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SEABEE CLUB INTERNATIONAL
NEWSLETTER
No. 10 (Christmas 1986)

**Dedicated to the preservation and
enjoyment of our 41-year old water-
borne wind-wagons, the RC-3.**

We know that we're a bit late with the Newsletter, but it's larger than usual plus we are fortunate to be able to include a special opportunity for you which you will read about shortly. Also we've been working on the new Membership Directory.



We're very pleased to be able to bring good tidings to you about the onerous prop AD problem. Here's a quote from the AOPA Newsletter of November 1986, page 6, titled "FAA Responds to AD Concerns":

"An AD that would have required replacement of pre-1959 Hartzell propeller blade clamps could have cost about 5,000 owners \$1,200 each.

"After AOPA intervention, the agency agreed to allow a program of continuing inspections and return to use of serviceable clamps rather than mandate outright replacement regardless of condition. The compliance date for the inspection was extended to the 24th of this month."

Quite a lot of you have already bitten the bullet and complied with Hartzell's surprising and ill-conceived and expensive and seemingly self-serving AD. Sure makes you wonder how this whole prop clamp thing came about. And the part played by the FAA. The tail wagging the dog syndrome, etc. We had gotten word that the owner of a non-Seabee airplane, with the same Hartzell clamps as ours, was attempting to file a class-action suit against the perpetrators of the AD. Here's a part of Ben G Kramer's letter to me in response to the Seabee Club's offer to help in the battle:

"My son and myself really appreciate your offer of help. We are planning to file class action litigation against Hartzell and, if possible, to involve the FAA in a civil rights violation complaint.....We can use help in several different ways. One of course is money to help pay the attorney when we find one with a good track record in this field. Any donations will be acknowledged and a receipt given and will be returned if not used. Secondly, if you can get enough pressure on the FAA from the top down to get some answers."

Mr. Kramer goes on to list some questions that he has asked the FAA (and had two of his congressmen ask also) without getting any satisfactory answers. They are points that all of us have wondered about, and if you would like to try your luck getting some answers, here are some of Mr. Kramer's questions:

"(1) Why are Blade Clamps serial no. D5293 and below arbitrarily being removed from service for "cracks in the area of the grease zerk hole" when the five-year FAA print-out of problems with "fatigue" cracks from these holes lists only four examples, one of which was caused by cross-threading the zerk fitting in the threads of the hole, and the others by no clearly identified causes?"

"(2) What technical data basis, such as time in service, special operating conditions, possible manufacturing defects, etc, was used by the FAA to determine that these clamps are no longer airworthy - or was the determination made solely at the instigation of Hartzell?

"(3) How did the FAA determine that any reported cracks or failures were indeed due to fatigue rather than manufacturing defects such as tool marks?

"(4) What was the minimum time in service of a cracked part? Average time? Maximum time?

"(5) How can fatigue factors be determined if the time in service is unknown and cannot be verified?

"(6) In the FAA's five year report on blade clamp problems, "cracks near bolt holes/screw holes" are reported. What percentage of these reported cracks originated at the bolt holes? At the zerk fitting holes? At the bearing race?

"(7) If a clamp with serial no. D5293 or below is inspected and found to be an acceptable part in regards to thickness, tool marks, cracks, etc, is it still an "airworthy part" by reason of FAA's original approval of that part? If not, when did the FAA revoke their approval of the design of that part, and for what reasons?

"(8) With respect to the above mentioned unairworthy blade clamps, what steps has the FAA taken to review or revoke the PMA of Hartzell Propeller Co. for the manufacture and sale of unairworthy parts? What action, if any, is contemplated? If no action is contemplated, why not?

"(9) What evidence does the FAA have that the cause of the problem has been properly identified as "fatigue" rather than manufacturing defects?

"(10) What assurances does the FAA have that the replacement of these clamps with nearly identical parts, from the same manufacturer, will cure the problems?

"(11) A.D. 85-14-10 states that clamps subsequent to serial no. K6336 are not affected by this AD. If undersized clamps with tool marks in a critical area are acceptable to the FAA and Hartzell simply because their serial no. is above K6336, why must blade clamps below that serial no. be rejected for having the same manufacturer-caused defects?

"(12) Why are the undersize and tool mark defects on clamp serial no. L2692 acceptable when literally thousands of otherwise acceptable clamps are being, and have been, rejected for the same defects, i.e. undersize and tool marks? Why are they not also acceptable? Why were they not acceptable before 5-23-86?

"(13) Why has the FAA, which is charged with the promotion of aviation and the protection of the interests of the aviation consumer, chosen to let Hartzell effectively cause great and needless expense to the flying public by artificially creating a demand for their product from a captive market which has no alternative but to enrich Hartzell for problems originally caused by Hartzell's poor design and even poorer quality control? I am told that the blade clamp rejection rate at Hartzell's own repair facility is approximately 92% for one cause or another, mostly because of undersize and tools marks. Does this sound like good parts were produced in the past, or, if they were good parts, then why are they suddenly mandated as being scrap?


"(14) Why was the original FAA "Notice of Proposed Rulemaking" regarding AD 85-14-10 published only in the Federal Register instead of informing the persons who would be affected and who never have an opportunity to read the Federal Register?

"In summation, it is my request that this AD, 85-14-10, be immediately revoked, and a new "Notice of Proposed Rulemaking" be issued to every affected aircraft owner (with an adequate amount of time in which comments can be made), a new AD then be issued, if needed, based on comments from owners and propeller shops, technical data that can be verified as to Time in Service, Fatigue Life, Actual Operating Experience, etc. Finally, the manufacturer should be forced to replace the defective parts that they have been supplying all these years, (with the apparent blessing of the FAA), at their (Hartzell's) expense and should be disciplined for producing and selling unairworthy parts."

We Bee-keepers appreciate Mr. Kramer's efforts and should make whatever contributions to his War Chest that we can, to help the cause that benefits us all. (A copy of this Newsletter will be sent to him.)


Mr. Ben G. Kramer, 2715 Fenton St, Denver CO 80214 (Ph: 303/237-1056)

I can't help but wonder how Hartzell and the Feds expected us to know of the advent of that AD. Did any of you receive, as owners of affected aircraft, a letter advising you of the AD? No one I've talked with had. The prop shops obviously had gotten the word directly from the horse's (bleep) mouth, and with great relish pounced on the pocketbooks of unsuspecting owners, sometimes with blatant disregard for ethics and fairness.

On the 31st of August, the Seabee Club lost another staunch member,  along with a staunch 'Bee. Mark French and his wife Glyn were holiday-ing with a group of friends and their planes at Lake Kariba, in Zimbabwe, about 660 miles north of their home in Johannesburg, Republic of South Africa. Mark had three of his friends on board, including Mark Hunter (Hunter One collection of jets) and his wife Kathryn, when they took off. Over an adjacent wildlife preserve, the 'Bee lost thrust and crashed, killing all on board. Glyn told us later, in grief, that she wished there had been a fifth seat that she could have been occupying. Peggy and I certainly can understand and identify with that feeling. We did, of course, send immediate and heart-felt condolences from us and all the Seabee "family". (For friends of Mark's partner, Gary Harrison, be thankful that he was not on board on this flight.)

The Club is cooperating with the Zimbabwean government in trying to determine the cause. From what I've learned, it could possibly be the infamous Prop Safety Spring: enough power, but insufficient thrust (see Newsletters No.3, p.4: No.4, p.9; No.8, p.6 and No.9, p.3).

If you haven't yet checked the spring on your Franklin, you are indeed courting disaster. Of the last 71 Seabee accidents, from the NTSB printout that I receive, 14 could have been due to the incorrect position of that spring. Please refer to Republic Service Bulletin No.21, dated 14 Oct '47. Take that bulletin out to your 'Bee, stand on the tail boom and compare your prop reverse mechanism with the drawing in that bulletin. Check the spring installation and the direction in which that spring's tension is pulling the prop reverse lever. Be sure that the spring's position matches that of the Republic drawing, otherwise reverse the spring's direction.

 Until two years ago, nearly 100% of the Franklin-powered 'Bees were incorrectly, and dangerously, configured. Mine included. If the prop reverse control cable had come loose, or broken, the prop, regardless of how much engine power was being generated, could move toward neutral pitch, producing little or no thrust. What was the reason for this unacceptable condition? Nine and a half years after Republic's bulletin, Hartzell published a bulletin for all Hartzell-equipped Franklin engines (Stinsons, etc) to have a spring installed on the prop pitch mechanism. Hartzell's mistake was that their all-inclusive bulletin did NOT take into account Republic's unique aspect of prop REVERSING. No other Franklin-powered airplane had reversing. The spring position that Hartzell espoused would ENSURE that the Seabee's prop pitch would move toward reverse if that reverse control cable broke.

If you've read this before in a previous Newsletter, but haven't yet checked yours, - - - . ?

The holder of the Type Certificate (A-769) should have sent you a notice of the Prop Safety Spring change by now.

ERRATA:

It has come to my attention that an error was made in the FLIGHT INSTRUCTOR'S CORNER, Newsletter No.4, near the bottom of page 6. Please refer back to that page and find the sentence: "....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" (please substitute the word "gear", instead of flaps) start down right away as soon as he moves the (flap) lever for approach flaps."

Also, in Newsletter No.9, two thirds down page 2: Marion Wright's 'Bee was N6048K (not 6204K). That was my mistake, and I certainly knew better, having spent seven years flying next to it.

On page 9 of the same issue, the Landing Gear Scissors subject: the typed text to the left of the drawing should have said, "Correcting.....will reduce (instead of "eliminate") the "toe-in". There should be some toe-in, but with the wrong position, it doubles the toe-in.

We've just had another Club member visit us here. John Cuny, who flies for American out of Dallas/Ft Worth, was vacationing in the Florida Keys and saved a couple of days to devote to "Seabee-ing". He spent some time with Fulton Ivy at his shop near Homestead AFB, south of Miami, then came up to Ft Lauderdale for two days. John is in the process of buying N6230K from John Campbell in Dallas. We spent quite a few hours in a walk-around/familiarization with my N6458K in her "Nest", a hangar at Executive Airpatch. After that, he was subjected to several hours of my Seabee movies, taken mostly of and from 58K over the years. He lives on Eagle Mountain Lake, hard by Ft Worth, and plans to keep the 'Bee in the yard. I've spent quite a lot of time from boyhood on that lake, sailing, swimming and seaplaning. In my logbook in one remarkable week's time, there was an LA-4-200 Lake, a Grumman HU-16 Albatross and a G-44 Widgeon, a Spencer AirCar and of course, my trusty ol' RC-3 SeaBeast. Some others over the years were an amphibious Cessna 185, other Lakes, Piper J-3 on EDOs, nine more Albatrosses and two Trecker P.136-L1 Royal Gulls, most of which I gave dual instruction in. Enough nostalgia. Needless to say, I miss Eagle Mountain Lake seaplaning.

Concerning the special opportunity that we mentioned at the beginning:

Those of you who are EAA members will have seen the back cover painting of the "Seabee on the Step" in the August issue of Sport Aviation. TO quote them: "This month's back cover painting, "Seabee on the Step", is the work of artist Michael J. Machat of 4426 Deseret Dr, Woodland Hills CA 91364 (phone: 818/702-9433). It was awarded Third Place in the 1986 EAA Aviation Art Contest.

"At no time in history has more hope been held out for general aviation than at the end of World War II. Thousands of military pilots would be returning home, their pockets bulging with mustering-out pay, and most would be in the market for a personal aircraft in which to continue their flying...or so the popular notion went. Many of the major aircraft companies, faced with the prospect of empty plants and idle work forces, attempted to develop new light planes for the postwar market, including Republic, the builder of the famed P-47 Thunderbolt. Located on Long Island and thus surrounded by water, it was perhaps natural for them to seek out a pre-war amphibious design created by one of their production test pilots, Percy H "Spence" Spencer. Redesigned for high volume production, the aircraft went into production as the Republic RC-3 Seabee. A little over 1,000 were built before the great lightplane market bust of early 1947 occurred, forever ending the wildly optimistic dreams of an "everyman's airplane". Seabees had been sold for a price of \$3,995, FOB Farmingdale, NY, and Republic had lost money on every single one of them!

"What had happened? Nothing that the more astute observers of human nature had not foreseen...the returning veterans spent their money all right - but on new cars, their honeymoons and for down payments on their first homes. And when the GI Bill was instituted, tens of thousands went off to college and thereby took themselves out of the market for anything other than the bare necessities for the next four years. Most were graduating about the time the Korean "police action" was getting into gear in the early 1950s, so with lightplane manufacturing curtailed because of the defense buildup, still another opportunity was lost to capture what was potentially the largest market that has ever existed for personal airplanes. Today, we realize it was lost forever.

"The Seabee would not die, however. Those that were built would go on to eventually achieve the status of a "collector's item" and most that remain today are living out their existence as pampered showplanes.

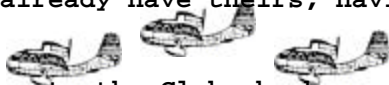
"Our back cover painting recreates the dream of the postwar years...an RC-3 taking off at sunset at Lake Tahoe in the late summer of 1947. On board, a true aviation sportsman and his family head for home after a day of swimming and fishing at their favorite resort.

"The artist, Mike Machat, has been fascinated with airplanes since early childhood and, as a teenager, traded his artwork for rides in everything that flew. He eventually traded art for flying lessons to earn both his private and commercial licenses. A native New Yorker, he completed foundation art studies at Pratt Institute in Brooklyn, served as a technical illustrator in the U.S. Air Force and later graduated from California State University at Long Beach with a Bachelor of Fine Arts degree. Subsequently, he was an aircraft illustrator for Douglas Aircraft for seven years.

"Mike is past president of the Society of Illustrators of Los Angeles, is an active participant and former chairman of the U.S. Air Force Art Program. His aviation art work has been exhibited throughout the U.S. and graces permanent displays in the Pentagon, San Diego Aerospace and National Soaring museums, as well as Air Force installations and airline corporate headquarters throughout the world. He is available for commission work at the address above."

After correspondence with the artist and meeting him at the annual SPA Fly-in at Clear Lake in northern California, I am happy to report that Mike is now a Seabee Club member. The Seabee shown in the painting is actually s/n 108, NC87548, and was named by Republic the "Red Dragon". In 1946, it was painted by Republic exactly as shown in that painting, for publicity and photography purposes, at the request of famed photographer Hans Groenhoff. Mr Machat's uncle was the Republic engineer in charge of the cabin section. So, Mike has had a longer and much closer association with the RC-3 than most of us. Why the tail number NC 1982H in the painting? Mike's uncle, George Hildebrand, passed away in 1982, so that "N" number was Mike's way of commemoration. That Seabee is still alive and well and owned by Club member Les Vipond in Maryland. N87548. Unfortunately, it's not still in the "red Dragon" color scheme.

We fell privileged to tell you that Mike has honored the Club by offering members a limited edition, numbered and signed lithograph of that picture, at a reduced price. Instead of the posted \$75, Mike is giving us a special of \$65 (plus \$5 UPS) each. When you order, put "Seabee Club Int'l" beside your name to get the discount. Several members already have theirs, having ordered them from Mike at the Clear Lake Splash-in.



We welcome other new members to the Club who have joined since the last Newsletter - glad to have them aboard: Ben Burbridge, also an SPA member, has Seabee N6191K (s/n 382) in Jacksonville FL.

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Curt Corbi and his partner, Jim Rogers, have N6547K (s/n 813) in Philadelphia. Another SPA member has joined us: Mike Deméré (no 'Bee yet) who lives in the SFO area. While typing this list of new members, we've just received an application for membership from another international Seabee aficionado, Mr. Jorge P Grossmann of Sao Paulo, Brazil. We certainly welcome the addition. I'll find out if Mr Grossmann has owned one of the four 'Bees that I know were there many years ago and keep you posted.

George Helland, a retired police captain near Tacoma, wants a Seabee. We met new member Ted Lang at Clear Lake while he was helping on the Grumman Albatross; he's a true seaplane fan. Ted Major and his partner, Gerry Klauber, have bought N6496K (s/n 762) and are in Washington DC. They'll be helped by Club member Bob Woodberry (N6373K) who lives between Detroit and Buffalo (that "in between" is in Ontario). Optician Dr E V Simons, near Harlingen TX, is interested in a 'Bee. Long-time seaplane pilots, father and son, have signed up with us. Capt Don Wallace (American, Ret) has been involved with water-birds at least as long as I have, primarily with Command/Commodore Seaplane Base in Sausalito, by the north end of the Golden Gate bridge. His son, Don Jr, lives on Puget Sound near Seattle. Richard Weeghman, the editor of Aviation Consumer, published the very informative Seabee article, "Used Aircraft Guide", in the 15 Apr '86 (p.5) issue. He had joined the Club and perused all the Newsletters and interviewed several 'Bee-keepers in order to get the straight scoop on our water-borne wind-wagons. It was a very positive article. If you'd like our reprints of it (8 pages), send \$4 (ppd). To all of our new members, Welcome Aboard!



In the last Seabee Club Newsletter, No.9, you found the Republic Service News Table of Contents that we compiled for you and hope that you saved. We presume that you read through that list and realized what valuable information is available in the collection. In this issue, No.10, we're including a Table of Contents for the Service Bulletins. You can ascertain that there's reference material in both collections that should be considered mandatory reading for the proper care and operation of the RC-3. You can also determine from the lists whether your collection is complete.

Club member Dave Spencer just purchased \$83 worth of everything available that is related to the 'Bee from Air Service Caravan, Municipal Airport, New Bedford MA 02747. They now have a toll-free line: 1-800/451-2527. Air Service Caravan stocks manuals for every aircraft, but they "speak Seabee" especially, since they own s/n 666, which they are now parting out.

Along with your normal required papers and certificates on board, we recommend that you keep a folder with such important references as the wiring diagram pertinent to your s/n (there are 3 variations) and the appropriate engine manual. Also anything else that could be a reference in case you have mechanical problems far from home and have to leave the 'Bee with strangers for repair.



FLIGHT INSTRUCTOR'S CORNER:

Landings ground and water. To begin with, how long has it been since the hydraulic pump was overhauled? Or even since the fluid was changed? That hydraulic reservoir is relatively small, so whatever foreign materials that get into the system collect in the reservoir which by now probably resembles the bottom of a coffee pot full of grounds. Change the hydraulic fluid. That'll prevent perhaps 90% of incipient hydraulic problems. And check the linkage adjustments of the mains and tail wheel, plus gear signal switches. Now you shouldn't have any malfunctions to content with.

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FLIGHT INSTRUCTOR'S CORNER continued:

So here we are approaching a lake or an airport with the intention of landing. If it's a lake, leave the gear up. (Don't laugh - people have been known to do this backward.) If you're landing on ground, put the gear down. You'll hear the over-center "clunk" of the linkage under the rear seat, the green light comes on, and a glance at the mirrors on the floats shows that the mains and tailwheel are down. Then the tailwheel is locked, otherwise the green DOWN light wouldn't go on. But be aware that if for some reason the tailwheel doesn't go down (stays locked in the UP position), and you don't check its position visually, you'll still get a gear DOWN light (if mains are locked) because its single microswitch is still completing the gear circuit. Check the tailwheel. (If, when you put the round ["Wheels are round"] gear selector knob forward, your gear falls down before you do any pumping of the hydraulic pump handle, you've got a linkage adjustment problem. The wheels were held up only by hydraulic pressure.)

If at this point you have a power loss, and you're over rough terrain and can't make it to the 'patch, you're better off landing in the rough with the gear up. Select gear UP and pump enough pressure to unlock the mains. They don't have to be up and locked, just unlocked so that contact with the rough terrain will merely roll the wheels back without damaging the system. Also, by only unlocking the mains, that leaves the tailwheel down (and still locked) which will minimize any damage to the aft keel and/or water rudder while you're sliding to a stop on the ground. Touch down in a level attitude (save enough airspeed to do so) and keep the wings level to protect the floats. You'll have aileron control 'til you're so slow that the floats won't get hurt anyway. They'll each be about two feet off the ground - not like they are in the water. This is the voice of experience talking - 4 times!

The stoutness of the hull with the gear up will minimize damage to you and your 'Bee. If there's smooth, level, dry terrain that you can get to, it's probably okay to have the gear down and locked. Remember: just before touchdown on any ground, runway or field, with gear down, double check that the landing gear selector knob is locked forward. Pull aft on the shaft below the (round) knob to make sure it's in the locked detent. Then pump the hydraulic handle again to make sure of solid pressure. And of course, flaps full down when you've got the desired touchdown point made. Putting the gear down doesn't add any more drag than in the up position, but the same is not true of the flaps. Don't put them down until you've got the landing made, whether with or without power.

If you are having to make an emergency landing, ground or water, make sure that the three doors are unlocked (you know how difficult it can be to move that locking knob) so that you can get out in a hurry if necessary. It's no problem either to leave the doors ajar. All three. No appreciable aerodynamic difference. If your emergency is due to engine fire (detected in the float mirrors), do two things immediately: pick out a spot to land, and pull forward the red fuel shutoff knob on the floor under your right knee. It's a direct cable to the fuel shutoff on the fuel tank. The knob will pull forward almost two inches and will shut off the engine in about 2 seconds. While you're emulating the proverbial brick, and have the landing spot in view (determine the wind), check that the gear and flaps are in the configuration you want, when you want: gear UP for water, DOWN for ground. Seat belts TIGHT and the seat secure in the detent. Sure would be nice if we had a shoulder harness. Anything heavy and loose on the back seat should be pulled off onto the floor. Keep your airspeed up - at least 83-85. Put the flaps down.

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(FLIGHT INSTRUCTOR'S CORNER continued)

Then, just a few feet above the surface, ground or water, start pulling back-pressure. Continue pulling more back-pressure. Without engine power, the 'Bee has a very high sink rate. You've got to be pulling an increasing amount of back pressure to use the excess speed for a relatively flat angle of attack at touchdown, ground or water. As in any emergency, DON'T FORGET TO FLY THE AIRPLANE.

Every Bee-keeper I've checked out over the years has gotten a demonstration of what I refer to as The High Dive (that's airline parlance for the check ride exercise of what one does with a Boeing, or whatever, when the pressurization system fails and you've got to get all the folks down to breathing altitude in a hurry). In the SeaBeast, the technique is quite different, but no less an emergency maneuver. Practice over a lake. At least a thousand feet above the surface, at cruise speed, ease the throttle back quickly to simulate a power loss. Pick out your desired touchdown area, note the wind direction, and check GEAR UP (I know, it was up already, but check it again, any time you're going to be even close to the water's surface) and push forward pressure on the control wheel. A lot of forward pressure. Immediately. Hold 83-90 mph - no less. Put the flaps down. But remember that your Vfe (max speed for flap extension) is 105, the end of the white arc. It'll seem like you're aimed straight down at the water. Maneuver as necessary to get where you want and into the wind. Your sink rate will be quite high, so you won't have a lot of extra time. Keep your hand on the throttle just in case your flare-out is not enough. As you get to just a few feet above the surface - seems like about 20 feet - start pulling and increasing the back pressure as outlined in the previous paragraph. At touchdown, of course, everything is the same as you've always done. Now, wasn't that fun!? Do it again to make sure that you can, and you'll have more mental time to analyze everything the second time. If you ever have a real power failure, you'll be much better prepared. It'll save you AND the 'Bee.

Let me quote from George Pomeroy's treatise on the subject:

"LANDING (LAND - WATER) Because of the dual nature of Seabee landings, the landing gear can be a hazard either up or down. The greatest help I have found is to learn the habit of taking a look out the cabin window at the gear to check for proper position about ten seconds before the touchdown point. I make this my last pre-touchdown item. I have almost swallowed my heart a couple of times, but haven't made "that" mistake yet, in over 3,000 Seabee landings on water and land.

"These comments are based on the combined experiences of mine and a number of 'Bee owner friends. They won't be found in any manual on the 'Bee, but we believe that they will make you and tour passengers considerably safer if you give them serious consideration when you fly the 'Bee." Thank you, George.

We've discussed power failure, but let's address the more common problem: partial power loss. A failed mag will leave you with only about 1700 rpm, for example. That 1700 rpm can enlarge your touchdown area radius quite a bit. As I recall, from the time it happened to me, it seemed like about 4-500 fpm rate of descent. Ascertain your own 'Bee's sink rate at 1700 rpm. And of course, it was at the worst possible position: on left base, halfway up a hill, beside the water, with a line of tall trees on the shoreline. (I know, I know. Should've been higher.) Anyway, if it had been a complete power loss, we'd have touched down to slide right into the trees. Landing straight ahead, instead of turning final toward the water, we'd have landed in the rough, on the side of a hill, at a 45° angle, left wing downhill. But at full throttle, we had about 1700 rpm, which was just enough to clear the treetops and make a normal water landing. In Great Pond Bay, St Croix, U.S. Virgin Islands.

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That was the first water dual for the 'Bee's new owner, David Hamilton of Christiansted. An auspicious start. Plenty of power remaining to turn out of the wind, taxi back, climb on to the shore. There she sat for three days, waiting for the replacement mag to arrive from Fulton Ivy. Peggy and I had just spent three days delivering that 'Bee, N6575K, from Ft Lauderdale to St Croix back in March '79. (I seem to be digressing, in a fit of nostalgia, from the instructional text.) During the week that we were on that beautiful isle, I had occasion to be on Antilles Air Boat's ramp, where all the Grumman 'Boat captains had to flock around and admire the 'Bee. Maureen O'Hara (Mrs Charles Blair), was the owner of the public use and Antilles Air Boat ramp since the death of her husband. From her hilltop house overlooking Christiansted harbor and the ramp, she phoned down to the office and told Operations to "Get that little plane off my ramp!". We were just leaving anyway.

Apparently I've finished the Flight Instruction. That N6575K had been delivered to Ft Lauderdale by the previous owner, Clay Vilas from the San Francisco area. We then had it painted to Dave Hamilton's specs, outfitted it for him, thoroughly tested it, and began our three day journey from FXE, through the Bahamas, then the Turks and Caicos, then a non-stopper direct to San Juan, Puerto Rico. Several minutes after leaving South Caicos, with 450 miles of Caribbean in front of us, the generator belt broke. No electrical system. No fuel gauge. No radio. "Oh well, it's a beautiful day, the sea state is calm, NW wind @ 12, no maintenance back at Caicos anyway, and our aviation pioneers forged on through a lot worse with a lot less going for them. What th'hell - press on!"

That 'Bee was equipped with a Hamilton Vertical Compass, mounted on the coaming right in line with one's view forward. Hold 155°. With that instrument and heading, we made landfall right on course four and a half hours later. The vertical compass is fantastic! I promptly installed one in our 58K. No precession like a DG has: no acceleration or turning error that a whiskey compass has. All the best features of both, with none of the detractions of either.



Another Club member managed to sink his Seabee recently. As I understand the sequence of events, he took off from an airport and headed to a lake. Approaching the lake, he pumped the flaps down and landed - with the gear still down. He apparently didn't use any mental or otherwise checklist for AFTER takeoff (clean up everything) and had left the gear down. Didn't even look over his shoulder to see a wheel in the window before alighting on water. Remember that all-purpose Seabee checklist? **THINK** He may have had a passenger and was distracted. Don't let distractions prevent you from flying the plane. From what I have heard, he's okay, but I don't know how the 'Bee is. Will someone let me know? Thanks.

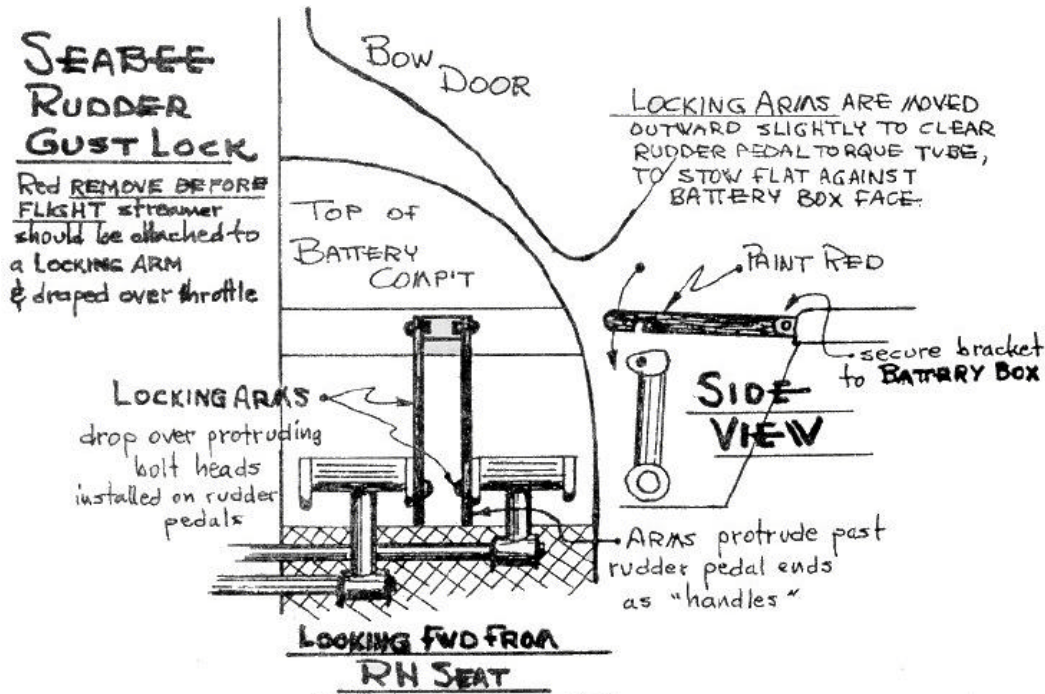


Unless otherwise noted, all engine performance and technique references pertain to the Franklin. Of all the approximately 250-300 Seabees left alive, only about 45 have been converted to "big" engines, as far as I know.



Lou Planera has bought Len William's Seabee (N6523K, s/n 789), and with the expert help of George Pomeroy, flew it home to Chicago. Flying time: 25 hours. That's correct - 25! From the south coast of Puerto Rico. George has sent me the first installment of their adventure, but I haven't gotten the finish yet, for the whole story. But we do know that they arrived safely in Chicago after a very interesting trip. More later, hopefully.

In the last Newsletter (#9, p10), we expounded on some very good appurtenances to aid in your care and handling of ol' RC-3. We elaborated on the tailwheel towbar and the wing platforms to aid in working on the engine. This issue addresses another necessity in the proper care of your 'Bee. RUDDER GUST LOCK. Internal. It's done with three pieces of 1/8 X 1" aluminum, four sets of nuts and bolts and two self-tapping screws. And a red REMOVE BEFORE FLIGHT streamer to make the Feds happy.



Add to that a simple aileron/elevator GUST LOCK and your Seabee will be much better protected when left outside at the mercy of the elephants. Pesky critters! Get a heavy duty (black rubber, not the woven type) 16" long (including hooks) with the "S" hooks through the ends. Install a protruding bolt head near the location of the pivot bolt of the tailwheel locking lever. If you have a steerable T/W, you still have the same panel vestige of the locking version. On the side panel, below the ign/key switch, that rounded corner was the travel arc of the T/W locking handle, with the pivot hole. With the protruding bolt head in that hole, or nearby, it becomes the "anchor" of the aileron/elevator gust lock. Put an "S" hook over the LH control wheel at the top RH "corner" of the wheel, then the bungee goes over the through-panel elevator control column, then down to that protruding bolt head for the other "S" hook. Now you've secured the ailerons and elevators in their best protective position against strong winds. Much better than the seat belt through the control wheel.

It is surprising to see how many Seabee owners neglect adequate means of securing the flight controls. Also often ignored is the importance of sufficient tie-down technique. We've seen flimsy and frayed tie-down lines used, and attached to the plane in such a loose, sloppy manner that any wind to speak of would damage something. That's a good reason for always carrying your own tie-down lines on board. And, just as bad, is the tail tied down by attaching a line to the tailwheel. Use the tail tie-down ring at the end of the fuselage, as intended. If yours is missing, make one. It's simply a bent piece of metal with two holes in each end to match the holes already in the tail end, where the original tie-down ring was. The absence of wheel chocks is also certainly a puzzlement. Carry a set of light weight chocks of your own.



SEAPLANE PILOTS ASSOCIATION Update:

Latest News: Victory in Florida - for a Lake amphib owner. The city of Belle Isle (near Orlando) has had an ordinance against seaplanes on their lake since 1976. In 1983 a Belle Isle lake resident bought an LA-4 and was forthwith served notice by the city attorney that his seaplane was not allowed. The owner and the Lake dealer decided to fight. With their attorney, and the help of SPA Executive Director Mary F Silitch, the court was convinced to reverse its stand. The basis for her testimony was the statistical study that SPA had done of seaplane water-related accidents and their infrequency. Pete Clark, the owner of the LA-4 and a seaplane pilot as well as a commander in the Coast Guard Auxiliary, made a very effective case, citing the extensive training and discipline required of pilots, versus the lack of training and sobriety for the boat operators. The lawyer, Brian Stokes, did an excellent job, contending that the waters of the lake are state sovereignty land, held in trust for all the people of the state. To sum it up, the state of Florida has reserved the power to regulate seaplanes, and local municipalities can regulate only boats, therefore the local ordinances were invalid. Hurray! Thanks to Mary Frances for all the information as the case was happening.

"SEAPLANE PILOTS ASSOCIATION - In 1972, a group of seaplane pilots formed a maverick organization with a unique purpose - to protect the water-flying rights of all seaplane pilots, by getting rid of restrictions and opening new waters. "WHAT'S IN IT FOR you? - SPA offers many advantages to its members, from technical assistance to a national lobbying effort to savings. All in one neat package."

Each member receives the Water Flying Annual free each year and the Water Flying News four times a year which brings you information about what's happening in the world of water flying. SPA's reference service will answer all water-flying questions and help with information about flight training, seaplane bases and legal referrals. SPA works for you on the federal, state and local levels, with the headquarters staff and the fourteen field directors, including me, doing all that they can in behalf of water flying and the rights of seaplane pilots. You receive a membership card and the official SPA decal, also discounts on car rentals and other things. There are twelve SPA Fly-Ins sponsored each year, from Maine to California, plus the annual Corn Roast at the EAA Fly-In at Oshkosh. As Seabee Club Int'l members know from our previous Newsletters, that Monday Corn Roast party is also the occasion for OUR annual meeting.

An important new benefit is the Seaplane Landing Directory which is available to members for \$6. This is a comprehensive guide to where you may land your seaplane, showing cross-country routes for refueling and Customs, state-by-state listings of regulations and open and closed waters. It also includes a seaplane base directory.

Among the intangible benefits that help us all are:

- Protecting: existing seaplane facilities and opening new waters
- Increasing: communications among seaplane pilots around the world
- Providing: a common forum to share ideas and experiences
- Educating: the public about water flying
- Promoting: water flying safety
- Providing: information about where seaplanes can land
- Working: on insurance problems

SPA needs the support of us all in order to grow and strengthen even more, and make water flying even more exciting and free than it already is. If you are not now a member of SPA, see the application form on back page.



PARTS, SUPPLIES, MISCELLANEOUS:

Fulton Ivy's STOL Amphibian Corp. still has most of the airframe replacement parts that you might need, plus some engine/prop pieces. Club member Fulton owns the RC-3 Type Certificate, ATC #A-769, so is able to have parts manufactured to Republic's original specs. Fulton has no phone in his shop, so phone contact should be on weekends or before 10 AM or after 5 PM weekdays at 305/451-0308. Address: 188 Atlantic Blvd A/RR2, Key Largo FL 33037.



Ben Paschall's Sharpless Co, PO Box 693, Bellevue WA 98009, has quite a few airframe and engine parts, plus some neat mods and accessories designed for the Seabee. (Club member Ben owns Lyc 'Bee N6286K, s/n 499.) Phone: 206/827-4694.



Some parts are also available from the outfit that converts Seabees into TwinBees: Joe Gigante, STOL Aircraft Corp, Norwood Airport, Norwood MA 02062. Phone: 617/769-4030.

Simuflight, 6727 Perimeter Road S, Boeing Field, Seattle WA 98108, has many parts also. Phone Club member Joe McHugh at 206/762-2906. He has the STC for the much-improved Lycoming conversion, so he has many parts left from the Franklin-related configuration. He also has quite a few STC'd additions and improvements to any Seabee, such as Cleveland brakes, improved tailwheel and water rudder, hydrodynamic hull booster strips (aka strakes, etc), bilge pump, electro-hydraulic pump, alternator and landing lights.



Club member Chuck Cary has several types of beautiful T-shirts with Seabees depicted. They are available in a variety of colors and all sizes. He also has a large variety of aircraft jewelry, including Seabee pins, of course. He used to own N6278K. Chuck's sales booth with these items and more can frequently be found at major aircraft shows and fly-ins, such as the annual SPA Lake Pleasant Splash-In and Oshkosh, of course, and EAA's Sun 'n Fun in Lakeland Florida. Aero Graphics, 15 Briarwood Drive, Enfield CT 06082. Phone: 203/741-2029.

You've probably received LAKE & AIR's Seaplane Parts & Accessories catalog from Club member Steve Petrich. It's a very nice 20 page catalog full of goodies as its name implies. If you haven't received one, send \$2.50 to him at PO Box 442244, Eden Prairie MN 55344. Phone: 612/829-0500. Tell him that you're a Seabee Club member.



Many Franklin engine parts are available from Charlie Sullivan, at C & S Enginery Co, PO Box 1112, Bolingbroke IL 60439. Phone: 312/759-5775. He has a 3 page price list of parts for various Franklin engines, which supply varies, so call him to see if he currently has what you need.



TECHNICAL QUESTIONS:

If you need an answer about our favorite subject, please feel free to phone us here at 305/485-5769. We're near the phone, generally, from about 0900 to as late as 0100 Eastern Time, US of A. Leave a message on our machine, with Tei Ling, if we're out. If you want me to return your call, please say whether it's OK to call collect. If it's really technical, I'm the first to admit that I'm not an "Expert", but I do consider myself a most avid fan of our SeaBeast. Depending upon the field of expertise I can refer you to any one of several whom I consider real technical experts. For instance there's George Pomeroy, whose written instructional technique I frequently quote in these newsletters. He's been a full-time Seabee technician/pilot/instructor for many years. Hopefully he doesn't mind too much all the questions I refer to his expertise. (cont'd)

And of course Fulton Ivy is an expert also, IF you can catch him at home. For that mater, George is not easy to contact either. Ed Freeman in Abilene, Texas, is currently engaged in some very sophisticated Seabee engineering, and has done quite a bit of technical research and background history. I often call him for the straight scoop.



Spence and Andy were able to join us at the Clear Lake, California, gathering. They are, and rightfully so, the "stars" of any group, anywhere they go. I had the honor of spending a whole hour alone with Spence as he talked of his early years and achievements and philosophy of life and of ancestry. Needless to say, it was very moving. He's aware of his "seniority" and is proud to have had some part in contributing to the good of civilization, which also applies to his inventor father, who founded the Spencer Repeating Firearms companies, among others. Spence's grandfather and his brothers were instrumental in founding communities in Connecticut that have grown to be some of the foremost cities in that state. Spence feels justifiable pride in the Spencer family's achievements and contributions, and feels, conversely, that too many people in the world, and in America, have no sense of "giving" and adding positive aspects to our relatively fragile civilization. He is one fine gentleman.

If you haven't read the previous Newsletters with reference to Spence's aeronautical history, here are some salient points: pilot's license #486, which was in a powered aircraft (seaplane, of course) on the Connecticut River at Hartford, 15 May 1914. But he had been flying for several years before that, in a hydro-glider, which he had designed and built himself, at age twelve! It was towed aloft by his father in the family power-boat. And of course our Seabee was developed by Republic based on Spence's S-12 (NX 29098) amphib design. (See Historical Aviation Album, Vol. 16, by Paul Matt, for the most comprehensive history of the 'Bee.)

ON A HIGHER PLANE

At 89, L.A. pilot not finished with life of flying

**LOS ANGELES
HERALD**

By Gregory Weigarten
Herald staff writer

Wednesday
August 6, 1986



Percival Spencer
Pilot's license valid through next March

Percival H. Spencer has been flying airplanes longer than most pilots have been out of diapers.

The 89-year-old Los Angeles aviator — who still flies amphibious planes of his own design — is believed to be the country's oldest active licensed pilot.

"The guy's incredible," said Peter Breinig, a certified flight instructor who gave Spencer his last flight test.

"We flew for three-quarters of an hour. He flew beautifully. He flew with complete control. Age doesn't mean a damn."

Spencer, who owns a Pacoima-based aircraft company, has just been designated as having "the longest active flight record in aviation history" by the Early Birds of Aviation, a society whose membership is restricted to those who flew solo prior to 1916.

"There are only about 17 members still left, and Spence is the only one still flying," said Col. Dale Anderson, Spencer's 75-year-old buddy and business partner.

"Flying and designing airplanes has been my life occupation," said the lean, wiry aviator in question, who is seldom seen without a baseball cap bearing the logo of his firm, the Spencer Amphibian Air Car Co. "I was inspired as a

youngster with anything that flew."

Born April 30, 1897, Spence was 7 when the Wright Brothers made their first flight, and was making rubber band-driven model airplanes out of pigeon feathers before then. At age 13, he was flying home-built gliders.

He soloed May 15, 1914, in a plane called a Curtiss Type Flying Boat, taking off and landing on the Connecticut River near Hartford.

"Unfortunately, I never learned how to make a turn," he recalled. "I flew down the river to Glastonbury, landed and taxied around on the water," before returning.

Spencer continues to be an avid aviator 72 years later, conducting his own test flights for the Spencer Amphibian, a plane which he and partner Anderson have been building and selling since 1970.

The pair works seven days a week out of a small hangar in Whiteman Airport in Pacoima. The amphibian is sold in kit form and assembled by the buyers. The "flying boats," as they are known to aviators, land on their built, as opposed to seaplanes which use pontoon floats.

Currently, there are about 12 of Spencer's planes flying in Australia, New Zealand, Brazil and the United States. In 1980, the pair began

building a lighter, more sporty amphibian but the project was scrapped after three years and \$80,000 because the plane did not meet Spencer's performance standards. The prototype was sent to the Experimental Aircraft Association's Air Museum in Oshkosh, Wis.

Spencer's lifetime career in aviation includes work as an early airline pilot, military test pilot and airplane designer. In the 1940s he designed and built the Amphibian Air Car No. 1. In 1943, Republic Aviation Corp. purchased the patent on the craft and built the Republic Sea Bee based on Spencer's design.

Spencer's pilot's license was renewed last March and is valid through next March. He hopes to stay in good health to pass the next physical exam.

He says his secret to a long and active life includes no smoking for 52 years, no alcohol for the past five years, and a diet for many years of largely shredded wheat and wheat germ.

"My general philosophy is to pursue a life of doing what you want to do," Spencer said. "And be as reasonable as possible with your health. It has paid off in my case."

Club member Dave Spencer, distantly related to our hero, has just bought s/n 717, N6466K. It had previously been owned by McComb in Detroit, then Hudolin, also in Michigan. Dave lives in Michigan City, Indiana, so uses Lake Michigan for his playground, as he did in the Coast Guard there. Dave has a question for the membership: does anyone know the whereabouts of Paul Lyon's 'Bee, s/n 753, N6491K? It had been in Union City, Pennsylvania, previously belonging to Omar Menocher and Dave Hoffman. It may have been wrecked in '47. If anyone can shed some light on this, please let me know and I'll pass it on. Which reminds me: when we recover from sending out this Newsletter, we'll finish the new Membership List for you. It'll have phone numbers (unless you ask us not to), tail and serial numbers and membership expiration date.

While I was working at my desk on the text of this newsletter, there was a Disney wilderness movie on TV as a background "companion". To corroborate a technicality, I phoned Jon Lowe in Naples, Florida, and while we were talking, a Seabee appeared on the TV screen. It was flaring, past the tree line, for touchdown on a beautiful lake. Then it step-taxiing right up to the camera, slowed and turned to starboard, twenty feet from the camera. Wonderful! It was, of course, Dick Scribner's Continental powered N6432K. (See Classified for further details, as he needs to part with her, sadly). That was total Seabee immersion: writing about it, talking on the phone about it and seeing it on the telly. "The adventures of the Wilderness Family", a 1975 movie. Watch for it in your TV Guide.



SHIP'S STORES:

- Seabee tie tacs: gold or silver, \$8 each ppd. Actual size:
 - Southwind Heater Manuals, (33 pages), \$10 ppd.
 - Franklin Engine Manuals, (55 pages), \$15 ppd.
 - AIR FACTS reprints by Wolfgang Langeweische, "How the Seabee Works" (23 pages, a ground school textbook), \$2.50 ppd.
 - Seabee logo transfers for application on shirts, jackets, etc, in 4 sizes;

<u>Small</u> (exactly as it is on this Newsletter heading), 4", \$1 ea.	
<u>Medium</u> , 4 ¾", \$1.25	<u>Large</u> , 5 ½", \$1.50
<u>Extra-large</u> , 8 ½", \$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 in your choice of red or navy and in sizes from small to extra-large. "Seabee Club Int'l is embroidered in white above the pocket. (This is not a transfer or decal, it is done on a computerized embroidery machine and lasts as long as the shirt.) If you would like your N-number or initials embroidered also, it is only an extra \$1. Just specify if you want them above or below the Club name or on the opposite side. The price per shirt is \$20 ppd. The quality of the shirt is good, the collar is non-curl, it washes well, and best of all - and very hard to find - it has a pocket. Unfortunately, tall sizes cost the Club an extra \$4 which added cost has to be passed on to you.
- We sold a bunch of our new Club shirts at Clear Lake and it looks great at a fly-in to show your airplane and Club affiliation.
- NEWSLETTERS, all back issues are available at \$2.50 each.
 - An article, "Design Analysis", by Irving Stone, from the May 1946 issue of AVIATION. 19 pages. Complete engineering and manufacturing data of Republic's revolutionary advance in aircraft design and construction. A MUST for Seabee fans. \$10 ppd U.S. & Canada. \$15 elsewhere.

About six months ago you may have seen the television news coverage of the two PBYS arriving in Plymouth Harbour (England). Their arrival marked the end of the transatlantic commemorative flight re-creating the route of the U S Navy's NC-4, which was the first to cross the Atlantic. You saw the apparent water-loop and subsequent damage to wing and float, and could not help but wonder how that could have happened. Capt Louis Petersen was the pilot of that Catalina. He had been a U S Naval Aviator from very early in World War II, flying Grumman Ducks and Consolidated PBY-5s in the famed Black Cat Squadron before there was a -5A version (amphibious). His seaplane expertise is beyond question. Here's the rest of the story in this letter:

"PLYMOUTH EXECUTIVE AVIATION LTD.

City Airport, Crownhill, Plymouth, Devon

"Attn. Mr C Coghill, Dept of Transport

Accidents Investigation Branch, Royal Aircraft Establishment

FARNBOROUGH

5 June 1986

"Dear Sir,

"Re. Catalina accident in Plymouth Sound on 31 May 1986. A/C Reg. C-FOWE.

Further to our telephone conversation regarding this incident, I have carried out a detailed examination of the damaged aircraft and, with the help of Television South West, viewed the videos of the landing.

"My conclusion as to the cause of the incident is that the aircraft struck an object of unknown size, that was partially submerged. The type of damage sustained indicates that the right nose gear door was dislodged and torn off when the aircraft settled into the water during its landing run.

"From the video it is possible to see that an unusual amount of sea spray was thrown up around the nose section, compared to the video film of the spray appears, full left rudder was applied to counteract the swing to the right without any response. At that speed, the aircraft's rudder would have been effective. The nose gear doors unfortunately cannot be found, although a search of the area has been made.

:It is evident from looking at the right nose door actuating mechanism that this door came loose first. Both locking pins are still protruding but bent down and to the left as viewed from the rear of the nose gear bay.

"The actuating shaft on the door has been torn out of its mounting and the casting bent, not so the left, which appears okay.

"I have taken several photographs of this area and will forward them to you as soon as possible.

"The Civil Aviation Authority surveyor, Mr G Rigby, has inspected the damage and agrees with my findings. His inspection was only on a personal interest basis and is in no way official. Please do not quote him in any way.

"I trust this information is helpful to you in making your report.

"Your sincerely,

/s/ Barry J Pover, Managing Director, Plymouth Executive Aviation Ltd."

As you can see, it was NOT pilot error. The RH side, at the gear door, struck an underwater object which tore open the gear well, allowing a wall of water into the nose and cockpit. This action slewed the PBY to the right which, unfortunately, brought it into contact with a large buoy which then did the damage to the wing and float.

I have flown enough hours with Lou Petersen, in the Smithsonian's Albatross, to know that it could not possibly have been pilot error, as the incident investigation verifies.



CLASSIFIED: (These ads are free to Club members)

WANTED: SEABEES by the following:

- Jess Browning, 4217 Via Pinzon, Palos Verdes Estates CA 90274; ph: 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, Turnbridge Rd, Haverford PA 19041; (phone unknown)
- 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)
- George Helland, PO Box 3406, Federal Way WA 98063; ph: 206/838-8123.

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

WANTED: SEABEE PROPS (plastic or metal, 2 or 3 blade), BLADES, HUBS, CONTROL CYLINDERS & VALVES. Also STEERABLE TAILWHEEL PARTS; George Pomeroy, 1860 Reichert Ave, Sauk Village IL 60641; ph: 312/758-1622.



FOR SALE:

- * PARTS: Overhauled mag w/shielded harness, distributor, extra points, condenser, etc. Two sets of new piston rings and some used piston pins. Set of Seabee hull stands on casters, and 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 and 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; ph: 809/844-6375.
- PARTS; Complete 2-blade prop, model HCD2X203, blade 3H, also a new wing flap. Les Hannah, 1306 Maple Lake, Box 253A, Mentor MN 56736; ph: 218/637-8137.
- TWO 22" STANDARD WING EXTENSIONS W/LANDING/TAXI LIGHTS IN EACH EXTENSION. George Greb, 468 Commercial Ave, Palisades Park NJ 07650; ph: 201/592-7731.
- NEW TAILWHEEL & TIRE ASSEMBLY; Replacement kit ready to install, with new axle & spacers. \$350. Ed Freeman, 342 Westridge Drive, Abilene TX 79605; ph: eves, 915/692-9524.
- LYCOMING GO-480; Bob Brooke, 1408 E Lakeshore Dr, Lake Stevens WA 98258; ph: 206/334-3425.
- FRANKLIN ENGINE & 3-BLADE PROP; new member Cliff Hinkley has just bought Will Howard's N6256K and is converting to Lyc power. The Franklin has 300 hrs since a George Heinley major. The 3-blade prop is legal until Aug '89, serviced by Anderson Prop Co. Cliff Hinkley, 1817 Burrell Ave, Lewiston ID 83501. (Cliff is on the Board of the Idaho Division of Aeronautics.)
- LYCOMING GO-480-B1A6 W/CARB, MAGS & HARNESS; Len Solomon, 23 Shadow Lane, Chadds Ford PA 19317; ph: 215/388-7346 eves.

FOR SALE continued:

- SEABEE s/n 28, N87478 w/B8F; 930 TTAE, 521 SMOH, 188 STOH, 5 SPOH, Escort 110 NavCom, Bendix ADF. Earliest serial number flying. Complete restoration to like-new condition. Wing extensions, droop tips, large spray rail, quick disconnect gear, bilge pump, inboard root fences. New fuel cells, dual batteries, 24V starter. Asking \$30,000. Will consider trades. Professional aircraft rebuilder and Club member Jon Lowe is regretfully selling his personal 'Bee. Contact J & S Aircraft, 100 Aviation Dr South, Naples Airport, Naples FL 33942. Ph: 813/642-8500, ask for Scottie Ullrin.
- SEABEE s/n 537, N6314K w/very good Franklin (ie, burns only 1 qt oil per 5 hrs! normal is about 1 to 1). Completely rebuilt in 1981, including panel, which has post lighting, circuit breakers, and IFR (less G/S) equipped. Has been flown regularly the past year. Asking \$35,000. Tom Rowe, 3310 72nd Ave SE, Mercer Island WA 98040. Ph: 206/232-5660.
- SEABEE s/n 936, N6659K w/B9F; After 26 yrs 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.
- 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 the Disney film mentioned earlier. Extended wings, droop tips, wing root fences, wide spray rails, electric bilge system, Cleveland brakes & electro-hydraulic system. \$44,500. Dick Scribner, 3648 Shaddick Rd, Pontiac MI 48054. Ph: 313/682-8612.
- TURBOPROP SEABEE s/n 949, CF-FSI w/Turbomeca Astazou engine. (See Newsletter #6, page 7, 3rd paragraph.) 523 SHP, cruise 120mph, fuel 14 gph, climb 3,000 fpm; \$70,000 US. Bernard Robillard, 88335 Basile-Routhier, Montreal H2M-1T2 Quebec. Ph: 514/387-6166.
- 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 and 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 w/B9F. Airframe is sound, but has not flown since 1969. In a shipping container; engine out and needs rebuilding, wings off. \$10,500. Ron Bozarth, 4000 University Way NE, Seattle WA 98105. Ph: 206/634-2385.
- SEABEE
- SEABEE s/n 311, N6125K; 2,000 TT; 146 SMOH; Can be seen at Kissimmee Airport. Alex Hunt, 3511 Pelican, Orlando Florida 32803; Ph: 1-800/241-4500.

TRADE

- Two new reground 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.



PEACOCK'S YUKON CAMPS



Season is from June 1st to September 20th. Temperatures range 10° cooler than southern Canada. All day rains are almost unheard of, the Yukon has a semi-arid climate.



Note SEABEE wing
PACKAGE RATES INCLUDE

Peacock's Yukon Camps provide full housekeeping facilities for your comfort and convenience. Our camps are neat, clean cabins which include:

bunk beds	dishes
foam mattresses	first aid kit
propane hotplate	fire extinguisher
propane light	outhouse
propane fridge	life preservers
wood stove	landing nets
firewood	deep 14' boats
propane gas	9.9 hp OMC motors
utensils	mixed motor gas

Air transportation from Whitehorse return is included and is provided by ALKAN AIR LTD., a fully licenced charter airline, with Cessna and DeHavilland Sea Planes flown by experienced local bush pilots.

You provide only sleeping bags, groceries, fishing licence, tackle, personal gear and expenses in Whitehorse.

ADVANCE RESERVATIONS

are recommended to ensure your choice of dates. A \$50.00 per person DEPOSIT is required. If you are unable to make firm plans, give us a call when you arrive in the Yukon and we will try to accommodate you.

CONTACT

PEACOCK'S YUKON CAMPS

John E. Peacock,

77 Alsek Road

Whitehorse, Yukon Y1A 3K5

Phone (403) 667-2846

NEW FISHING ADVENTURE IN THE LAST FRONTIER

Fishing in the remote lakes of Yukon's awesome wilderness remains one of the great adventures in the last frontier.

Peacock's Yukon Camps will fly you to one of a number of secluded lakes in the Yukon River basin 50 to 115 miles from Whitehorse, where with basic boating and fishing skills you can enjoy some of the best fishing in the Territory. Guides are unnecessary on these sheltered lakes.

These picturesque lakes, cold and clear, offer excellent Lake Trout up to 30 lbs., most offer good Northern Pike up to 40 lbs., and some have Arctic Grayling up to 4 lbs.

BEST FISHING

Even in the Yukon you have to Fly-in for the best fishing. But with Peacock's we make it worth your while.

Our forest surrounded lakes are located in scenic mountainous settings, where under the 24 hour daylight of summer the avid fisherman can cast or troll to his heart's content or just relax and enjoy nature. There are Bald Eagles, Loons, Ravens, Terns, Beaver, Lynx, Mink, Martin, Caribou, Moose, and Bear to watch and photograph in their natural setting.

LAKE TROUT are usually caught near the surface, casting or trolling. A spinning outfit is best and almost any 3" spoon will do, such as Cleo's, Five of Diamonds, etc.

We want to conserve our fishing resources for future generations to enjoy, therefore guests are urged to kill only a few small trout for eating unless you plan to have a trophy mounted. We recommend that you break the barbs off your hooks to make it easier to release fish unharmed.

NORTHERN PIKE are caught casting in shallow water with a spinning rod. They will take any lure you offer.

ARCTIC GRAYLING are fun to catch and are great eating fresh from the water. Use a fly rod or minispinning rod.





Alex Hunt suggests this is now a SKI BEE
(for info on skis see Newsletter #4,p5)



REPUBLIC AVIATION CORPORATION, LONG ISLAND, NY

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Compiled by Seabee Club Int'l, 4734 NW 49 Ct, Ft Lauderdale, FL 33319

* = Mandatory Change

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- #2 18 Dec '46 (3 pgs) * Induction System Backfire Screen
- #3 31 Dec '46 - - - * No Smoking placard
- #4 21 Jan '47 (3 pgs) Aft Lord Mount Replacement
- #5 21 Jan '47 (2 pgs) Elevator Pulley Guard Installation
- #6 16 Jan '47 (4 pgs) * Elevator Control Column Inspection - rivets
- #7 5 Feb '47 - - - * Improved Fuel Strainer Drain Installation
- #8 29 Jan '47 (5 pgs) Tailwheel Signal Light Switch Installation
- #9 14 Feb '47 - - - Starter Terminal Junction Cover - rework
- #10 21 Feb '47 - - - Safety Belt Release Instruction placard
- #11 11 Mar '47 (3 pgs) Mixture Control Support Flange
- #12 17 Mar '47 (2 pgs) * Float Strut Safety Slots
- #13 17 Mar '47 - - - * Oil Pressure Gauge Line Restrictor
- #14 31 Mar '47 (2 pgs) * Elevator Control Cable Guide
- #15 8 Apr '47 - - - * Radio Filter Check
- #16 2 Oct '47 (7 pgs) Heater Installation
- #17 16 Jun '47 (20 pgs) Steerable Tailwheel Installation
- Supplement #1, 1 Jul '47 & Supplement #2, 16 Oct '47
- #18 26 Aug '47 (3 pgs) Anti-Swirl Vanes
- #19 9 Sep '47 (4 pgs) Wing Float Strut Brace Installation
- #20 10 Oct '47 (2 pgs) * Trim Tab Horn & Rod Installation
- Supplement #1, 10 Nov '47, Inspection of Trim Tab Horn & Rod
- #21 14 Oct '47 (2 pgs) * Prop Safety Spring Installation
- Supplement #1, 14 Jun '49, * Spring Installation Cotter Pin
- #22 13 Jan '48 (2 pgs) * Power Pak Handle & Fulcrum
- #23 3 Jun '49 - - - * Check Your Fuel plus Warning Decal
- #24 30 Aug '49 - - - * Cable Corrosion
- #25 19 May '50 (2 pgs) Corrosion Inspection
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END OF SERVICE BULLETIN LIST AS OF DEC, 1985