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SEABEE CLUB INTERNATIONAL
NEWSLETTER

No. 11 (March 1987)

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

This issue is a milestone for your Club. It's the Third Anniversary and we're starting our fourth year. Peggy and I sent the first exploratory Newsletter out in April 1984, to see if there was enough interest and response to warrant the continuation. Thanks to your participation and encouragement, the Club now has close to 300 members worldwide, most of whom own at least one of our lovable beasts. We want to thank you all for your support.



Also, this is the 40th Anniversary of many of your Seabees. It's Happy Birthday to our 58K on April 19th! What a grand, stout old lady she is. Here's a toast to another 40 years.



This anniversary date also means that about 95% of you will need to renew your membership by the end of May. Yep, it's that time again. Late last year we had to increase the annual membership fee to \$12. If you have a red DUES REMINDER stamped on the cover and the same stamped at the top of this page, please respond. We value greatly your continuing membership. Last year so many of you failed to act on the reminder notice that we finally had to have special dues cards made and sent in order to get your attention. That effort got our attention too - the additional expense was more than \$30, for which we had not budgeted. (This will be your last News if we don't hear from you soon.)



All of us followed THE big flying event of last year, the flight of the Voyager. We're sure that you felt the same "kinship" with the crew that we did, because of the general aviation aspect that we enjoy with our 'Bees. One of our Club members had a special kinship with Dick and Jeanna. Tommy Bartlett, Seabee N2TB (s/n 819), was at Edwards upon their arrival back to Earth. We watched the television news of that event and saw Tommy get their autographs. They will be added to his collection which also includes the personal autograph of another famous pilot, Charles Augustus Lindbergh. Sixty years separated those two momentous events.

Tommy has owned his 'Bee since it left Republic and has enjoyed it immensely. FLYING magazine has even published (June, 1951, p12) an engrossing story about his rescuing some capsized boaters who were about to drown. This was with wave height much more than he normally would have landed in. "Welcome Traveler", appropriately enough, is the title of that article. His brightly painted Seabee is a familiar sight in the north country around Wisconsin, and it fits in nicely in the business of his well-known Wisconsin Dells Water Show.



Club member Donn Booth has sent a news item about Tommy from the December issue of a marine industry magazine. Quote: "Tommy Bartlett, nationally known entertainer, entrepreneur, aviator and traveler, has been named the Marine Retailers' Association of America "Boating Pioneer for 1986". Bartlett is the first recipient of this award which will be presented at the MRAA annual convention in November each year.

"This annual award is presented to a person who has made a major contribution to the field of recreational boating and water sports activities. Bartlett met these criteria throughout his colorful life and with his renowned ski show in Wisconsin Dells, Wisconsin."

Accompanying the news bit is a photo of Tommy water skiing. That can't be so unusual, you're thinking. Consider the aforementioned time interval, (and therefore Tommy's consequent age,) between his getting the signature from "Slim" and the autographs from the Voyager crew.



In the #9 Newsletter (p4), we reported the demise of Donn's N87492. It was completely destroyed by what seems to have been a micro-burst at the Cortland, NY, airpatch. That s/n 43 was about the 3rd oldest 'Bee still active, and one of 52 that Mr Spencer himself had test-flown.

We are happy to report that Donn, having suffered withdrawal pangs, has acquired another SeaBeast, N6397K, s/n 635. He bought the late Skip Mau's from Skip's father Herm. As you recall from Newsletter #3 (p5), Skip and his mother died in the crash of his Apache while on a Coast Guard patrol.



"Spence 'n Andy". Latest reports from Ken Brock at EAA's Sun 'n Fun are that our Senior Members are both still doing what they do all the time: AirCar biz. Spence will be 90! This month. On the 30th of April. He's still a bone fide aviator, Medical, Biennial Flight Review and all. He's been aviating since 1909, six years after the Wrights' flight. Andy is no spring chicken either, at 77. He retired from Air Force flying as a colonel, after handling many more exotic birds in the USAF inventory. For those of you who are able to get to the annual SPA Splash-in at Lakeport, northern California, in October, you will have the opportunity to meet these remarkable gentlemen.



While browsing through a used bookstore, as is our wont, we found a small 1928 publication called "Who's Who in American Aviation". Aha! Spence will be in this. Sure 'nuff. My compressed version: "Commercial aviator; born Windsor, Connecticut, 30 April 1897. Aero Activities and War Service: learned to fly Curtiss single surface pusher biplane, commercial aeronautics and construction, activities covering 13 years over entire Atlantic seaboard and including the construction of several types of land and sea planes. Flying Ratings: first (powered) solo, 15 May 1914, Connecticut State license #7, 1920; Department of Commerce, license #486-T. Present Occupation: President, New England Aviation Company Inc., 805 Main St, Hartford."



Paul Kilgour, our New Zealand member, has written us that he's going to be at Oshkosh this August and will be watching for members in their 'Bees. My son West will be there, also watching for Bee-keepers. He'll be flying his "Warbug" in from Ft Worth. When you see a Cessna 180 (USAF U-17) in Vietnam tiger stripe markings, that will be West and his wife Carol. The SPA Corn Roast will be the logical sociable locale. Grant Leonard from Minneapolis flies his SeaBeast N6570K there every year. One way or another, we want to make our New Zealand member welcome and thoroughly familiar with Seabees "in the flesh". He's sent us very welcome historical data on the lives of 'Bees in New Zealand and Australia and some beautiful stamps from there for our collection.



Artist and Club member Mike Machat should be at the Seaplane Pilots Association get-together at Clear Lake, northern California, in October and he'll have prints there of the beautiful painting that you saw featured in the previous Newsletter (#10). If you want one of his prizewinning works of art, they're still available. Mike has offered them to us, signed and numbered, for \$10 off the regular price of \$75, to Seabee Club members only. "Seabee on the Step".

Son West, Seabee pilot and SPA Field Director, and Carol are putting on the first annual Mid-Continental SPA Splash-In on the first of May. It'll start on Friday the 1st at the Shangri-La Guest Ranch on Lake of the Cherokees at Afton in the NE corner of Oklahoma. Shangri-La airport is 4,000 feet paved and Port Cherokee Seaplane Base is nearby. Phone West, in Ft Worth, at 817/268-6977. If you're anywhere near there, do drop in. It's a beautiful place and they want all the seaplanes and seaplane folks possible to attend, even if you have to come by land plane.



If you have just joined the Seabee Club and have received only the #10 issue prior to this one, don't be alarmed over the relatively thin size of this #11. The #10 issue was a special one, larger than normal, for the information and order blank for the Machat art work, plus the lengthy list of Hartzell prop clamp questions directed to the FAA. We've been working on the Membership Directory and it should reach you shortly, also.



Hartzell Prop Clamps:

We don't know whether complaints to the Feds were responsible, but that onerous prop clamp AD has again been changed, without the Feds telling us, the affected owners. I don't have the straight scoop in writing, but from what I gather from members, that AD has been eased considerably. In effect, if your clamps pass inspection (magnaflux, presumably), regardless of clamp s/n (?), they're okay to use. Of course this comes after a whole bunch of us have spent a whole bunch of money on new clamps. Typical Government SNAFU. Ridiculous!! (Check with your prop shop.)

Seabee Maintenance/Mechanics Locations:

Here's a partial list that travelers can use for reference, and hopefully add to. Various Club members have recommended mechanics around the country who are knowledgeable about 'Bees and will work on them. Here in southeast Florida, Ft Lauderdale; Gerry Stadtmiller (ex-NC 6763K) on Executive Airport at 305/482-7406, eves. Naples Airport, on Florida's west coast; Club member Jon Lowe (N87478), phone: 813/643-4402, (res. 455-1206). Chicago area; Club member George Pomeroy (N217G), at 312/758-1622 (after 1900 and on weekends). Long Island, NY, East Hampton Airport; Mike Myers at 516/537-3032. Central Texas, Abilene; Club member Ed Freeman (N6499K), at 1/800-351-1393, ext. 269, (res. 915/692-9524). North central California at Nut Tree Airport, Vacaville; Club member Ken Thompson at 707/449-1181.

IF you can recommend someone, let us know. As you realize, it's not easy to find a good mechanic who knows 'Bees, and even harder for an out-of-town member to know. I will check with others, like Club member Taylor Johnson, whom I know to be excellent mechanics to see if they wish to be listed.



We've just gotten word from the Historical Aviation publisher, Paul Matt, that Volume 16, published in 1980, is out of print. For you historians, Vol. 16 contains the most complete Seabee and Spence info, plus a lot of rare photos and blueprint-style 3-view drawings of an RC-3, which makes the 15 page section a very valuable reference source. (See Newsletter #4, p2). If your bookstore is out of them, we have a few extra for \$12 each, postpaid.



Peggy and I have just returned from the annual EAA Sun 'n Fun Fly-In at the Lakeland (Florida) airport, plus the SPA Splash-in on Lake Parker in downtown Lakeland. There must have been close to 30 seaplanes that splashed into the lake on the usual Friday devoted to such wet aerial shenanigans. But only one 'Bee! Jan Bem flew his N6356K up from Miami. There was a whole bunch of Club members, some of whom we met at the airfield, most on the lakeshore, and others at the SPA steak dinner at Brown's Seaplane Base hangar party.



The following are all Club members whom we were able to socialize with: West and Carol were there from Ft Worth, with John Cuny who has N6230K. Ben Burbridge (N6191K) and his wife Janie drove over from Jacksonville. Mike Holdridge (N6517K) came down from New York, as did Taylor Johnson (N6193K) and new member Jim Rumsey (N6209K) from the Niagara Falls area. Henry Maxwell (N6323K), who was inadvertently mistaken for a non-Club member, (Sorry about that, Henry), came down from New Jersey. From the EDO (floats) Corp. on Long Island came Vice President Jay Frey in his Cessna 206 demonstrator. The Executive Director of SPA, Mary Frances Silitch, was there too, of course, in her amphibious Cessna 185 from the Washington, DC, area.

The Pennsylvania contingent consisted of Leonard Marchines (N28CB, s/n 940) and his partners, Neil Conway and George Penn. Our good friends, Big Jim and Dete Sorensen, came all the way from Modesto, California. They have N6719K and N6518K. Some south Florida representatives were Court Lundquist (N451E, s/n 182), Henry Ruzakowski Jr (N75896, s/n 946) and Jim Smith (N6604K). Grant Leonard (N6570K) drove down from Minneapolis and Tim Egan (N111TE, s/n 671) from Connecticut. Herm Mau (N6429K) was there from upstate New York, but wintering in central Florida. Dear friend and well-known air show announcer Willy Ropp joined the group on the lake, so we made him an honorary Seabee Club member. We really enjoyed meeting so many of our "clan" and we hope that we didn't miss seeing or mentioning any member.



While at Sun 'n Fun, we visited with several representatives of companies that could help the Seabee Club. For instance, Pat Manning, the director of sales/marketing of aviation fuel cells. His company, appropriately named "Aviation Fuel Cells Inc", would be glad to do ours for about \$550 exchange, same day service, with five-year warranty. Send to 5680 Shelby Dr, Memphis TN 38115. Call 1-800/238-3835. Pat says that when they get yours, they will take a new one from stock and send it to you, minimizing the usual delay, for less than half the cost of a new cell. When you call, tell him you're a Seabee Club member. (Might not help the cost much, but will help all of us in the long run if they get enough response.) They will buy any extra cells that you have, regardless of condition, then rejuvenate them and add to their stock. Their catalog shows fuel cells for Luscombes to Boeings.

Another item of benefit to us is the Aero-Trim. You've seen their ads for years in relation to aileron trim, but the same mechanism can, and should, be used on the rudder. Especially on the SeaBeast. You know how much rudder pressure it takes in climb.

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Depending on how long your climb is, if it's 5,000', for instance (yes, we realize that's an inordinately long climb, but you do it occasionally, right?), your right leg gets so tired of that much pressure that you finally give up and rest your right foot between the pedals on the RH side and push right rudder with your left foot. I know. We've all been there.

Aero-Trim eliminates that. It's factory-installed on the Lake RENEGADE, and is also an STC'd option on the LA-4, and on everything but Seabee. But only because no one has done it yet on a 'Bee. It's a simple installation. The only metal change is cutting a 2x6 inch rectangular opening in the RH side of the rudder, between two beads.

I'm about to install one myself, so I've done the engineering already. If you like the idea and want to do it, please order through us. The advertised price is \$595 for the kit, but if we get 6 orders or more, we could get them for \$500. The total weight, including the cockpit indicator and wiring, is only six ounces, which means no weight/balance needed.

My IA (Inspector of Aircraft) friend who used to own a 'Bee, Gerry Stadtmiller, will do the necessary paperwork so that it can be approved on a Form 337. Your right leg will thank you. And the 'Bee will thank you, eventually, with fuel saved by not having to fly cross-controlled. And you'll be able to actually fly cross-country with wings level for a change. Might even get another couple of mph out of her. Maybe even the advertised 103. (No ! You LYC people please refrain from ribbing us about that speed.)

Another product, one with which we are quite familiar, is Airtex Interiors (see previous Newsletters). They still supply partial or complete Seabee interiors. Our N6458K had a complete Airtex kit installed by me fifteen years ago, and it still looks brand new. The upholstery replacement sets are available for wall panels only, or headliner, or chairs, or you can buy the complete package in the color combinations of your choice. Airtex Products Inc, 259 Lower Morrisville Rd, Falsington PA 19054. Phone: 215/295-4115. ("Send \$3 for the Airtex Fabric Selection Guide showing actual samples of colors and styles of standard and premium materials.")

Our esteemed Seabee expert, George Pomeroy, has berated me for referring to him as an instructor. I stand corrected. He does not have a Flight Instructor's certificate, but despite what he says, he is still an excellent, experienced instructor and has helped many 'Bee-keepers over the years in the delicate and not-so-delicate art of handling our cantankerous SeaBeast, with strong emphasis on the safety aspects. With his engineering background (George, before you write me about that, you'll note that I didn't say that you were a graduate Engineer - you probably are - but I didn't say so) (George is very particular), he has made many improvements to virtually every part and every aspect of the operation. He also pointed out that in the last Newsletter (#10), I had said that a mag failed on base leg for a landing in Great Pond Bay, leaving only about 1700 rpm's worth of power available, which is not correct. With a mag out, as George points out, there is no difference. It was a long time ago, and I didn't work on the plane, leaving that to a mechanic, so my already fading memory of the cause has faded away. He to have been the distributor. (Seabee s/n 848)



Lou Planera (N6523K), George Pomeroy (N217G) and Dave Spencer (N6466K) have kept us posted on the sinking affair of N87566, s/n 128, in Michigan City Harbor. It's owned by non-member Ed Hart, who hopefully has learned a valuable lesson in Seabee-manship. Beaching. Now we all know the term, and the implication that one gently noses the hull/floats (gear-up) onto the beach just far enough to keep it from floating away. Right? Mr Hart had an entirely different interpretation of "beaching". Apparently he kept enough power to slide the poor ol' 'Bee all the way out of the water onto the beach. High and dry. "So it won't float away." Much later, if I've gotten the story right, he backed it up into the water (?), and flew away. Upon reaching his destination, he moored it in the harbor. His subsequent return revealed a severe case of "No Seabee in sight". The rest of the story involves some questionable legalities that have no bearing on the object lesson herein. The moral of the story is that if you've possibly compromised the integrity of the bottom and bulkheads, etc, don't expect much floatation for very long.



Another object lesson, as we've published previously, is the inherent danger associated with having the convenience of an electro-hydraulic gear. Again, quoting George, "..... flipped the wrong lever. Got a (normal) nose down movement, but because of lack of feedback feel in any electric switch, didn't realize that it was the wheels going forward that made the nose go down, instead of flaps." The result of this was a gear-down landing in the water. As we've said many times already, before you alight on any surface, look out the window to confirm that the wheels are in the correct position. EVERY TIME !! Even after you've already conducted your pre-landing checklist before pattern entry.

From personal experience several years ago in someone else's 'Bee, I found out that the normal pre-landing checklist is not sufficient. As always, when approaching a body of water, I check that the gear is UP, whether I plan to land there or not. Spur of the moment urges can get one into trouble. But we did intend to land on the lake, and the gear was indeed up. "Got a wheel (look out the back window) and a red GEAR UP light foe water landing". Good enough so far. Picked out the spot I wanted and about a hundred feet above the water, I pumped the flaps down. Starting to apply some back pressure on the yoke. Peggy says, "The wheels are down !" Couldn't be ! I checked them before the approach. Sure enough, no gear light and the wheels are just hanging there, not up nor down. Go around.

Recreate that sequence at altitude and analyze the problem. You too may sometime have this same problem. I'm sure it's uncommon, considering the source of the trouble. The several ground landings that we had previously done were completely normal, i.e., pump gear down, green light comes on, got good back pressure on the pump handle, flaps coming down, pump some more pressure just before touchdown, all OK, normal landing and taxi. Think about the system at this point and try to analyze what could be different, and dangerous, for a water landing in that same plane. Think about it. If your answer is the gear over-center lock, you've got it.

Let's recreate the sequence: pump the gear down. When the over-center locking is accomplished, you can feel it in the hand pump. The tailwheel comes down first and also has over-center locking. (You cannot feel it with the electric switch in an electro-hydraulic system.) You should hear the over-center "clunk" as the mains go into position - a metal-to-metal "clunk". Under the rear seat.

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If the adjustment is just slightly off, you may not get that clunk, but you will still get the green gear-down light, and the tailwheel will be down also, but not necessarily locked either. (See Newsletter #6, p4) Then the flaps are actuated and you're all set for a ground landing. Just before touchdown, pump the handle to solid back pressure. Everything is normal.

Now, let's see what happens, by comparison, with a water landing in that particular 'Bee, with the not-quite-correctly-adjusted gear over-center locking. Approaching water, you check gear UP as already mentioned. Got a red light and good back pressure on the pump handle. (An electric switch might have good back pressure also, but it doesn't tell you a damn thing!) The approach to the water is continued. Time for the flap selector. Pump the handle and the flaps come down. And the gear drops down. The hydraulic pressure keeping the landing gear in the up (unlocked) position has been diverted to the flaps. The over-center locking, which had NOT locked, was free to let the weight of the landing gear, which was, of course, tucked up behind the lift strut, to fall to a position determined only by air pressure from the plane's speed. Not up, not down. The wheels, including the tail wheel, are then low enough to contact the water long before the hull step does. The nose pitches down and, because the gear selector handle is in the up position, the hydraulic system allows the wheels to be pushed back, with no damage to the system. The only damage would be to the pilot's pride. The tailwheel would be down and acting as a water brake. Depending upon the airspeed and your back pressure on the control wheel, the bow would then contact the water. After that, you're probably OK but puzzled, and the 'Bee is OK but puzzled also. This touchdown scenario is hypothesis on my part. If one of you has experienced a gear-trailing water touchdown, please let me know if it was much different from my theory. That would have been the event that almost happened to us as told above.

On a related subject, there could be a time when you purposely must land with a trailing gear. I've had to do that on the ground and I know that quite a few others have done so too. That occasion occurs when you've lost your hydraulic fluid. (Assuming you had the gear up and locked inflight.) There's no way to know that you've lost hydraulic fluid in flight until you want the gear, or flaps, down. It's quite likely that there's just enough hydraulic fluid in the system to unlock the gear mechanism, including the tailwheel, which will then fall from their own weight, as it normally does anyway. But as you continue pumping, waiting for the "down" pressure to catch up to the loose gear, you discover that no matter how you pump, you're not exerting any hydraulic pressure to the system. Qué lástima! Then you're back to the "landing with a trailing gear" configuration. (The tailwheel normally locks down before hydraulic pressure unlocks the mains.) No gear light, of course.

The best place to land? First, consider your fuel. Lots? Then don't be in a hurry to set her down. The ideal touchdown location is in the grass beside a runway into the wind on an airport that has maintenance, including wing jacks. If there's a Tower, tell them what you want to do. DON'T let them tell YOU what to do. If necessary, declare an emergency so that you can do what's best for you. Don't let anybody on the ground tell you how to safely handle your plane. YOU are the Captain.

You can usually land in the grass, into the wind, far enough from the runway so as not to have them close it. If you do have communication, you can ask them to call a maintenance facility to advise them that you'll need help and two wing jacks, and possibly a length of stout rope. (Hang in there! That's not gallows humor.)

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Maintenance can be out there by the time you're down. Tell Tower, or Unicom if that's all there is, that you're going to survey the landing site with a low fly-by. Low and slow (10-20 feet high is good) along your probable touchdown, check for rocks or drainage ditches, etc. If you don't like it, try another track, or on the other side of the runway, the grassier the better. When you've got the best spot, bearing in mind that you'll need only about 200' of sod, set up a normal approach for a spot landing. You won't have flaps, of course, but make sure that your gear selector is in the UP position (protecting the gear system) and make a fairly level keel touchdown, not a 3-pointer, and then keep your wings level as you slide to a stop. Protects the floats. By the time you run out of aileron control speed, you'll be so slow that when a float touches, it won't hurt. Mixture off, switches and Master off, etc. Excitement has a tendency to allow you to forget habit.

When you get out and survey the listing 'Bee, you'll be amazed at how short that track in the grass is, and that you don't see any damage at all to your 'Beast. Unless the tailwheel didn't lock down. Then, without the protection of the tailwheel, you've got damage in the form of a wiped-out water rudder and post. If your touchdown was fairly level and I grass, there will be no keel or hull damage. A nose high touchdown, and subsequent crunch of the forward hull could loosen rivets, at best.

Here come the jacks. Remove the cosmetic fairings on the upper ends of the wing lift struts (you do have a small tool kit aboard, right?) and position the jacks under the wing attach fittings. (Note: there are quite a few different methods of getting the landing gear out from behind the struts, one of which is digging a trench for each wheel to roll forward to a locked position.) When the plane is jacked up high enough, roll, by hand, each wheel forward together, which will compress the gear strut, until the gear is in the locked position. Turn the Master on and you'll have a green light IF the tailwheel was locked down (or up) also. If the tailwheel folded up (retracted), then use the aforementioned length of stout rope and several helpers to lift the afterbody, just forward of the tailwheel, on the keel. When you get it high enough, you can push the tailwheel to the down and locked position (it'll lock only if the gear selector is in the DOWN position), then you can taxi to the maintenance place where they can either fix the hydraulic leak, or placard the gear selector, "OK for flight only with gear down", or some such. It's not easy having fun!

The above circumstance could possibly be avoided if, upon discovering the hydraulic fluid loss in flight, you have at hand a small can of hydraulic fluid to pour into the reservoir of the hydraulic pak. The screw cap of that reservoir should be only finger-tight, so that you can have access in flight, without tools. Lock the gear in the position that you want, before that fluid leaks out also. (Previous Newsletters expound on gear system/operation also.)

To repeat, from a previous Newsletter: before any ground landing, after pumping the landing gear down, and you're doing the pre-landing cockpit check, put a spare finger around the shaft of the landing gear selector (don't touch the knob) and pull on it to make sure that the selector is actually in the locked detent position. If you haven't done that double-check, and your gear rolls out from under you as you're decelerating through about 20 mph, allowing the keel step to contact earth with considerable force, you'll know why I'm instructing you to "finger the shaft", so to speak, before any ground landing.

We must all realize the responsibility of Bee-keeping. There are only so many remaining and those need to be cared for properly and preserved for as long as possible. We know that they could last forever with care. Consider the DC-3, for instance. Fifty years old and still potentially as good as new. They, and the Seabee, could conceivably last more than a hundred years. The aluminum is not going to deteriorate by itself. Please take care of yours. Use the all-purpose checklist for every landing and takeoff:



THINK

A few more words on the subject from George that I would like to include: "I am really upset about these new Seabee pilots killing themselves and their friends [and their Seabees. Ed.]. I really believe that a good flight checkout by someone who could demonstrate proper, safe 'Bee handling in the critical phases of engine-out landings and safe take-off and landing procedures, along with at least entry to spins, would eliminate most of these terrible statistics. I have had four complete engine failures in flight. My constant practice of at least 50% dead-stick landings made the subsequent (power-off) landings safe and easy. I would be happy to go anywhere for expenses and per diem to do such check-out work." George's phone number is 312/758-1622, weekends and weekday evenings after 1800.



The Seabee Club welcomes the new members who have joined us since the last Newsletter. Vic Slobodian of Barrie, Ontario, has s/n 868 (CF-FUB); Mark Wascom lives in Louisiana and is looking for a 'Bee, same with Noel Tadin of New Orleans; Bruce Redding, who owns a PBY, also wants a Super Seabee, in Monterey, California; J. A. Whitworth, from Niagara Falls, has owned 6 SeaBeasts. Bill McNeill lives in St Petersburg, Florida.

Dennis Buehn, Reno, Nevada, seems to be collecting amphibs, like RC-3 s/n 361 (N3263G, which was originally N6173K) in addition to his Grumman HU-16 Albatross. Mike Ferguson in Miami wants a 'Bee; Arthur Allgrove, seeking a 'Bee, lives in Massachusetts; Tim Hay in the Los Angeles area; Lionel Ladoceur, near Montreal in the Laurentians, has a Seabee and now wants another; Neill Scott lives in north central California.

Bob Michael in Boulder, Colorado; John Cook, near New York City; Frank Honoroff in northern Idaho; Charles Whiston in West Virginia; Bill Dabbs has the privilege of living near Oshkosh. Ben Bartell lives just up the road from us in Pompano Beach. Clay Jacobson, N6125K, is a brand-new-Bee-keeper, living beside the Colorado River between Arizona and California. John Bolding, N6055K, lives in Baytown, Texas and is our latest member, #300.



The membership list that we've been trying to finish for several months is very close to being a fait accompli. It's difficult to keep up, what with all the new members joining the Club. We're not complaining, it's great.



Mr George Grossman, São Paulo, welcomed in the last Newsletter, has told us of the previously unknown presence of four Seabees in Brazil, two of which are flying, giving rides to tourists on a lake in the southern part of São Paulo. We hope to learn the serial numbers of those four. George himself flies his Lake LA-200 out of the same lake that the 'Bees are on, and plans to acquire one of Gunnar Cukur's Seabees and hopefully convert it to turboprop power. If any of you are planning to vacation in São Paulo, remember our Bee-keeper there.



For those of you who collect Republic Seabee memorabilia, we've had black and white copies made of a 20-page color sales brochure entitled, "Landings Unlimited". It's a very nice brochure and has an additional feature, P.H. "Spence" Spencer's autograph, dated 1 Oct '82. The brochure is 6x8 1/2", with specs and artist's renditions of the 'Bee (RC-3), and even the Rainbow Airliner. It is not dated, but it was apparently mid 1945: "Power Plant; Franklin 6A8-215-B7F.....". Price \$10 postpaid. Foreign, other than U.S. and Canada, is \$11.50.

Here's a list of reprints of magazine articles, manuals, brochures, etc, that we now have available for you. Note: we've had to raise the price of AIR FACTS "How the Seabee Works" from \$2.50 to \$4 ppd.

Price shown is postpaid; price in parentheses is for other than U.S. and Canada:

- AIR FACTS (Feb-Mar '47), "How the Seabee Works" by Langewiesche. 23 pages. The "Ground School" textbook for owners; \$4 (\$5.50)
- CARBURETOR OVERHAUL (Marvel-Schebler MA-3SPA), from AVIATION, May '46; 4 pages, \$4 (\$4.50)
- DESIGN ANALYSIS (of the Seabee) from AVIATION, May '46; 18 pages, \$10 (\$14)
- FRANKLIN ENGINE MANUAL, 58 pages, #15 (\$20)
- HYDRAULIC PUMP OVERHAUL AND TEST, 14 pages, \$8 (\$9.50)
- LANDINGS UNLIMITED, (sales brochure described above), \$10 (\$11.50)
- OWNER'S MANUAL (Should be in every 'Bee), 57 pages, \$9 (\$10.50)
- PROP SAFETY SPRING, Republic Bulletin #21, 14 Oct '47; \$1 (\$1.50)
- "SEABEE ON THE STEP", Mike Machat's lithograph order form; send SASE
- SOUTHWIND HEATER MANUAL, (Installation/overhaul), 32 pages; \$10 (\$14)
- USED AIRCRAFT GUIDE (Republic Seabee) from AVIATION CONSUMER, 15 April '86; 8 pages, \$6 (\$7.50)
- WEIGHT AND BALANCE, (sample forms from Republic), 7 pages, \$4 (\$5)
- WIRING DIAGRAM (all 3 versions, plus Republic bulletins), 5 pages; \$3 (\$3.50)
- LIST OF SEABEE ARTICLES IN MAGAZINES, 2 pages; SASE, (self addressed, stamped envelope)





REPUBLIC ENDS SEABEE PRODUCTION AFTER MAKING 1,060 AMPHIBIANS

After building 1060 four-place Seabee amphibians, Republic Aviation Corp. last week announced it was terminating production of the airplane due to need of other types of airplanes.

Final termination announcement came approximately 14 months after delivery of the first production Seabee, July 31, 1946. In 12 months, Seabee production climbed to a peak of 12 airplanes a day, before slackening demand for virtually all personal airplanes was felt in the amphibian's sales, and production tapered off to complete suspension of manufacturing in July 1947. Approximately 50 completed Seabee remain at the Farmingdale plant, in addition to considerable stock of parts and planes in process.

Production Rights: Mundy I. Peale, Republic President, stated that the company was carrying on negotiations for sale of Seabee production rights (presumably including tooling and parts in process) with "several interested parties". Meanwhile, for as long as is necessary to protect Seabee owners with service and parts, Republic will continue to produce and make available all necessary spares and service.

Under leadership of Alfred Marchev, then Republic president, the company invested several million dollars in engineering and supplies for the Seabee, in addition to expending \$1,500,000 for purchase of Air Cooled Motors, Syracuse, NY, as a source of engines for the airplane.

Design Studies: Development of the Seabee gave strong impetus to an engineering philosophy of simplification in design for mass production, which will probably have a long-continuing effect on aircraft design. However, analysis of the Seabee's rise and fall indicates that the airplane was designed for production in quantities greatly in excess of the size market it was able to attract. If the overall plan, never carried out, to make several types of personal planes in the so-called Bee line had been completed, the tooling for production of large quantities of interchangeable components and assemblies might, eventually, have paid off.

Presumably the other aircraft for which the Seabee's termination will make room are the four-engine XF-12 photo reconnaissance plane, the P-84 jet fighter now in production, and the new XF-91 fighter in early development stage at Republic's Farmingdale plant.

* * * * Reprinted from AVIATION WEEK, 13 Oct 1947 * * * *

There are some BIG engines among us now. Yes, even bigger than the GO-480. We have pictures of Bernie Nowlen's Seabee, N6449K, at the Clear Lake Splash-in last year. It has a Lyc IGSO-480 of 340 hp. I don't know any other details yet, but its performance was certainly noteworthy. Al Hundere has loaned us a VHS tape of his big-engined N6290K, which is finally flying after eight years of trying. A series of unfortunate alliances with people who promised the conversion but failed to comply, plus lawsuits and other extenuating circumstances, delayed the completion. The 'Bee, his second one in more than twenty years of Bee-keeping (he also owned N6113K, which was on the Feb '66 cover of AOPA magazine), now has a Lyc IO-540K. Al recommends the work of TAC, Inc: Steve Sagnella, President, in Blaine, which is in the extreme NW corner of the state of Washington. Their phone is 206/332-5151.

Capt. Lance Burgo, N6154K, invites other Club members to stay at his place in St John, US Virgin Islands, for aerial photo expeditions in his 'Bee, or aboard his charter boat, as his guest. PO Box 371 Cruz Bay, St John USVI 00830. 809/776-6922. Thank you, Lance!



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 Court, Brighton CO 80601; ph: 303/659-2536
- Don Fox, 171 Field Point Rd, Greenwich CT 06830
- Frederick Piasecki, Tunbridge Rd, Haverford PA 19041
- Jim Umsted, 2276 Songbird Court SE, Salem OR 97306; ph: 503/364-1212
- Garry Whyte, P.O. Box 2494, Portland OR 97202; 503/653-7565
- Charles Wolf, P.O. Box 184, Franklin MI 48025
- Heinz Stuebbe, 987 Windsor Rd, Highland Park IL 60035
- George Helland, P.O. Box 3406, Federal Way WA 98063; 206/838-8123
- Lionel Ladouceur wants reasonable Franklin or Lyc 'Bee, or TwinBee; RR2, Rawdon Quebec J0K-1S0 Canada; 514/834-3458 or 834-6860
- SUPER BEE by Bruce Redding, Monterey CA; 408/372-7111 days, 625-3837 eves

WANTED: WATER RUDDER by Bob Redding, P.O. Box 36560, Houston TX 77038; 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 Reichart Ave, Sauk Village IL 606421; 312/758-1622



FOR SALE: * WINDOW MOLDING, 50' for about \$90; Donn Booth, 607/753-0556

* PARTS: cylinders, wings, tail, flaps, ailerons, etc, (parting out), Peter Lampasona, 1393 Gold Star Hwy, Groton CT 06340; 203/446-1488

* PRESSURE CARBURETORS for GO-480, also complete turnkey 295 hp LYCOMING CONVERSIONS for \$28,500; Ed Freeman, 342 Westridge Dr, Abilene TX 79605; 1/800/351-1393, ext 269

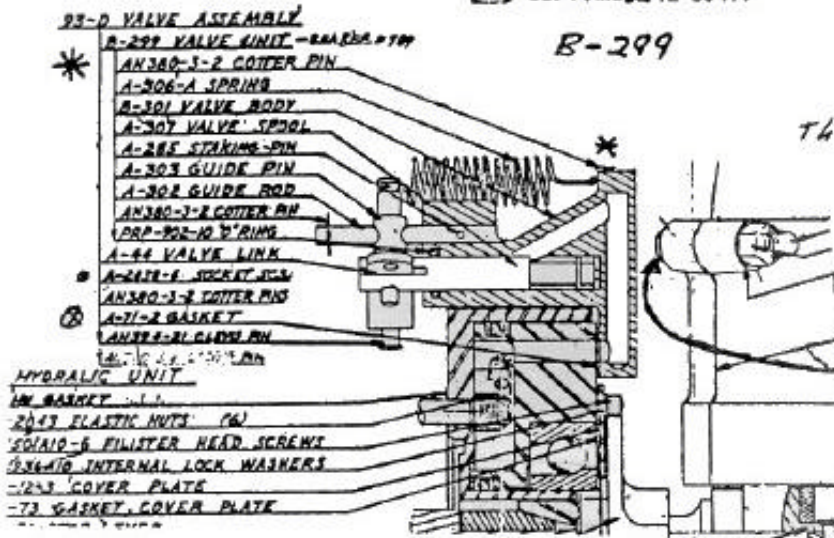
FOR SALE: * SEABEES by the following:

- * s/n 950, N114N, B9F, 43 SMOH, 495 TT, droop tips, large spray rails, quick disconnect gear, bilge pump, stall warning, carb air temp, Alcor fuel totalizer, complete avionics. Needs annual & paint. Reduced to PO Box 89309, San Diego CA 92138; 619/226-1608 days.
- * A&E owned & maintained, never in salt, no damage, 1640 TT, B9F 750 TT since new, wide spray rails, large oil cooler, 24-volt start system, new tires, \$15,000. Martha Hudolin, 59819 Indian Trail Rd, New Haven MI 48048; 313/749-5651
- * s/n 868, CF-FUB, 430 TT, B9F 92 SMOH, 3-blade prop 5 SOH March '86, wide spray rails, droop tips, removable gear, Asking \$15,000. Victor Slobodian, RR #2, Barrie Ontario L4M-4S4 Canada; 705/722-6613
- * s/n 416, VH-MJO, 1759 TT, engine 40 SOH, new paint, extremely good condition, \$45,000 Australian. Ian Baillie, South Pacific Aircraft Sales, (Moorabbin Airport, Melbourne), PO Box 354, Cheltenham, Victoria 3192, Australia

FOR SALE: * MARINE AIRCRAFT LITERATURE, includes SEABEE. List \$1. (Books, out-of-print & current) John Roby, 3703 Nassau Dr, San Diego CA 92115 (Established 1960) [Paid advertisement]

GEORGE POMEROY
1860 Reichert Ave.
Sauk Village, IL 60411

Seabee Propeller Control Valves



This Represents the Acceptable B-299 Valve Unit For Seabee

Note: That there is NO "Staple Tube" on THIS Valve

Danger here too: Prop Shops have been changing to Crown Head Bolts here - Crown Needs to be Ground Off to Clear B 299 Valve when prop is in Full Reverse or Valve will be Ripped open. G. Pomeroy

* Note: Spring, as shown above, Represents a DANGER to Seabee Flyers in that it will put the Valve-Spool into Reverse if the Pilot's Overhead Control wire should Come Loose at the Valve-Link Arm. The Cure for this Condition is to hook that Spring to something Forward of the Valve Body, instead of to the AN380-3-2 Cotter pin.

⊗ A-71-2 Gasket Represents another Trouble Spot. If a tight metal sleeve or O-Ring Recess could be placed there, Gasket Blow-out Damage would be Less. B-99

This is typical of the B-99 "Suicide Valve" (Top View)

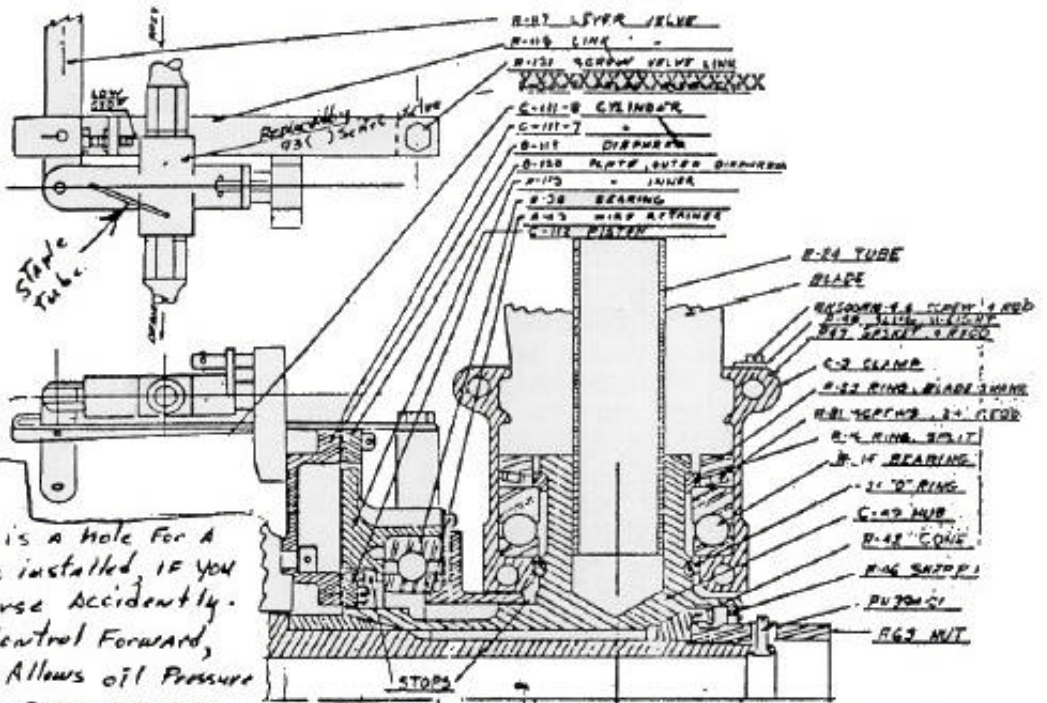
(Note that this differs slightly from Seabee installation in that this is showing Navion installation which is tractor - not Astor.)

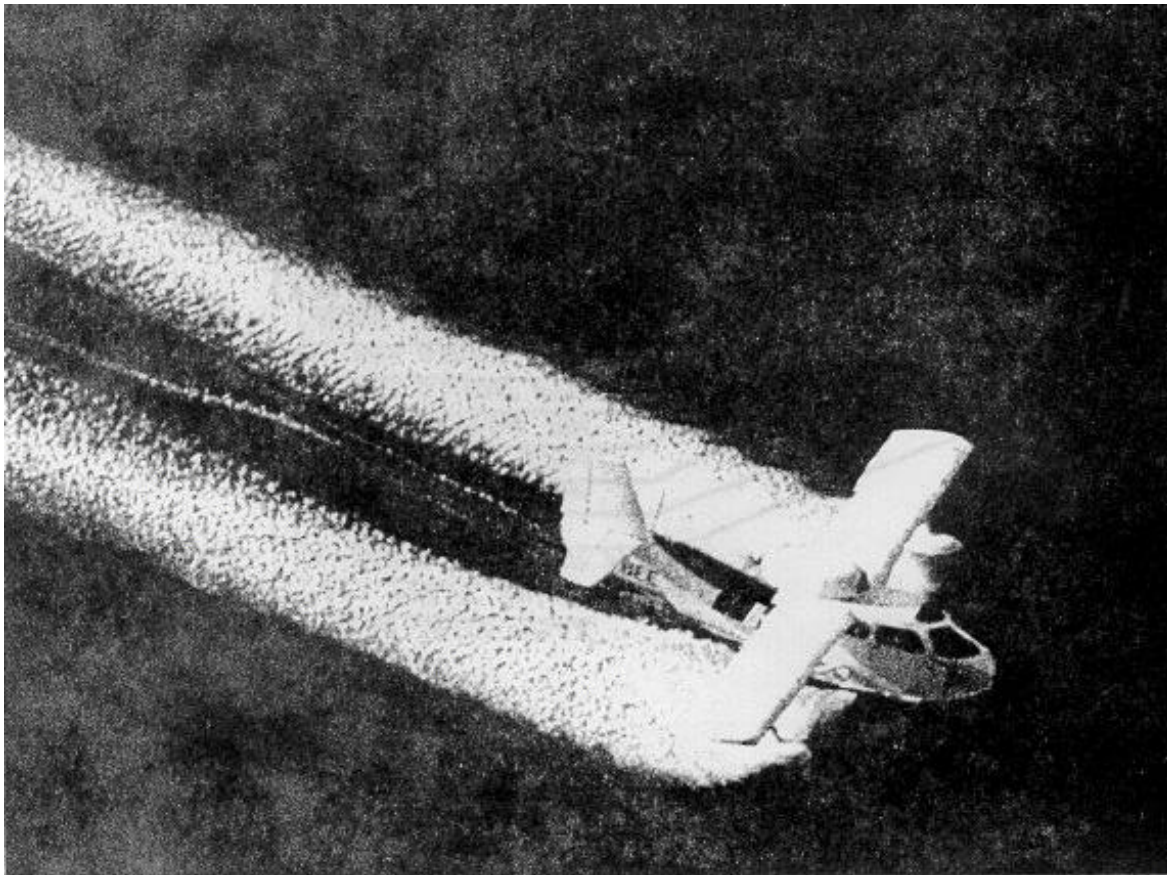
(Side view)

Another Caution! B-299 VALVE

On the A 302 Guide Rod is a hole for a Cotter Pin, which MUST be installed, if you Don't want to Go into Reverse Accidentally.

Moving the overhead Control Forward, Ahead of the Cotterpin hole, Allows oil Pressure to Slip through The Wrong Passage in the Prop-Valve-body, and puts The Prop into Reverse. Keep a Cotter Pin in that Hole!





ZS-BEE (s/n 132) "on the Step".
In memory of club member Mark French, Johannesburg.