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SEABEE CLUB INTERNATIONAL NEWSLETTER

No. 14 (July 1988)

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

We've got GOOD NEWS and BAD NEWS. Recently we were contacted by a former Franklin engine person who told us a remarkable story about our Franklin "500" engine. Here's how it was told to us:
Republic was planning to put a 250hp version of the Franklin in the first RC-3, when a CAA (Civil Aeronautics Authority) official intervened, saying, in effect, "You can't put that much horsepower in this airframe because your prototype (RC-1 "Thunderbolt Amphibian", NX 41816) airframe stress analysis was based on the (Franklin 6 cylinder Model 6-ALG-45, with Aeromatic Model 4203 wood, fixed pitch, 86" diameter prop) 175hp engine".

The T-bolt Amphib was a lot of airplane, at 2600 lbs gross, 36' span, useful load 825, wing loading 15.2 and power loading 14.9. But it was not quite as large as our RC-3 "SeaBeast". The Franklin Model 500 (cubic inches) supposedly was 250 horsepower. According to the caller. Republic, of course, balked at having to do another very expensive stress analysis, so the engineers asked the CAA how much horsepower they could use in the RC-3. Calculations were done and the answer was, "You can use up to 215hp."
So, as the story went, Republic told Franklin to de-rate the "500" to only 215hp, by dishing the pistons, re-grinding the camshaft, etc.

Here's where the story gets exciting: "Since quite a few Seabees now have Lycoming engines of up to 300hp, and none have undergone any airframe stress analysis to do so, it's only logical to presume that we can put into the Franklins the original type domed pistons, and re-do the camshafts, etc, and have "new" overhauled 250hp engines."

Just think of it. We'll have a "Big Engine", overhauled, with no change of engine mounts, or cowling, or CG, or plumbing or wiring, for just a fraction of the cost of converting to a Lycoming. Fan dam tastic! Are you ready to do that? Me too !!!

However, all that glitters is not gold.
It seems that another Type Club, also concerned with Franklin engines, had been approached by the same person, with promises of great things for the old engines. They went along with the plan, with high hopes (as were mine), only to find that they had, in effect, been conned.

This is the GOOD NEWS: we were warned in time to prevent wasting money on something we wanted so badly. Thanks to an alert Club member, who recognized the modus operandi, a financial fiasco was forestalled. Thanks, Don.

But just think of what potential that conversation promised: 40 more horsepower by replacing and modifying existing engine parts. No change of anything else. Minimal cost. The BAD NEWS is that it didn't work out that way. Someday.....?

Speaking of engines, here's a bit of history concerning the venerable –B8F that not many of you would know about: ever hear of the WACO Model W "Aristocraft"? It also was powered by the Franklin 500. I realize that one has difficulty visualizing a WACO with anything but a round engine. WACO Aircraft Co, Troy, Ohio, was also using Republic's beaded wings on their own revolutionary entry into the postwar market.

The 4-place Aristocraft (one only) was, like the 'Bee, a decided departure from the norm. Picture this: monocoque fuselage similar in size and shape to a Cessna 140 (with D windows), empennage somewhat like the Boeing Model 314 "Clippers", except that in the center fin the Aristocraft had a pusher prop like the Seabee's. The Franklin was, of course, in the rounded nose. Access to the engine was the same as, what else?, a '46 Chrysler's. You lifted the hood. The nose wheel retracted below the engine. The main gear retracted upward into Dornier-style protrusions beside the rear seats. The wing struts also attached to those protrusions. You can see the commonality with the 'Bee: same wings (same span also), same engine and prop (also pointed in the "wrong" direction), and presumably the same lift struts.

Due to the new postal rate increase and higher printing costs we must increase the Seabee Club membership dues. Effective this month, June 1988, dues will be $15 per year for U.S. and Canadian members, and $20 for members elsewhere.

Another factor that necessitates the dues increase is the added cost of mailing separate dues reminder cards to those of you who disregard the dues reminder notes on your newsletters and in your Directory. The upper RH corner of your "block" of info in the directory shows the month and year. That's your membership expiration date. (See legend on the first page of the directory). Most renewal dates occur in May. Every year. The previous newsletter, No.13, was mailed in March. About 170 of you needed to renew in May – last month. The notice was in red. On the cover AND on the first page: "DUES NOTICE – Still $12 – Thanks". (Now it'll read "$15".) That was about three months ago. Right now, in the middle of June, nearly 130 (one hundred thirty !) of you have not yet sent the dues for May. That equates to $156. We just cannot afford to send newsletters that are not paid for. And the cost of sending 130 separate dues reminder cards? $20. We cannot afford to absorb that cost any more, either. Those of you sending your dues for May and June may still send only $12. And our heartfelt thanks to you who do send dues on time. You perceive how much we appreciate that.

NOTE: SOME OF YOU ARE STILL UNAWARE THAT CLUB ADDRESS CHANGED TEN MONTHS AGO, DESPITE 3 OR 4 NOTATIONS IN EACH NEWSLETTER PLUS THE DIRECTORY.

Oshkosh, b'gosh, will be coming up soon. July 29-August 5. The Seaplane Pilots Assn Corn Roast will be on Monday, as usual, Aug.1. That's where the Seabee folk will gather. Contact EAA, 414/426-4800 for convention info. Contact SPA, 301/695-2083 for seaplane info. If you want to camp out in, or beside, your 'Bee at Brennand's SPB, 414/836-2020. We're sure that at least one Club member will be camping there, right, Ted? (N6272K) And Randy and Nancy? (N6432K) Our official Oshkosh coordinator for the Seabee Club is Grant Leonard, N6570K, of Minneapolis. He is one of our first members. Watch for his 'Bee.

Club member Donn Booth (N6397K) has interesting info for checking the alcohol content in your fuel supply. He also has available personal floatation devices of a revolutionary configuration that you've never seen before. They're great. (See Directory)

Mr P H Spencer, of Seabee and AirCar fame, has contributed his extensive collection of personal memorabilia to the New England Air Museum (Bradley) in Hartford, Connecticut. The museum is dedicating a separate space, the Spencer Wing, just for Spence's aviation collection. You can imagine the span of time that would cover, since he began his flying career just six years after the Wright brothers' first flight. The museum is in the process of acquiring a real live Seabee for that wing. Spence told me that he had hoped the Seabee in there would be one of the 54 that he himself had test flown. At this time the acquisition will probably not be one of his. Will somebody up that way please keep us posted on the progress? Thanks.

We have now available a 4-page Seabee Production List, compiled by Air Britain in '81 that we have updated to 1988, corrected and added to. It shows all 1,060 serials and the registration numbers, U.S. and foreign, that were ever assigned to them. Also available is a version marking each of the 54 that were test flown by Spence. Either list is $3, postpaid.
If you want the "Spence" version, so state. Speaking of 1,060 'Bees made, here's a bit of trivia that not many of you historians are aware of: there were actually two more than that, somehow. How many of you know what that "somehow" might be? A few of you know of one "somehow", and even fewer would know of the other "somehow".
The first three responding knowing both get a free production list. (Pit? We haven't heard from you in a while- -)

____*** FLIGHT INSTRUCTOR'S CORNER***____

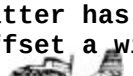
Some time ago Grant Leonard loaned us an ancient tattered list of helpful hints on operating a SeaBeast. The author is unknown, possibly deceased, but it is a compilation that could serve as a review for your own seamanship.

SEABEE SEAMANSHIP

1 Before approaching any type of base, it should be looked over thoroughly by the pilot before he gets in close enough to be hampered by obstructions.

2 A good Seabee sailor knows that if left to its own devices the Seabee will always weathercock and point into the wind. It can always be turned into the wind without difficulty.

3 It is important to remember that although the Seabee, when let alone, will point into the wind, it is highly probable that it will move with the tide if the latter has appreciable velocity. In general, a current of 6mph will more than offset a wind of 30mph.



4 In determining wind direction look for wind streaks and remember that seagulls and ducks land into the wind, and the foam or spray from whitecaps appears to move back into the wind.

(cont'd next page)

5 Get in the habit of visually checking your retracted wheels <u>at least twice</u> during your approach and let-down to a water landing.

6 The power stall landing is the only safe landing technique to use when landing the Seabee on glassy water. The power stall landing is also the best technique to use in landing on rough water or when landing at night. Level off your Seabee from 50 to 100 feet above the water and adjust the power to maintain 65 IAS with flaps down. This combination will ensure a nose-high attitude and a gradual rate of descent. Allow the airplane to land itself using a slight amount of back pressure on the control wheel. Practice the technique of the power stall landing under normal water conditions until you become an expert.

7 The water rudder is most effective at slow speed – slightly above idling, because it is then working in undisturbed water.

8 In making a downwind turn in a stiff breeze, it may be found that the water rudder does not give sufficient control to force the ship out of the wind at idling speed. This is due to two causes. The first and most obvious is that the ship has a much stringer tendency to weathercock or point into the wind. The second is that the force of the wind may partly or completely offset the push of the propeller, so that the ship has little or no forward speed. When the strength of the wind is such that the ship cannot be turned downwind at idling speed, the wheel should be held back, full rudder applied and the throttle opened enough to bring the nose up. This will put your water rudder down deeper into the water and it will have greater effect. This factor plus power will bring your Seabee around.

9 If the wind is of sufficient strength to render control of the ship difficult, the approach to any ramp should be either directly downwind or directly into the wind, making due allowance for tide or current if any exists.

10 If possible, the approach to a raft or float should always be made into the wind for more complete control.

11 Always check your reversible prop before getting close to a dock.

12 When beaching your Seabee, if there is any doubt about the solidity of the beach, the wheels should be left up and the ship brought in on the keel.

13 Remember the tides when beaching your Seabee –

- **a) If the tide is low when your Seabee is beached, remember the water will be coming in and you may have to get your feet wet to get to it later.**
- **b) If the tide is high wen your Seabee is beached, remember the water will be going out and your Seabee may be left high and dry.**

14 Approach to a beach with wheels down should be made at an angle.

- **a) This prevents both wheels from getting stuck if the beach is soft.**
- **b) This keeps one wheel in the water and usually off the bottom, thereby making it easier to back off the beach.**

15 Descent from a ramp of more than 15° should be made backwards. Put the prop I reverse and slowly back your Seabee down the ramp. This will prevent damage to your water rudder.

(cont'd next page)

16 When approaching a dock or float solo, the following procedure should be followed:

- **a) Open and secure the bow door.**
- **b) Remove and secure right hand control wheel.**
- **c) Sitting in the right hand seat, set throttle at about 1000rpm and use (only) the reverse prop control and rudders during the approach.**
- **d) Slowly back away until you're certain that your anchor will hold and then cut your engine.**
- **e) This will make it certain that your anchor is not dragging and your Seabee is not drifting from position.**

17 The following procedure should be used when anchoring the Seabee:

- **a) Remove and secure right hand control wheel.**
- **b) Let out your anchor until it hits bottom – hold Seabee stationary with reverse prop control.**
- **c) Secure line to cleat and secure excess line to rudder pedal.**
- **d) Slowly back away until you're certain that your anchor will hold and then cut your engine.**
- **e) This will make it certain that your anchor is not dragging and your Seabee is not drifting from position.**

18 Getting your Seabee on the step:

The procedure employed in putting the Seabee on the step consists of holding the controls hard back and opening the throttle completely. The wheel is held back until the nose refuses to go up higher and then is allowed to ease forward to a point slightly back of neutral. As the Seabee rocks over on the step, it assumes as approximately level position and the speed increases rapidly.

- **a) In case your Seabee shows a tendency to porpoise or rock fore an aft, the rocking may be checked by increasing the back pressure.**
- **b) Set your trim tab in full back position (tail heavy) and the Seabee will take off hands off. Pilot can hold the water run straight with the rudders. Upon breaking water, immediately re-trim for climb.**

19 Once on the step the Seabee will fly itself off with slight back pressure maintained on the control column. Do not attempt to pull the Seabee off before proper speed is attained or the stern of the ship will be pushed back into the water and the drag is thus increased tremendously, so instead of taking off, the ship slows down.

20 When difficulty is encountered in getting on the step on a hot, sultry day with no wind and under glassy water conditions, the following procedure should be followed:

Open the throttle and when the nose has risen as high as it will go with the controls hard back, push it down by abruptly moving the wheel forward. The nose will drop if the ship has picked up enough speed to be partly on the step, and then if the controls are well ahead, will come back up slightly, or rebound a little. This rebound should be caught by pulling the control column back again and as soon as the nose has reached its maximum elevation, the whole routine should be repeated. After several repetitions, the nose goes higher each time and the sped increases. If the column is then pushed well ahead and held there, the ship will slowly flatten out on the step, and the controls may be eased back to neutral. If after a reasonable run, the ship shows no further increase in speed and does not take off in the normal manner under a slight back pressure on the controls, the wheel should be pulled back abruptly and the plane practically yanked out of the water. This maneuver constitutes a stall take-off and if the ship is either leveled out too soon, or pulled up too much, it will drop back into the water, so it should be handles carefully.

(cont'd next page)

21 Whenever the water is glassy, the chances of getting off the water without too much difficulty are improved if there are any small boats moving around so that the takeoff can be made across their wake, provided the ship is not too heavy. Sometimes when everything else fails it may be possible to disturb the water enough by taxiing in a large circle and taking off across one's own wake.

22 If there is a strong current and absolutely no wind, the takeoff will be easier if made with the current. If there is enough wind to make the ship weathercock, a light current should be ignored and the takeoff made into the wind.

23 To take off in rough water the throttle should be opened and the controls held hard back just as the nose is rising on a wave. Keep the bow well up. After the Seabee is on the step, the ship will begin to bounce from crest to crest. Each time it bounces the nose will go up. As the nose goes up, the control wheel should be eased ahead to prevent the stall, and pulled back again just before striking the next wave. Fortunately, if there is enough wind to make the water rough, there is enough wind to get the ship into the air quickly.

24 Never take off after a boat has passed and left heavy swells in its wake.

25 Seabees operated in saltwater should be washed thoroughly with fresh water from a hose every day they are used, both to lessen corrosion and to remove the dried salt which spoils the appearance and ultimately attacks the finish.

a) Remember to remove each drain plug and check for water in your Seabee after each day of water operation. Don't forget to remove the two plugs in the tailwheel compartment and check for water after a heavy rain.
b) Remember you are a flying boat – exercise the same pride and care as a boat owner and keep your Seabee shipshape!

ANONYMOUS

(If anyone recognizes the source of the above treatise we'd sure like to know who and when, to give proper credit. Thanks)

There are several other helpful techniques such as using the open (and SECURED) bow door as a "sail" ahead of the pivot point to counteract the big sail (tail) in back while taxiing in any crosswind. Ground or water. Also, when moving in reverse, ground or water, check clearance behind before moving (flaps UP). Steering while backing up: to steer left, for example, push left rudder, just as when taxiing forward.

Taxiing with much greater control in close quarters in the water can easily be accomplished by putting the gear down. All motion in the water is slowed considerably. (Don't forget though, that a water takeoff with gear down is an exercise in futility. I've heard of it being tried, though. Very embarrassing!)

Referring to item #15 in the SEAMANSHIP treatise above, "Descent from a ramp of more than 15° - -", if you have a choice, going down the ramp nose first is much safer, and will certainly protect the water rudder better. But before you release the brakes to do so, put the prop in reverse and use that as your braking. The wheel brakes are not effective enough (I don't want to hear from you guys with Clevelands!) even if they were not still wet from going UP the ramp.

Another water operation caveat: don't do crosswind landings. An approach to a crosswind landing implies being cross-controlled. Visualize touching down in the water cross-controlled. Think about the position of your water rudder in a cross-controlled configuration. For example, you're correcting for left crosswind, you've got the left wing down and holding some right rudder. If you hold that combination to touchdown think of your water rudder position. It's matching your air rudder. Think of the water rudder post, and the water rudder area AHEAD of that pivot point, and all of the water force pushing the tail to the left. If the force is enough – instant water loop to the right. Happened to a Club member not too long ago.

If the lower, forward corner of the water rudder was cut off, at a 45° angle, about 2" on each edge from the corner, that would considerably lessen the impact force ahead of the post.

Fortunately there are very few occasions that necessitate a crosswind water landing.

Republic Aircraft Manufacturing Corporation:

We have not heard a word from them, so I can't tell you any news, much less any good news. The Seabee parts situation is getting to be more of a problem, of course, and the new Republic doesn't seem to be concerned. Contact Wolf Meyerfield at that company.

Suite 830-355 Burrard St., Vancouver BC V6C-2G8, Canada; Phone 604/669-6807.

We hope that you filled out and mailed the Republic questionnaire that we included in the last Newsletter. Just for your comparison, here's our own response, below and on the next page. (Anyone needing a questionnaire, send us a SASE and we'll be glad to oblige.)

Seabee Questionnaire

1. **Our figures indicate a 300/500 hp range being most effective. What specific engine configuration would suit your requirements?**

   ☑ 300 hp ☐ 350 hp

2. **Several alterations are being considered to enhance the cruising speed. What in your mind would be adequate cruise speed?**

   ☑ 120 mph ☐ 135 mph ☐ 145 mph

3. **For your requirements, is a four-place configuration sufficient or would a six-place be advantageous to you?**

   ☑ 4-place ☐ 6-place

4. **Would you prefer to see the original bench seat configuration or individual bucket type seats?**

   ☐ Rear Bench ☐ Front Buckets ☑ Mixed

4. **Would a cargo door be advantageous for your requirements?**

   ☑ Yes ☐ No

6. **Realizing that there are advantages for tri-gear and tail-wheel set up, which would be your choice and why?**

   ☐ Tri-gear ☑ Tail-wheel

7. **Bearing in mind the added cost factor, would you see an advantage in retractable wing floats?**

   ☐ Yes ☑ No

8. **Faced with the option of a new Seabee in the same price range as a Cessna 185/206 Amphibian, would you consider it as a contender?**

   ☑ Yes ☐ No

9. **Would you like to see a dealer network or prefer to deal with the manufacturer direct, provided it would reduce pricing?**

   ☐ Dealer ☑ Factory direct

10. **For those who currently own a Seabee or have had the opportunity to operate one in the past, are there any areas that you would like to alter, change, improve or otherwise?**

COPY OF OUR RESPONSE TO THE REPUBLIC QUESTIONNAIRE

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The Seabee needs to be kept simple and relatively inexpensive in order for the average 'Bee enthusiast to afford it. Duplicate existing 'Bee wherever possible. Simple refinements should suffice.

- **Increase wingspan**
- **More cabin/hold sound deadening.**
- **Electric rudder and elevator trim control with manual backup on elevator tabs.**
- **Flush fuel fill.**
- **Cowling doors for dipstick/oil cap access.**
- **Two 12-volt batteries (in existing box) with series/parallel start switch.**
- **Electro/hydraulic pump for gear and flaps (with manual backup).**
- **Additional fuel in wing roots, gravity fed to main tank.**
- **Miniature gauges to improve panel space.**
- **Static system for optional IFR capability.**
- **Move bucket front seats and panel forward enough to eliminate ballast and bob-weight. Retain rear bench seat.**
- **Landing/taxi lights (with shield) in LH wing leading edge.**
- **Convert anchor light to combination strobe/anchor light (standard Whelen part).**
- **Overhead controls (Prop, throttle and mixture).**
- **Decrease pillar width (3) around windshield (for visibility).**
- **Incorporate removable plate on hull side to facilitate fuel cell access.**
- **Hinged vent opening in LH window (Piper/Beech style).**
- **Underwing oil quick drain.**
- **Tie-down rings on both sides of float struts.**

Referring to the Questionnaire:

- **300 hp would seem to be sufficient power with commensurate fuel economy.**
- **Adequate cruise speed is 120 mph**
- **Four-place configuration is sufficient.**
- **Ideal seating would be buckets forward and bench aft.**
- **At least a small external cargo door, and enlarged access from cabin would be ideal.**
- **Tail wheel configuration would be best and simplest and safest.**
- **Fixed wing floats would suffice and reduce cost and complexity.**
- **A new Seabee comparable in price to an amphibious Cessna 185 would definitely be a contender.**
- **If dealing directly with the manufacturer would reduce the price, it certainly would be preferable.**

The Seabee Club Int'l will endeavor to help in any way possible to further the efforts to produce more Seabees and parts for them.

Those of you whose (U.S.) Bees have non-Republic registration numbers and would like to have the original, just let us know and we will check the availability. Then all you have to do is request the change from the FAA, which will cost only $10. Phone OKC at 405/686-2116 (It's busy a lot). You'll need to give them three choices of numbers. That's where our research enters the picture. We have a current (1987) book of all U.S. aircraft registrations. Several members have already changed theirs to original. Not all the original numbers are still available, as most long-time unused numbers have ended up on Cessnas, etc. However, we have been able to find original Republic numbers within one or two serial numbers from the original.

Richie Brumm hopes to be able to change his s/n 227, which he bought as N283GM, back to an original Republic number. S/n 227 was N6052K. That number is now on a 1975 Cessna 150 in Illinois. N6051K is still on Club member Don Goold's Seabee s/n 226. But N6050K is not assigned to anything now so it's available, and only two numbers from the original s/n.

Peggy and I were at the annual SPA splash-in at Speculator, NY earlier this month, as was Richie with his 'Bee. He had just completed two years of overhauling the whole works, including the Franklin. It was spectacular. He had made improvements on nearly everything, plus adding things like a much needed oil filter. We all need that item on the ol' Franklin. Bill Gentry, in California, has kindly sent us photos and a schematic of his oil filter installation on the Franklin. Bill has the next to last Seabee off the production line, s/n 1059, N6769K.

Back at Speculator: Chuck Bassett and his sons Doug and Dennis were early arrivals on the lake. It was good to see his N6138K there, as usual. Docked next to him was George Tuttle in his beautiful brand new "hot off the press" TwinBee, N77GT, s/n 24. That's only 24 TwinBees in more than 20 years. Joe Gigante got the ATC in June 1965. Only three 'Bees at the Speculator splash-in this year. But, as usual, there was a whole bunch of Club members who, for some reason, were always clustered around one or all three 'Bees. Funny how that always happens.

One young man there, upon seeing SeaBeasts, started asking questions of the others. He was directed to me and said, "I want to join the Seabee Club". Naturally I could not dissuade such enthusiasm. Our new member is Nicholas Parkhouse, visiting The Colonies, from London. His goal is to manage somehow to obtain a 'Bee and operate it in England. He had some time ago determined that there had been a Seabee there in '46/'47. So the precedent has been set.

Actually there had been five in the U.K. then, but they were transshipped soon thereafter. S/n 645 (G-AJVO) stayed for two years then went to Norway as LN-TSN. The others, short timers, were s/n 200 (G-AJNM) and s/n 642, shipped to Italy, as was s/n 643. Serial 644 (G-AJVP) was also later shipped to Norway (LN-PAM). Anyway, let's help Nicholas get another Seabee into the U.K.

LYC GOBee News: You probably were a bit puzzled if you read the GOBee News in our last Newsletter (#13). Your puzzle is justified. There were two pages #2, one of which was supposed to be omitted, superseded by p.2A. So, if you read it again, read page 2A. Thank you, Ted Lissauer, for an excellent, informative Lyc GO-480 Series newsletter, the first installment of which was in our News #12. We apologize for our error and owe author/Editor Ted our regrets and hope that it doesn't discourage future installments of the GOBee News.

At Speculator the new Executive Director of the Seaplane Pilots Association was introduced to the congregation at the Saturday night membership meeting and program. He is Robert A. Richardson who gave a short speech telling about himself. Bob is a long-time pilot who spent many years in the U S Army flying helicopters and fixed-wing, mostly in Germany. With the experience he has gained since, administrating aviation organizations and their magazines, he should be quite an asset to the Seaplane Pilots Assn.
We were fortunate to have a chance meeting with Bob after the program and talked until the wee hours about the future of SPA. He has some great ideas about SPA publications and about membership retention and solicitation. Let's all hope that he is allowed to implement these, with help of us all, for the successful future of SPA.

If you are not yet an SPA member it would certainly be to your advantage to do so. Such a large organization carries a lot of clout when it comes to defending our rights as seaplane folk. To paraphrase an early U.S. Patriot, "We either float together, or we sink separately." (See back page for SPA membership form)

Good news from member Mary Frances Silitch who was made editor of Aero magazine last Fall. She has done a fantastic job, and Aero has gone from being a slim freebie sent only to aircraft owners to being a top-rated subscription and magazine-stand aviation publication. So successful has she been, in fact, that Private Pilot magazine is being merged with Aero and M.F. will be editor of the glorious result. Congratulations from us all! Her address is: P.O. Box 6050, Mission Viejo CA 92690; phone: 714/855-8822.

In welcoming Dr Nicholas Parkhouse to our Seabee family, we've added another foreign country, England, to our Directory list of new members and their homelands. Australia has also been heard from. Les Coleman and four other engineers are in partnership to restore s/n 668 to like-new condition as VH-KNA. She had not flown for more than ten years and was a "spare parts kit". Les has sent pictures which clearly show that –KNA has a very good, sound airframe to work with. Good luck, Gang! They're at Moorabbin Airpatch, not too far from Melbourne in the southern tip of Australia. Our New Zealand member Paul Kilgour will hopefully have occasion to visit on his infrequent trips to "The Big Island".
With the passing of Mark French in his s/n 132 (ZS-BEE), in Johannesburg, we must delete Republic of South Africa from our foreign members country list.

Replacement for the anchor well bag is still a problem. In the previous issue we gave the name and address of a place in So. California. A Club member went there and found that they had closed. We phoned the number and got a "no longer in service" recording. We're still checking for another source.

Need your fuel cell rejuvenated? Replaced? Let us know if you do. There's possibly a new source, depending on your response. The two places mentioned in the past have apparently not worked out.

AUTO ENGINE CONVERSION questions keep coming in. We phoned Club member Lt. Col. (USAF Ret) Les Dennis in Anchorage to ascertain whether he is now able to "go public" (Seabee Club-wise) and allow us to publish some info here. The engine is the Blanton V6 version, to be STC'd, of the Ford Javelin series of 260hp. (See July '88 FLYING) Les is hoping to arrange an STC for that engine to be installed in his s/n 989 (N6706K). (See your Directory and remember the time difference.)

CLASSIFIED : (These ads are free to Club members) SEE DIRECTORY FOR ADDRESS/PHONE

WANTED: SEABEES by the following:

- **Jess Browning, Palos Verdes, CA.**
- **Don Fox, Greenwich, CT.**
- **Charles Wolf, Franklin, MI.**
- **Heinz Stubbe, Highland Park, Il.**
- **Lionel Ladouceur wants reasonable Franklin or Lyc 'Bee, and his son wants a Goose. Rawdon, Quebec. 514/834-3458 or 834-6860**
- **Phil Calder, $15,000 – 50,000 depending on aircraft. PO box 11574, Newington, CT 203/666-0054 or 666-1800.**
- **SUPER BEE by Bruce Redding, Monterey, CA.**

WANTED: SEABEE PROPS (plastic/metal, 2/3 blade), BLADES, HUBS, CONTROL CYLINDERS, VALVES, STEERABLE TAILWHEEL PARTS; George Pomeroy, Sauk Village, IL.

- **JACKPLATE for 3-blade prop; Bob Redner, W. Bloomfield, MI.**

FOR SALE: * AERO COLLECTABLES AND MEMORABILIA
Flight and engine manuals, factory brochures, books, magazines, pins, patches and parts. Catalog $1, First Class mail.

FOR SALE: * WINDOW MOLDING, 50' for about $90; Donn Booth.

- **PARTS: Cylinders, wings, tail, flaps, ailerons, etc, (parting out), Pete Lampasona, Groton, CT.**
- **PRESSURE CARBURETORS for GO-480, also complete turnkey 295 hp LYCOMING CONVERSIONS for $28,500; Ed Freeman, Abilene, TX.**
- **CARBURETOR AIR FILTERS for Franklins, $75 plus postage (same as original minus "D" ring & angle bracket); Bob Mills, Phila. SPB**
- **SEABEE (s/n 769) PROJECT No engine, minor damage. $7,500 Can., $6,000 U.S. Dave Hazelwood, 604/271-6224 days or 888-0652**
- **SEABEE (s/n 745) Hull No wings, tail surfaces, doors, nor 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, Ste Agathe, Quebec.**
- **B9F PARTS: Complete disassembled engine. Also 2-blade PROP unused since overhaul but of time; Bob Gould, Kaneohe, HI.**

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, Marblehead, MA.**
- **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, New Haven, MI. 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, Barrie, Ontario.**

FOR SALE: * TWIN BEE #20, 400TTSN, C-FLCL, like new & reasonable. Lionel Ladouceur, Rawdon, Quebec; 514/834-3458

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 (if you need legal dual for insurance purposes or BFR, for example)

- **George Pomeroy, Chicago area, 312/758-1622 (not actually CFI).**
- **Lou Planera, Chicago area, 312/755-8621**
- **Steve Gross, Seattle area, 206/631-3330**
- **Dick Sanders, Ft Lauderdale, 305/979-5470**

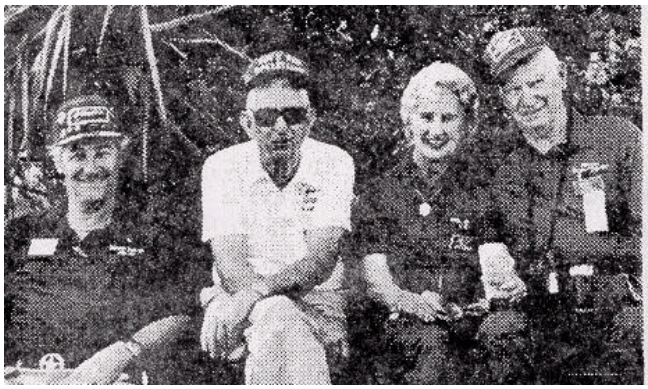
SHIP'S STORES:_____

- **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 ¾", $1.25 Large, 5 1/2", $1.50
  Extra-large, 8 1/2", $3. Prices include postage.
  These Seabee logos are applied to cloth with a hot iron or 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, name or initials embroidered also, it is only an extra $1 per extra line. 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 no-curl, it washes well, and best of all – and very hard to find – it has a pocket.**
  It certainly looks great at a fly-in to show your plane and Club affiliation.

- **Seabee Club Int'l NEWSLETTERS, all back issues are available at $2.50 each. Membership is $15 U.S. per year, USA and Canada; $20 per year elsewhere.**

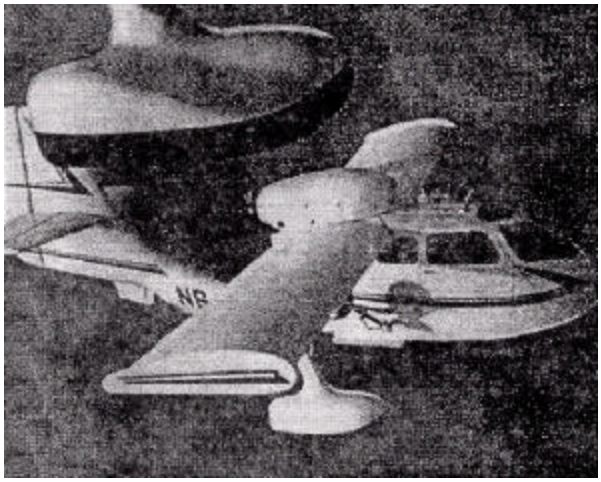
- **NOTE AGAIN OUR NEW ADDRESS: 6761 NW 32 Ave, Ft Lauderdale FL 33309. (Phone number 305/979-5470)**



Sun 'n Fun, Lake Parker '88; RWS, Willie Ropp, Dete and Big Jim Sorensen (N6719K & N6518K)

Speculator '88; Don Bellinger (s/n 606, N5869), Chuck Bassett (N6138K), RWS and Nicholas Parkhouse

(Editor’s Note: This page contained an application for the Seaplane Pilots Association and it was felt that its exclusion would not effect the content of this issue)



Sanders’ N6458K