



Capt Richard W. Sanders
6761 N.W. 32nd Avenue
Fort Lauderdale, FL 33359
(305/979-5470)

SEABEE CLUB INTERNATIONAL
NEWSLETTER

No. 13 (March 1988)

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

Spring will be sprung shortly, so it's time to think about de-icing and getting your trusty SeaBeast ready for your fun activities. Those of us in more southern climes will need less preparation, but nevertheless lots of chores can be done to enhance your aviating/seafaring adventures coming up soon. The annual EAA Sun 'n Fun week, for instance, is April 10-16. The Seaplane Pilots Association/SeaBee Club Splash-In is Friday the 15th on the western shore of Lake Parker, hard by the northeast edge of downtown Lakeland in central Florida. Whether you're EAA, SPA, SeaBee Club members or not, join us on the lake there. Same with ANY seaplane get-together; you and your 'Bee will be welcome.

President Robert Taylor, of the Antique Aircraft Association (to which the SeaBee Club belongs), has extended a special invitation to all 'Bee folk to fly in to any of their local or regional gatherings. Whether we care to admit it or not, technical designation notwithstanding, our beloved 'Bees are antiques. Our own s/n 709 (NC 6458K) will be 41 years old on 19 April (first Test pilot logbook entry). We have a birthday party for her every year in her hangar. (The Bee's Nest)



EXTRAORDINARY NEWS DEPT.

Newly formed Republic Aircraft Manufacturing Company, in Canada, has acquired the RC-3 SeaBee type certificate, ATC #A-769, and plans to build NEW 'Bees and parts. Take an extra moment to comprehend that extraordinary bit of news. There's not a whole lot of info available yet, since it's been only a few months since the "take-over". They have modified an existing 'Bee, engined with the Lyc IO-540 as a test-bed. The company president, Wolf Meyerfeld, has joined the SeaBee Club and will let us know when there will be more information. There's no point in your phoning them yet, because so far, there's not anything more to tell you.

What few parts Fulton Ivy had will eventually be in stock, but not for awhile. When Republic gets set up for sales, they will let us know. We all, of course, hope that it will be SOON. In the meantime, we'll just have to sit tight and grit our teeth.

The photo on the cover of this Newsletter is of their own RC-3.



On the inside back cover is a reprint from the Canadian General Aviation News (Dec, 1987). On the same page is a questionnaire that Republic would like to have you fill out and return to the address in the article. In that same news item it says that there are "approximately 190 SeaBees worldwide that are still flying". THE MEMBERSHIP OF THE SEABEE CLUB ALONE REPRESENTS ABOUT 230 'BEES (not all of which are currently flying, however).

Pages 5/6 and 7/8 are the GOBee News, thanks to member Ted Lissauer.

By now, all current Club members should have received their 20-page Directories. The time and effort and money that the Directories entailed should equal at least two newsletters' worth, so don't fell that you haven't gotten your dues' worth. Additional Directories are \$5. (\$12 to non-Club members.)



Refer back to the previous Seabee Club newsletter, #11, p.7, 3rd paragraph, regarding the loss of hydraulic fluid after takeoff. Our good friend Herm Mau I New York relates his own experience with the exact sequence of events I encountered years ago. To reiterate, after taking off from the ground and pumping the gear up, there was only enough hydraulic pressure to unlock the gear, leaving it hanging. The gear is neither up nor down. Can you land safely on the ground? On the water? Think about it. Which would you choose?

Herm landed safely and subsequently studied the hydraulic system and this is what he learned, and is sharing with us:

- "1. There are four separate hydraulic circuits. [Ed. Gear up & down, Flaps up & down]
- "2. The reservoir should be checked FULL before each flight.
- "3. All four circuits can and should be pressure checked before WATER takeoffs. (Only three can be safely checked before land takeoffs. [Ed. Note: on ground the tail can be jacked up and resistance applied to the tailwheel while pumping the gear up.] Gear up circuit can be pressure checked (in the water) by tying the main gear forward (to the bow cleat).
- "4. If all circuits can stand relief valve pressure, we can be quite sure they will do so when airborne.
- "5. If we blow a hydraulic line (most common failure) after takeoff, we should reverse the selector valve immediately, thus isolating the faulty circuit and preserving the hydraulic fluid remaining. The gear can then be moved in that direction ONLY, and a landing planned for whatever configuration that may be. It is also likely that we will have flaps because we have saved our reserve hydraulic fluid."

Additional comment: "The gear up-lock problem. ANY time this adjustment becomes necessary, CLOSELY inspect part #1110, Landing Gear Actuator Torque Tube Assembly. Look for cracks in the weld securing the short cylinder arm to the tube. We have found the welds to be very poor indeed. We've found and repaired this problem on several aircraft, since discovery on my own. The crack in the weld causes a change in the overall distance. Adjusting the cylinder length only makes things worse unless the weld is repaired first. The stress created by repairing the weld often returns the arm to its original position. The tube must be removed to repair properly. DO NOT try to weld in place!"

Thank you Herm for sharing your expertise. For those of you who don't know him, Herm has something like 3,000 hours of wrestling his 'Bee, or maybe it's 3,000 Seabee landings. Or both.

Now let's go back to the question at the beginning of this page. The gear is neither up nor down. Can you land safely on the ground? On the water? The answer to either question is: YES. Either one. In the instance I referred to from my own experience (see News #11) I chose to land my Seabee, with the gear hanging, and no hyd pressure, in the grass beside a runway on an airport that had a maintenance facility. The Bee was jacked up, the gear rolled forward to the locked position and we flew home, gear down and locked and placarded. In Herm's case he landed back at his lake, the gear just hanging, no problem on touchdown, taxied to his own ramp and fixed the hyd problem.

The point is, with a loss of hydraulic fluid, you can land safely on either ground or water, depending upon which is best for you and your trusty old SeaBeast.

More elucidation on the subject of water landings with the gear hanging loose comes from another of our esteemed Bee experts, Bob Mills, on the following page.



Bob Mills has been operating Seabees probably as long as there have been Seabees. Mills Seaplane Base, also known as the Philadelphia Seaplane Base and the Essington Seaplane Base, is about three miles upstream from PHL (Philadelphia Int'l Airpatch). Easy to get to from the airport. Phone 215/521-3633.

Continuing on the subject of landing on the water with the gear "hanging" (loss of hyd pressure), Bob writes, "I have landed the Seabee in the water on at least two occasions with the main gear trailing. Gear selector in the UP position.* These landings were by choice on the water, and a normal water landing procedure, with a little power, and you would never know the wheels were trailing."



* If you were to have the gear selector in the DOWN position, the hyd pressure (assuming there was still some fluid remaining in the system), would not allow the wheels to move backward on contact with the water. The wheels would resist the impact and probably rupture another hyd line, and possibly nose the Bee over on contact.



We hope that these examples of Bob's and Herm's experiences will give you confidence if you encounter the same problem. It's the same situation as landing in the grass without hyd pressure. Make sure the gear selector is in the UP position so that the gear can roll back on contact.



You will have to determine which surface is best for you situation. Some factors to consider are your fuel status, repair site, daylight remaining and weather. (You do carry spare hyd fluid aboard, right?)



Continuing our technical theme we have more on the landing gear. Jon Brown of Brown's Seaplane Base writes; "We have just replaced the entire internal undercarriage on our TwinBee (#17). Found some interesting items. (Ed. Same gear arrangement on all Bees) Elongated holes, cracked scissors connectors (Actuator locks?) and worn bolts, etc. These need to be checked on a regular basis, especially on training aircraft. "We certainly enjoy the newsletter. The maintenance hints are a big help to the commercial operators."



Thank you, Jon, for the advise and the kind words. Brown's SPB is in Winterhaven (a very aptly named city) hard by Orlando Int'l Airpatch in Central Florida.

Their fleet is comprised of a handful of J-3s, a couple of 172s, and the TwinBee for your multi-sea rating. Phone 813/956-2243.



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. If that direction happens to be in the bottom quarter, where you are - - -



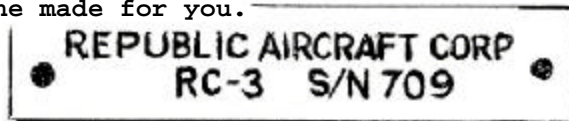
Speaking of engines, if any of you are interested in converting your SeaBiscuit to auto engine power we have a couple of experts working, separately, on that very thing. Let us know if you'd like more info on the subject. From what they've told me it sounds like THE way to go, efficiency-wise and cost-wise. But we need your response.

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; 7 pages, \$5 (\$5.50)
- 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 each (\$3.50)
- LIST OF SEABEE ARTICLES IN MAGAZINES, updated 1988, 2 pages; free to members, SASE (self addressed, stamped envelope)
- The U.S. Government has come up with another Mickey Mouse idea with which we aircraft owners must comply: an ID Plate affixed to the fuselage displaying the Manufacturer, the Model designation, and Serial Number. I had one made locally, engraved on black aluminum, as shown. I'll attach it with pop rivets (or sheet metal screws), to the port side under the stabilizer, above the waterline. If you have no other source for something similar, send \$5.00 (right away) and the pertinent info, and we'll have one made for you.



In both of these sequences, we start the engine with the mixture full lean to deliberately limit the amount of fuel available to the engine. This has three advantages. First, since our carburetors are mounted on the bottom of our engines, it allows us to run the boost pump without having to worry about fuel running out of the carb throat and into the engine compartment drain system. Since we have the engine turning over whenever the mixture is rich, all fuel from the carburetor is sucked into the cylinders, where it belongs. This prevents a major cause of fires at startup.

Second, we eliminate the danger of detuning the crankshaft counterweights if we fail to reduce throttle soon enough after the engine fires. We all know not to jam open the throttle of an idling engine. But if we start with mixture rich and throttle open, the engine accelerates in just this manner. By starting in idle cut-off, there simply isn't enough fuel available to cause rapid acceleration until the mixture is returned to rich.

Finally, it cures the problem of flooding and hot starts. What we have done is to first flood the engine and then prevent additional fuel from being added by cranking with mixture lean. This admits only air to the cylinders, which soon clears the flooded condition and allows the engine to start.

This brings to mind the adage that if you never change the throttle faster than one inch of manifold pressure (or 100 RPM) per second, you will never harm a GO. This is probably a little conservative for most of us, but it makes me wonder about the

advisability of entering GO's in take-off contests.

CARBURETORS

Speaking of carburetors, there is a simple way of checking your mixture settings. With the engine warmed up and idling at 500-6—RPM, pull the mixture control slowly and steadily toward idle cut-off. Observe the tachometer as you do. Any increase of more than 10 RPM before it starts to die indicates a rich idle mixture. An immediate decrease (not preceded by a momentary increase) indicates the idle mixture is too lean. A similar check can be made of the off-idle mixture. Perform a test as above, except with RPM at 1600. This time look for an increase of 5 to 25 RPM, with a maximum of 50.

The heart of the carburetor is in the regulator assembly which contains diaphragms that were once made of Buna-N type rubber, which is black. The modern diaphragms are made of fluorosilicone, which is red. With the modern diaphragms it is not necessary to return the mixture control to the rich position after shutting down the engine. This was recommended for the Buna-N diaphragms in order to keep them wetted with fuel and prevent them from cracking and taking a set. While Bendix and Lycoming don't recommend it, if auto gas is used, they suggest that you return the mixture control to the rich position after shutdown and run the boost pump a few seconds to fill the carburetor with fuel. If your once properly running engine is starting to run rich, per the above test, one of the causes could be a diaphragm starting to go bad.

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procedure should include returning the mixture control to the full rich position and running the electric fuel pump for a few seconds to fill the carburetor chamber with fuel. This keeps the diaphragms wetted with gasoline which helps prevent them from cracking and/or taking a set.

If your once properly running engine starts to run rich, per the above test, one of the causes could be a diaphragm starting to go bad.

Our carburetor has another peculiarity. It returns fuel to the tank when the engine is running. If you stick your fuel tank while the engine is running, or shortly after shutdown, this can drip fuel on the dip stick and give a falsely high fuel quantity reading. This quirk also makes it difficult to use fuel metering/totalizing equipment on our Bees. I am looking into ways to overcome this problem and hope to have more information in future newsletters.

The Bendix licensee for the PS series carburetors is Precision Airmotive

Corp., Snohomish County Airport, Everett, Washington, 98204, [206] 353-8181. They provide parts and service as well as a carburetor manual. Ask for "PS Series Carburetor Manual."

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There are other fine FAA certified repair facilities. Two of them with whom I have dealt are Precision Air, [305] 635-5293, and B & S Accessories [800] 835-2961. Overhauling these carburetors is very expensive (in the neighborhood of \$1400), but B & S did a bench flow test and yellow tagged mine for \$100.

QUESTIONS & ANSWERS

The request I got most from the questionnaire I sent to GOBee owners was for cruise power charts. Anyone who has used the graphs in the Lycoming manual has surely gone mad trying to extract any useful information from them. GOBees seem to come in three engine varieties, each of which is slightly different, so I am including power charts for the -B, -G1, and -G2.

CRUISE POWER CHART FOR GO-480-B SERIES ENGINES

POWER (% METO)	PRESS ALT (Ft)	FUEL FLOW @ RICH (GPH)	MANIFOLD PRESSURE (In. Hg.)							ENGINE (RPM)
			Outside Air Temperature (Deg. F)							
			-20	0	20	40	60	80	100	
70%	0	16.8	21.5	21.8	22.0	22.3	22.5	22.8	23.0	2750
	2000	16.8	21.0	21.3	21.6	21.8	22.1	22.4	22.7	2750
	4000	16.8	20.7	21.0	21.2	21.4	21.6	21.9	22.2	2750
	6000	16.8	20.4	20.6	20.8	21.0	21.2	21.5	21.8	2750
	8000	16.8	19.9	20.2	20.4	20.6	20.8	21.0	-	2750
60%	0	13.0	20.1	20.4	20.7	20.9	21.1	21.4	21.7	2600
	2000	13.0	19.8	20.0	20.2	20.5	20.8	21.0	21.2	2600
	4000	13.0	19.4	19.7	19.9	20.1	20.3	20.6	20.8	2600
	6000	13.0	19.0	19.2	19.5	19.7	19.9	20.1	20.4	2600
	8000	13.0	18.8	19.0	19.2	19.3	19.5	19.8	-	2600
	10000	13.0	18.3	18.6	18.8	19.0	19.3	19.5	-	2600
	0	10.3	18.3	18.6	18.8	19.0	19.2	19.4	19.7	2500
	2000	10.3	18.0	18.2	18.4	18.7	18.8	19.0	19.2	2500
	4000	10.3	17.7	17.9	18.1	18.3	18.6	18.8	19.0	2500

50%	6000	10.3	17.3	17.5	17.7	17.9	18.1	18.3	18.5	2500
	8000	10.3	16.9	17.1	17.4	17.6	17.8	18.0	-	2500
	10000	10.3	16.5	16.8	17.0	17.2	17.4	17.6	-	2500

Max power for performance cruise (75%) is 2750 RPM at full throttle

Max power for economy cruise (65%) is 2600 RPM at full throttle

Max endurance (lowest specific fuel consumption) is 2350 RPM

CRUISE POWER CHART FOR GO-480-G2 SERIES ENGINES

POWER (% METO)	PRESS ALT (Ft)	FUEL FLOW @ RICH (GPH)	MANIFOLD PRESSURE (In. Hg.)							ENGINE (RPM)
			Outside Air Temperature (Deg. F)							
			-20	0	20	40	60	80	100	
70%	0	18.8	22.4	22.8	23.2	23.6	23.9	24.3	24.7	2750
	2000	18.8	22.1	22.5	23.0	23.4	23.7	24.1	24.5	2750
	4000	18.8	22.0	22.4	22.7	23.1	23.5	23.8	24.2	2750
	6000	18.8	21.8	22.2	22.5	22.8	23.2	23.6	24.0	2750
	8000	18.8	21.6	21.9	22.2	-	-	-	-	2750
60%	0	14.4	21.2	21.5	21.8	22.1	22.4	22.8	23.1	2600
	2000	14.4	20.8	21.1	21.4	21.7	22.0	22.4	22.7	2600
	4000	14.4	20.5	20.8	21.1	21.4	21.7	22.0	22.3	2600
	6000	14.4	20.2	20.5	20.8	21.1	21.5	21.8	22.1	2600
	8000	14.4	20.0	20.3	20.6	20.9	21.2	21.5	21.8	2600
10000	14.4	19.7	20.0	-	-	-	-	-	2600	
50%	0	10.8	19.6	19.9	20.1	20.4	20.7	21.0	21.3	2500
	2000	10.8	19.2	19.5	19.8	20.1	20.3	20.6	20.9	2500
	4000	10.8	18.8	19.5	19.8	20.1	20.3	20.6	20.9	2500
	6000	10.8	18.7	18.9	19.1	19.3	19.6	19.9	20.2	2500
	8000	10.8	18.3	18.6	18.8	19.1	19.4	19.7	20.0	2500
10000	10.8	18.1	18.3	18.5	18.8	19.1	19.3	-	2500	

Max power for performance cruise (75%) is 2750 RPM at full throttle

Max power for economy cruise (65%) is 2600 RPM at full throttle

Max endurance (lowest specific fuel consumption) is 2500 RPM

CRUISE POWER CHART FOR GO-480-G1 SERIES ENGINES

POWER (% METO)	PRESS ALT (Ft)	FUEL FLOW @ RICH (GPH)	MANIFOLD PRESSURE (In. Hg.)					ENGINE (RPM)
			Outside Air Temperature (Deg. F)					
			-40	-5	32	68	105	
75%	0	19.0	21.5	22.4	23.3	24.2	25.0	2750
	2000	19.0	21.3	22.2	23.1	24.0	25.0	2750
	4000	19.0	21.1	22.0	22.8	23.7	24.5	2750
	6000	19.0	20.9	21.8	22.6	23.5	-	2750
	8000	19.0	20.7	21.6	-	-	-	2750
65%	0	14.8	20.1	21.0	21.8	22.5	23.4	2600
	2000	14.8	19.9	20.7	21.5	22.3	23.1	2600
	4000	14.8	19.7	20.4	21.2	22.0	22.8	2600
	6000	14.8	19.5	20.2	21.0	21.8	22.6	2600
	8000	14.8	19.2	20.0	20.7	21.5	-	2600
10000	14.8	19.1	19.8	-	-	-	2600	

	0	11.5	18.9	19.8	20.5	21.1	22.0	2500
	2000	11.5	18.7	19.6	20.3	20.9	21.7	2500
	4000	11.5	18.4	19.3	20.0	20.7	21.5	2500
55%	6000	11.5	18.2	19.0	19.8	20.5	21.0	2500
	8000	11.5	18.0	18.7	19.5	20.2	21.0	2500
	10000	11.5	17.8	18.5	19.2	19.9	-	2500

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Max power for economy cruise (65%) is 2600 RPM at full throttle

Max endurance (lowest specific fuel consumption) is 2350 RPM

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.
- Don Fox, 171 Field Point Rd, Greenwich CT 06830.
- Charles Wolf, P.O. Box 184, Franklin MI 48025.
- Heinz Stuebbe, 987 Windsor Rd, Highland Park IL 60035.
- 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, eves: 625-3837

WANTED: SEABEE PROPS (plastic/metal 2/3 blade), BLADES, HUBS,
CONTROL CYLINDERS, VALVES, STEERABLE TAILWHEEL PARTS; George Pomeroy,
1860 Reichert Ave, Sauk Village IL 60411. 312/758-1622.

- JACKPLATE for 3-blade prop; Bob Redner, 313/682-7580.

FOR SALE:



- AERO COLLECTABLES AND MEMORIBILIA
Flight and engine manuals, factory brochures, books, magazines, pins,
patches and parts. Catalog \$1, First Class mail, Frank Strnad,
P.O. Box 173, Northport NY 11768. Phone: 516/261-0140.
- 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.
- CARBURETOR AIR FILTERS for Franklins, \$75 plus postage (same as original
minus "D" ring & angle bracket); Bob Mills, 215/521-3633.
- SEABEE (s/n 745) HULL No wings, tail surfaces, doors, or engine.
Does include seats, engine cowl, fuel cell & an extra water-tight
Boat section (bow to step) from other 'Bee. \$1,500 Firm takes all.
Rob Adams, Quebec, 819/326-5058.
- B9F PARTS: Complete disassembled engine. Also 2-blade PROP unused since
overhaul but out of time; Bob Gould 44-365 Kaneohe Bay Dr, Kaneohe HI
96744, 808/254-5242.

FOR SALE:

- SEABEES by the following:
- s/n 242, C-FGJX, 3366 TTAF (no salt); B9F, 53 SMOH, 450 TTSN; prop 115
SPOH, 347 TTSN, OH Apr '86. Steerable, wide spray rails, electric fuel
pump, 50 amp alt, long wings/splates, inbd fences, Narco com/intercom.
Can \$30,000. Capt John Peacock, Yukon (See Directory).
- s/n 862, B9F, 400 TT, completely restored, no salt or damage, new prop,
wing extensions, new license - Best Offer; Harry J. Andrews, 22 Locust
St, Marblehead MA 01945, 617/631-5631.
- s/n 717, N6466K, 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, or Dave Spencer, 219/872-0142.

- s/n 868, CF-FUB, 430 TT, B9F, 92 SMOH, 3-blade prop 5 SOH March '86, wide spray rails, droop tips, removable gear, \$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.

CLASSIFIED cont'd:



FOR SALE: SEABEES cont'd:

- s/n 1001, CF-EII, wide spray rails, ext. wing tips, electric bilge pump, steerable T/W. Jack Breault, Box 2008, Westlock Alta T0G 2L0.
- s/n 550, CF-GLP, 3-blade prop. At Vancouver BC airport. Jon Jolly, 604/266-7438 (273-1844).



SERVICES: SEABEE Flight Instructors

- George Pomeroy, Chicago area, 312/758-1622.
- Lou Planera, Chicago area, 312/755-8621.
- Steve Gross, Seattle area, 206/631-3330.
- Dick Sanders, Ft Lauderdale, 305/979-5470.

PARTS FOR SALE:

- New fuel cells. Don Wallace Jr, W.E. Aerotech Service, 206/851-6461

SHIP'S STORES:

- Seabee tie tacs: gold or silver, \$8 each ppd. Actual size:
- Seabee logo transfers for application on shirts, jackets, etc, in 4 sizes; Small (exactly as it is on this Newsletter heading), 4", \$1 ea. Medium, 4 3/4", \$1.25. Large, 5 1/2", \$1.50. Extra-large, 8 1/2", \$3.00. 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 \$25 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. 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.
- Seabee Club Int'l NEWSLETTERS, all back issues are available at \$2.50 each. Membership is \$12 U.S. per year, USA and Canada; \$18 per year elsewhere.

- NOTE OUR NEW ADDRESS: 6761 NW 32 Ave, Ft Lauderdale FL 33309. (Phone number 305/979-5470)

Is your anchor well bag rotting away? Missing? Need another one for additional stowage on the LH side??? Good news from Club Member John Cuny (N6230K) in Ft Worth, who has found a marine-oriented company that specializes in covers, cushions, bags, etc. They now have the pattern from John's old bag. They will make new anchor bags of Du Pont Cordura. Cordura breathes, and lets moisture out, but

magically, won't let moisture in. Perfect for our anchor bags. They're only \$40, and ready to snap into place. Contact LaMarr's Loft, 1666 Babcock, Costa Mesa CA 92627. Ph. 714/642-6550.

Additionally, John has recently installed the Aero Trim device we espoused in the last newsletter. He is now a firm believer in that flight aid. His is installed on the rudder, just above the ground-adjustable trim tab. He says it is now possible to climb to altitude and level out in cruise, all without using rudder pressure, Difficult to imagine, isn't it.

John's N6230K was the only Bee at the first annual Mid-Continent Splash-In at Shangri-La on Grand Lake, Oklahoma, in May. This will be an Annual SPA event, coordinated by West and Carol Sanders. West is the Southern Field Director of SPA, so if you need any seaplane info, contact him at 817/268-6977.

FLIGHT INSTRUCTOR'S CORNER:

The "impossible" has occurred again recently. You know the "impossible " that I mean; it's the "It can't happen to me!" claim. Unfortunately it can, if you don't THINK - on every landing. Here's the scenario: two very high-time pilots on a lake, enjoying it all. My conservative estimate is that there was at least 40 years of combined SeaBee experience in the front seats. Possibly sixty thousand hours total time. And still the "it can't happen" did. Makes you think, right? If you'll continue to THINK AND LOOK every time you land, even if you're not doing the piloting, you'll certainly reduce the chance considerably. And don't get complacent. Fortunately they got out, but not without injury to both. Also there was a lot of help from on shore. The 'Bee is being rebuilt. Everything will be back to normal soon. But it should not have happened in the first place !! THINK

ODDS & ENDS DEPT:

- Can anyone out there give us some straight scoop on oil filters for the Franklin? T know that filters are out there, but we'd like some definitive info to be able to publish.
- Referring to Newsletter #10, in regard to Capt John Peacock's Yukon fishing camps (full page w/pics), we forgot to mention that John is offering a 10% discount to Club members.
- If any of you need some "N" number info regarding U.S. aircraft, I have a 1987 directory of ALL numbers and the planes to which they are assigned.
- Dr Andy Chapeskie, in Ontario, would like to hear from someone who has installed disc brakes on his 'Bee, and the STC. Refer to your Directory for address or phone.
- The SPA Splash-in last June at Speculator, New York, had an official count of 1.250 folks registered, 92 seaplanes on the beach (!) and 108 planes of attendees at the nearby Piseco airpatch.
- The West Coast SPA Splash-in at Clear Lake, California, in October, had a bunch of 'Bees attending: Big Jim and Dete Sorensen had their "Red 'Bee", N6719K ("Blue 'Bee", N6518K stayed home at Modesto); Bernie Nowlen and Ken Thompson with N6449K (Lyc IGSO-480); Bill Gentry in N6298K ("the rainbow"); New Member Darrel and Deborah Davey in N114N (s.n 950); Gene and Lena Harned in their N6375K; and Bill Floten in N87583. Club members attending without their SeaBeasts were West and Carol Sanders (N6458K), John Cuny and Sherl (N6230K), Stan and Betty Sinn (N6652K), Don Wallace (N6108K), Fred Friedmeyer (N99FJ, s/n 704), Bob Gould (N6255K), George and Sharon Papich (N6325K), Mac McCarthy (N87507), Joe McHugh of Simuflight (N32264), Grant Leonard (N6570K), Richard

Abraham (N6748K), George and Mary Mojonier (N6723K), Dennis Buehn (N3263G, s/n 361) in his HU-16 Albatross and New Member Mike Cutches (N6485K). Other members (no 'Bee yet) there: Ted Lang (crew member on the Albatross), New Members Con Oamek and Capt. Willy Ropp (National, Ret). And of course Dick and Peggy Sanders were there too. Non member Peter Breuning had his TwinBee there.

You've probably tried many times to find just the right article to plug all the little holes in your 'Bee's wings and tail, but nothing has really been "right", right? Now there is finally a solution for you, thanks to Club member Len Solomon. He located a source for them for his own 'Bee, but he had to buy a thousand. They are black phenolic plastic "snap caps" and Len will send you a complete set, large and small, for \$5. That includes postage and everything. He's at 23 Shadow Lane, Chadds Ford PA 19317. The only hitch is that the small holes are a fraction too small and must be enlarged very slightly with a 1/2" drill. I have a set on my 'Bee, thanks to Big Jim Sorensen. Several years ago at OSH he found and bought some, but was never able to find another source.

Our esteemed Senior Member, progenitor of the waterborne windwagons that we call Seabee, has a birthday coming up soon. Mr. P.H. "Spence" Spencer will be 91 on the 30th of April. Not surprisingly, he has the distinction of being the oldest licensed pilot in the U.S., and presumably in the world. He's still flying, current and legal, and has been for the past 79 years. That's right. When he was 12, six years after the Wright brothers first slipped the surly bonds at Kill Devil Hill, Spence piloted a hydro-glider that he designed and built himself. The craft was towed behind his father's power boat. His father was quite famous as the inventor of the Spencer Repeating Rifle, one of the first and most successful multi-shot long guns. Spence and his partner, Col. Dale "Andy" Anderson (USAF, Ret) are doing quite well, all things considered. (See Club directory for address and phone, "Spencer Amphibian AirCar")



ATTENTION Republic Aircraft fans: The 25th of June marks the 60th anniversary of Republic Airport, at which there will be an Open House all day, starting at 10am. Please visit if you can. Farmingdale, Long Island, New York, USA. One of our newest Club members, Frank Strnad (no, I didn't misspell it), is an official of the Republic Aircraft Historical Society and is a retired Republic employee. His participation with Republic dates back to working on the RC-1 Thunderbolt Amphibian, which preceded the RC-3 Seabee. He has been with them ever since. Frank is an historian of all things related to Republic and has a treasure trove of historical items (see classified) concerning the 'Bee. (And their other aircraft as well.) He sent us a batch of Company info such as serial number lists of all 'Bees made and where they went. He has also collected local newspaper articles relating to Seabees from 1946. Needless to say, he is a very valuable Club member. Frank is asking for your support and attendance at that 60th Anniversary party. BYOB. (Bring Your Own Bee.)

The Society is trying to get as many Republic aircraft there as possible for the commemorative celebration. If you are in the area please attend. If you can fly your SeaBeast in please do so! And look for Frank and welcome him to our Club.



DISCLAIMER: (borrowed from the SKYWRITER, the newsletter of the DalWorth TX chapter of EAA, West and Carol Sanders, Editors. Many thanks.)

THE SEABEE CLUB INT'L "presents this newsletter for use at your discretion and risk. No responsibility is expressed or implied. Don't do nuthin' dumb."

We appreciate your participation in making this an outstanding Type Club. This is a "kitchen table with word processor" operation, so continue to bear with us on delays, etc. Also, FYI, Peggy has been flying for more than 20 years and water rated for more than 10. I've been flying for 44 years and seaplaning for 36 and have owned 58K for 18 years. We try to impart the "straight scoop".

Low and Slow, Dick and Peggy