style drawing shown in Republic Service News #1, p2, I modified them to be much lighter and easier to move and store. Reducing the width and height saved a large percent of the total weight without compromising their usefulness. When not in use, they're hanging from hooks on the hangar wall. The contour of the wing is given in the "blueprint" and the construction is done quite simply, with only basic tools. Additionally, here's a pictorial graph-like wing contour illustration, contributed by Ted Lissauer, s/n 482, in Kentucky. As noted, the squares are of 2" sides that you can transpose measurements from directly. Once you've used the platforms, you'll agree that they are indeed indispensable. And your wings will thank you.



SEABEE CLUB INT'L
4734 N.W. 49 COURT
FT LAUDERDALE FL 33319

REPUBLIC AVIATION CORPORATION, FARMINGDALE, LONG ISLAND, NY

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END OF SERVICE NEWS LIST AS OF DEC, 1985



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LIST OF SEALS & 'O' RINGS USED
ON THE SEABEE

BY GEORGE MOJONNIER

THE NUMBER IN PARENTHESES IS
THE NUMBER REQUIRED PER ASSY.

THE SEAL NUMBER IN PARENTHESES
IS THE REPLACEMENT
=====

* MAIN GEAR LEG
THROUGH BOLT (1) AN6227-07
INNER (1) AN6230-10
OUTER (2) AN6227-37

* MAIN GEAR CROSS TUBE SEAL
(2) NO. 2157 (MFG. BY GARLOCK)

* FLAP & TAILWHEEL HYD. CYL.
SHAFT (1) AN6227-10
PISTON & ENDS (2) AN6227-19

* MASTER BRAKE CYL.
VALVE (1) AN6227-05
ROD (1) AN6227-07
PISTON (1) AN6227-16
CAP (1) AN6227-21
USED ON LATE SERIES CYL. ONLY

* HYDRAULIC PUMP
VALVES (8) AN6227-01
SEATS (2) AN6227-06
PISTON (1) AN6227-15
RESERVOIR (1) ELB 20-13
(AN6230-13)
RELIEF VALVE (2) ELB 19-5
(AN6227-05)
PLUG (10) ELB 19-6
(AN6227-06)
BOLT (1) ELB 19-5
(AN6227-05)
RETAINER (1) ELB 19-16
(AN6227-16)

* PROP CYLINDER
INNER (1) AN6227-44
OUTER (1) AN6227-67
(SMALL CYL)
OUTER (1) AN6227-72
(LARGE CYL)

* INSPECTION PLATE RINGS
(1) 351-8327
MFG. BY PRECISION RUBBER PROD. CORP.
=====

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