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SEABEE CLUB INTERNATIONAL
NEWSLETTER

Vol 1, No. 12 (Fall '87)

Dedicated to the preservation
and enjoyment of our 42-year old
water-borne wind-wagons, the RC-3.

We have in this issue some long-awaited information for you: first the Seabee Club Membership Directory, and secondly the first installment of Ted Lissauer's Lycoming operating information. If you have not yet returned the form that he sent to you, please do so. It's for your own benefit. Ted is compiling all the data you send and combining it with his own research, the ultimate end of which will help all of you. Even if you don't yet have a Lyc, you may in the future. This info will include data for all the Lyc "GO" series in Seabees, so it's called "G-O-Bee News". Page one of the first issue of the GOBee News will be a bit farther on in this newsletter, with subsequent pages to follow soon.

If this issue does NOT contain the Membership Directory, that signifies that your membership expired several months ago. We don't want to lose your participation, but you must realize that we cannot publish your Newsletter without funds to do so. Please respond. Still only \$12 (in U.S. funds, or equivalent) per year for USA and Canada, \$18 elsewhere.

ATTENTION SEAPLANE FANS: If you want to ride in an Albatross, you'll have to do it this year. CHALK'S is retiring (selling) all their Albatrosses and will fly the de Havilland DHC-7 (ugh) landplane back and forth from Ft Lauderdale and Miami to the Bahamas. They will still be flying their turbo-prop Mallards to their downtown seaplane ramp in Bimini. That precludes any Albatross flying in the contiguous States. There will still be the Virgin Island Seaplane Shuttle out of St Croix and St Thomas to Fajardo, Puerto Rico, though, but that's fairly far away. They are flying Albatrosses and Mallards.

Quoting from Chalk's info on the back of their schedule:

"Founded in 1919 by famed war pilot Arthur Burns "Pappy" Chalk, the airline bearing his name is the oldest in continuous service in the world.

"A subsidiary of Resorts Int'l since 1974, Chalk's provides daily flights from its Watson Island terminal in downtown Miami and Ft Lauderdale to Paradise Island, Bimini and Cat Cay in the Bahamas.

"Chalk's Fleet includes 30-seat G-111 Grumman Albatross seaplanes and 17-passenger turbo-prop G37T Grumman Mallards.

"Chalk's seaplanes land and depart from their own terminal right on Paradise Island, just minutes away from Resorts International's Paradise Island Resort and Casino.

"Chalk's Watson Island terminal in Miami is the world's smallest U.S. port of entry.

"Flying Chalk's seaplanes to Paradise is more than mere convenience. It's lots of fun! The airplanes cruise at an altitude of 7,500 feet, allowing unsurpassed views of the Bahamas and their multi-hued turquoise waters, and the thrill and excitement of water take-offs and landings are travel experiences in themselves.

"Reservations may be made through any travel agent or Chalk's International Airlines. In the U.S. (except Florida) phone 1-00-327-2521. In Florida: 1-800-432-8807." (Daylight operations only)



We need to elaborate a bit on the HYDRAULIC PUMP OVERHAUL AND TEST manual copies we have for sale (14 pages, \$8). It's the Department of the Army Technical Manual #55-1560-208-50. Why would the Army have a manual for "our" pump? Actually it's for the Army's L-20/U-6A, otherwise known to us civilians as the de Havilland DHC-2 Beaver. As you're mulling this over you're thinking, "That's a fixed gear." Right. The spigots for those lines are capped off. They use only the flap portion. But it's the very same hand pump assembly, model 430RDH6, made by Electrol Inc, Kingston, NY.

All of us will certainly appreciate Ted Lissauer's time and efforts in compiling what will eventually be an operating manual for Lycoming-powered Bees. Before we get to the "Gee-Oh-Bee News", which begins on the next page, here's some useful info for you that Ted has worked up regarding accuracy of readings on your fuel dipstick. Please compare these measurements with those on your own dipstick. Then you'll at least be aware of the difference. We've copied Ted's letter:
 (Note: DO NOT TAKE OFF WITH LESS THAN 12 GALLONS INDICAED ON DIPSTICK)

"I have been working on my fuel measuring lately. I've never been happy with the dip stick method, and of course the fuel gage is a disaster. I invented (?) a dip tube with a little valve at the bottom end, and that makes it possible to read fuel quantity to an accuracy of at least one gallon. The stick was inaccurate because gasoline would wick up on the bare wood side and evaporate on the painted side before I could get a good reading. In the course of calibrating my new dip tube, I drained the tank and refilled at five gallon increments. Since I found them somewhat different from those that others have gotten, I thought I would pass them on to you.

	GAL.	IN.	GAL.	IN.
	5 - - -	3 7/8	40 - - -	12 7/8
	10 - - -	5 5/8	45 - - -	14
NO TAKEOFF	12 - - -	6 1/4	50 - - -	15
BELOW →	15 - - -	7 1/4	55 - - -	16
	20 - - -	8 1/4	60 - - -	16 7/8
	25 - - -	9 1/2	65 - - -	17 3/4
	30 - - -	10 3/8	70 - - -	19
	35 - - -	11 5/8	75 - - -	20
			80 - - -	21 7/8

At the same time, I removed the old fuel gage machinery and installed a capacitance type fuel gage in the Bee. It came from Sky Sports, and only cost \$125. Others cost in the \$800-900 range. It is truly a wonderful thing. Since the probe is in the center of the tank it reads the same on the ground as in the air, and the needle never wiggles. I calibrated mine so that each quarter tank represents 20 gallons, with no reserve. You can calibrate with any amount of reserve you want. It is all solid state, with no moving parts except the needle in the meter. Sky Sports furnished me a 24" probe for the deep tank on Seabees, a five bolt mounting plate that matching my tank, and 15 ft. of lead wire to reach from the tank, through the bilge, to the panel. Do it yourself installation was a snap."

GO Bee News

Summer, 1987

INTRODUCTION

This portion of the newsletter is devoted to Bees which have been converted to Lycoming GO series engines. My Bee (N6272K) is Jack Daubenspeck's prototype for his Lyc conversion, two piece windshield, and fiberglass floats. This is my third water lander, as I previously owned a Lake Buccaneer and a Cessna 185 on amphib.

The more I fly the GO, the more I find that I don't know about it. Since I am an engineer, I thought it might make sense for me to gather some information on GOBees and share it with other owners. Dick Sanders offered the Seabee Newsletter as a forum, and we both hope this can become a meeting place for anything having to do with the care and feeding of our GOBees. The end result of this effort will be a flight manual including both operational and performance data. Please send any questions or ideas to: Ted Lissauer, 1430 South Second Street, Louisville, KY, 40208, (502) 636-5871.

GETTING STARTED

Our engines come with four types of priming systems; automatic, electric, manual and none. The automatic and electric have a solenoid valve which allows fuel from the boost pump to go directly into the cylinders. With the electric type, a switch must be operated to open the valve, while with the automatic type the valve is opened when the starter is in the "start" position. In this latter case, priming occurs only during cranking. The

manual type has a plunger pump which injects fuel into the cylinders.

For engines with no primer (mine for instance), priming is accomplished by forcing fuel through the carburetor with the boost pump.

With other airplanes, many of us primed by pumping the throttle, making use of the acceleration pumps in our carburetors. That won't work for our engines, since the acceleration pumps in the Bendix PS5-BD carburetors are vacuum operated and only work when the engine is running.

Once priming has been accomplished (if available), the starting sequence goes like this:

ENGINES WITH PRIMER:

Mixture IDLE CUT-OFF

Prop HIGH RPM

Throttle OPEN (1/4 cold, 3/4 hot start)

Master switch ON

Boost Pump ON

Starter ENGAGE

When engine fires, throttle IDLE

Mixture RICH

ENGINES WITHOUT PRIMER:

Mixture IDLE CUT-OFF

Prop HIGH RPM

Throttle OPEN (1/4 cold, 3/4 hot start)

Master switch ON

Boost pump ON

Starter ENGAGE

While cranking, mixture RICH 3 to 10 secs, depending on temp, then IDLE CUT-OFF

When engine fires, throttle IDLE

Mixture RICH

ATTENTION FRANKLIN OPERATORS:

This is as good a time as any to remind you to check the tightness and security of the capscrews on the cooling fan and the fuel pumps. See Republic Distributor's Service News #18, 5 Dec '46. If you've ever heard anybody tell of that cooling fan flying off by itself in flight, it gets your attention. Its departure can be in any one of 360 degrees 0 and its RPM is the same as the prop's. If that direction happens to be in the bottom quarter, where you are....

We regret that we have very sad news about a dear friend, long-time Bee-keeper and Club member, Dick Scribner. He recently passed away after a long illness. Our love and heart-felt condolences to Bobbie, his beloved wife, and to the rest of his family.



YOUR SEABEE CLUB WELCOMES THE FOLLOWING NEW MEMBERS:

Randy Rhodes, in Michigan, is Dick Scribner's son-in-law and is operating the Cont-powered s/n 682 (N6432K) successfully. We are glad that they're keeping the beautiful 'Bee in the family.

Jack Breault, who owns s/n 1001 (CF-EII) and lives in Westlock, just north of Edmonton, Alberta, Canada. His address and the addresses of all the other new folks are listed in the enclosed Club membership directory. (Look under "CANADA, Alta", for instance.)

Capt Ron Ruble, who flies for Midway Airlines, bought s/n 907 (N6634K) from Keith McMahan and is effecting a total rebuild. His hangar is just across the runway at Executive Airpatch from our 58K. That makes 3 Bees at FXE, including Club Member Brian Barry's.

John Crane is hoping to acquire a Bee. He's also a captain - of a 65' gaff rigged schooner that he charts out of Seattle. If any of you see that big windjammer, the "John Pike", plying the Inward Passage to Sitka and Hoonah, for instance, land and taxi up to his fantail (gently) for a visit. (Yes, it can - I've had occasions to visit friend's sailboats that way. Step aboard, with line in hand, then the boat gets underway and tows the Bee quite nicely. Same with a houseboat.) He runs 6 1/2-day cruises from May thru Oct.

New member Roger Duke is looking for a suitable Seabee, so he joined the Club.

At the Lake Parker SPA Splash-In during EAA's Sun 'n Fun last March, Willy Ropp attended our wet 'n wild doings. Despite the fact that the well-known airshow announcer, a retired National captain, owns an Airknocker on floats, he joined the Seabee Club. He and I renewed our Flight Instructor's certificates together at an AOPA course here several months ago. My Bee enthusiasm must have mesmerized him. Willy lives on a residential grass airstrip, plane and car in the "garage", just north of us in Delray Beach.

One of our recent hangar visitors is Tom Dalesandro, who has just moved back to the States after many years in Brazil. He is looking for a Bee.

A very serious seeker of a SeaBeast is Capt Roger McMurray, who flies for Continental out of Miami. We will be hearing more about Roger and Bees, but nothing for publication yet.

Ed Harbur, in New York, has joined us and wants a Bee.

How about a Patagonian connection? Lynn Leasure would like to obtain a Lyc Bee for some foreign affairs. Said Bee will be used for charter out of Santiago, through the Andes, to the Patagonia, which is in southern Argentina. His U.S. base is "Patagonian Connection, Inc", in Utah.

(New members cont'd)

Another airline type (Braniff) has joined us with his s/n 663 (N60CB which was originally NC 6418K). Gus Draffkorn is on Lake Palestine, SE of Dallas.

We met George Penn at the Speculator/Lake Pleasant SPA Splash-In. He's in partnership with Lenny Marchines in s/n 940 (N28CB) in Pennsylvania. Their group, with Neil Conway, is called the "Fly In Fisherman".

New member Bob Murphy, also in Michigan, keeps his s/n 282 (N6099K) at the Pontiac Airpatch. He's an ideal Bee-keeper - he's an A&P, and is restoring s/n 292.

A Seabee which will be listed for sale in the next CLASSIFIED AD section belongs to new member Mikael Folkesson. He and a friend had bought s/n 736 (N6481K) in Montana, with the intention of flying it home to Costa Rica and operating it there. They got it as far as Brown's SPB here in Winterhaven, by which time they realized that the parts aspect, and operating altitude of their hoped-for goal, was not compatible with the demonstrated performance. Mikael had planned to operate it out of 3,000-foot elevation San Jose, with six to twelve thousand foot mountains around it. That's rather a hostile environment for a Franklin Bee, especially with the temperatures at 10 degrees North Latitude. So, it's for sale.

Lastly, James D Sheen, DDS, we also met at Lake Pleasant. He's sentimentally attached to ol' RC-3 SeaBeast. His father bought one, s/n 444 (NC 6241K), new from Republic. He recalls from his youth spending the night in the Bee while anchored in Chesapeake Bay on a fishing trip with his dad. That's one reason Republic engineered the seat configuration the way they did. (There are other reasons, too) In the few years that they owned 41K they flew about 600 hours in her, and ranged from the East Coast all the way to Santa Catalina Island off the coast of California. On that trip they happened to be flying over Long Beach Harbor when a very large flying boat was taking off. They took pictures of it. Later they learned that it was Howard Hughes' HK-1/H-4 "Hercules" on its ONLY flight. That day would have been 2 Nov '47.

Congratulations to member Mary Frances Silitch whom most of you know from SPA publications and fly-ins. Until recently the very able Executive Director of the Seaplane Pilots Association, she has accepted the position of Editor of Aero Magazine in Laguna Beach, California. Best of luck from us all, MF.

Thanks for your understanding about the lateness of this particular issue - who would believe that moving, then renovating the "new" house could be so time-consuming. Because this Newsletter is necessarily so short because of the Directory (we're talking postage costs here), the next Newsletter will be longer, also sooner. Look for the latest, greatest news about the Type Certificate, also experiences and ideas on what to do when hydraulic fluid is lost on take-off. (Can you land safely on the ground? The water?) More on Water Landings. And SPA happenings. Plus an updated Classified Section.

We hope that all members, new and old, benefit from membership in the Club. We try very hard to make it the best we can. If any of you are bemoaning the tardiness of this newsletter, thinking that you're not getting your money's worth, you'll have to realize that this Seabee Club's output far surpasses the majority of the other Type Clubs. We've seen other Club's newsletters that, at best, have only 2 to 3 pages. We think that the quality of this effort somewhat overrides the sometime lateness. And we certainly do appreciate the kind words from our loyal members to that effect. You members who did not renew in May, when your membership expired, we sincerely hope that you'll reconsider. If you merely forgot, it's not too late. You're probably in the 75% group whose membership expires each May (the Club's anniversary date) so when May rolls around again - "Time to renew!".