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SEABEE CLUB INTERNATIONAL
NEWSLETTER

No. 15 (October 1988)

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

We've just returned from the All-Europe Seaplane Splash-In, which this year was in the bay of Cavalaire-sur-Mer just south of St. Tropez on the French Riviera. The host was the Cavalaire Aero Club, administered by Capt. Christian Roche, retired from Air France. The French SPA, headed by Capt. Bernard Violette (SPA #6597), in Paris sponsored this year's event. There were about thirty seaplanes from all over Europe; only two of those were "real" seaplanes, a Maule from Switzerland and a PBY-5A Catalina. With U.S. registry but flown by Enrico Recchi of Italy, the "Cat" is owned in partnership with, as the story goes, Todd Bruno in California. The rest of the "seaplanes" were "ULM"s, ultra-light machines. The ULMs came from far and wide, trailered in and, from near by, flown in, and were of all configurations and colors, from a zodiac with a Rogallo wing to some that were the next thing to real airplanes.

We had expected new Seabee Club member, Dr. Nicholas Parkhouse, to arrive as planned from London, but weather canceled his ride in a friend's Widgeon. Nicholas is planning to purchase a 'Bee in the U.S. and ship it to the U.K. under the umbrella of the previous five RC-3s exported there from Republic in the late forties. Weather also ruined the plans of other seaplane pilots to fly to the south of France to join us. The front stretching across central Europe probably prevented Club member Obi Jacobson from flying his s/n 829 (SE-AXX) south from near Stockholm. Obi is a member of the group of Swedish seaplane pilots who are sponsoring a Splash-In near Stockholm again the first weekend of September '89. Everyone is invited and the Swedish group is picking up some of the local expenses, so start making your plans now.

As this was being written, we got a letter from another Seabee enthusiast, and now a new Club member, Mr. J. Coleman, also of London, who told us of a 'Bee in Scotland. He will send more information on it, but thinks that it's in very poor condition. My own opinion is that it must be one of the original aforementioned U.K. entries. I was not aware that any of the five were still there.

Getting back to the subject of Cavalaire, the French Forest Service flew several of their big twin engined Canadair CL-215 amphib water bombers over to our splash-in to give us spectacular displays of their "aerobatic" and aquatic abilities. Many of you have witnessed the -215's fire suppression capability at the annual SPA splash-ins on Moosehead Lake in Maine. A fast step-taxi scoops up tons of water, with a subsequent low pass to dump the water on the target "fire". The large crowd watching covered the breakwater of the bay as well as some of the jetties and the shore where the ULMs were. The PBY also put on a spectacle that lasted two days. On arrival it got stuck in the mud of the shallows trying to join the ultralights on the beach. It took a tug sent over at great expense from Marseilles and later a yacht from Cannes (on which Peggy and I were invited along in case I could help) to extricate the Cat. Needless to say, the big amphib was the centerpiece for those several days.





Do you know the name "Tex Rankin"? (All of us "old timers" do.) Is anyone interested in copies of a Seabee Club collection of Tex's Seabee-related letters, telegrams, newspaper articles, etc? The collection starts with his letter to Republic's President Marchev (See Dealer's Bulletin #3, 19 Aug 46, "THE SEABEE CROSSES THE CONTINENT") praising the Seabee's attributes and capabilities on the first delivery from the factory.

TO quote the beginning of the bulletin:

"Tex Rankin, one of the world's best known and loved pilots, was the first of Republic's blue ribbon distributors to take delivery of a production Seabee. He and his partner, Bob Norsewing, left Farmingdale the evening of July 25th. The story of their crossing the continent, their adventures on high mountain lakes, the climax on Lake Tahoe and the grand anti-climax when they homed at Tulare is as human and interesting a tale as has been told in many a long day.

"With Tex Rankin's permission, it is reproduced as he wrote it for his own dealers and is enclosed with this bulletin."

Subsequent to that there were other letters in the form of bulletins, with more praise of the Bee's capabilities in various situations with Tex at the controls. Seven months and many RC-3 flying hours later, the accident happened. If your memory is a bit hazy, the takeoff, in s/n 279 (NC 6096K), was from a 4,700 foot density altitude airport, four adult males, full fuel, and close to 300 pounds over gross. Tex was considered one of the finest pilots, including aerobatics, in the world. The fact that he died flying a 'Bee probably had a deleterious effect on aviation's opinion of the Seabee, and possibly hastened the shutting down of Republic's production.

But consider the factors concerning that fateful takeoff. No airplane could have survived that percentage of overload condition asked of it. (Except a certain C-47 during the Berlin Airlift, right? But the stout ol' Gooney survived.)

The "Rankin File" ends with newspaper photos of the wreck, CAB letters, telegrams and verdict and Republic's own analysis; 6 May 47. The file is 13 pages and costs \$10 US, postpaid. (\$12 ppd other than US & Canada). If we get enough response from you we will make the file available. Please let us know if you are interested.



While we

re on the subject of famous Seabee-ers, here are several more you may recognize. Radio personality and avid aviator Arthur Godfrey owned s/n 80. In aviation circles he was probably best known for buzzing Teterboro tower in his DC-3, in a fit of pique.

That well known bon vivant, sailor, (archer?) (actually it was Howard Hill doing the archery), Robin Hood, aka Erroll Flynn, had s/n 323. (Wouldn't you know it - he lived on Mulholland Drive.)

Wes Stetson was a professional 'Bee pilot, like Rankin, who over the years taught many folks, including some of our Club members, the fine art of Seabee wrestling. He owned s/n 33.

Actor Jon Hall and singer Frances Langford were partners in a 'Bee that they hangared at Santa Monica.

S/n 719 for a while belonged to post/wordsmith/adventurer Jonathan Livingston Seagull, aka Richard Bach. One of AOPA's earliest officials, J.B. Hartranft, was the proud owner of an RC-3 Seabee. Famed movie pilot Frank Tallman bought s/n 291. No, that was not the plane blown up in "The Man With the Golden Gun".

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Our own famous Seabee pilot, Capt Don Kyte, has just encountered a momentous status: on 15 Oct he reached that magical airline (United) age, 60. He and 44K (s/n 330) can now roam about the Northwest without worrying about "schedule".

We are considering going into the SERVICE NEWS and BULLETINS business for you. It's a nightmare of logistics to consider, but we realize that you really do need to have all the information available to keep your 'Bee "alive and well". We will attempt to supply you with complete collections of either one, or individual letters to enable you to fill in any missing ones in your file. See AND SAVE the back page of this newsletter for TABLES OF CONTENTS. The Service News has 60 letters (91 total pages), only eight of which are no longer applicable, e.g., "Don't Over-inflate Seat Bladders". The seats originally were the life preservers.

There are 25 Service Bulletins, plus 4 supplements, containing 17 MANDATORY changes, totaling 81 pages.

The price for the Service Bulletins is \$20. (\$24 foreign)

The 60 letter Service News is \$25, ppd. (\$30 foreign)

Another very interesting, but small, collection has surfaced that will be very helpful to you. I had not even been aware of its existence. Republic INSTRUCTIONS. #1: PROCEDURE FOR REPLACEMENT OF FUEL CELL, and: DIRECTIONS FOR REFINISHING ENTIRE SURFACE OF RC-3 FUEL CELL IN ORDER TO ELIMINATE POROUS CONDITION, and: REPAIR AND AMINTENANCE BULLETIN FOR BLADDER FUEL CELLS. #2: INSTALLATION OF ELEVATOR LH OR RH. #3: INSTALLATION OF STABILIZER LH OR RH. #4: INSTALLATION OF TRIM TAB GEAR BOX. #5: REPLACING WINDOWS. #6: REPLACEMENT OF WINGS. #7: FUEL GAUGE AND TANK UNIT INSTALLATION. #8: RADIO (noise) FILTERS (mounted on the coil). #9: (missing) (?). #10: REWORK OF TAIWHEEL SHOCK ABSORBER PALTE. #11: INSTRUCTIONS FOR REPLACING A FRANKLIN MODEL 6A8-215-B8F ENGINE WITH A - B9F. #12: (Missing). #13: ADDITION OF GUSSET AND HAT SECTION STIFFENER AT STA. 30. (Note: #13 is a very desirable modification, strengthening the part of the bow that gets the worst water-pounding. I had that done on my 58K fifteen years ago.) That seventeen page collection is \$9 ppd. (or \$1 per page for individual instructions)

FLIGHT INSTRUCTOR'S CORNER

PRE-TAKEOFF CHECKIST must be done before EVERY takeoff, ground or WATER. How many times have you neglected to do that when taking off from water? A takeoff is a takeoff whether you're doing it from ground or water, right? Think of how many checklist items that could be hazardous to your health if omitted.

Forget to put the flaps down? How long is your takeoff run going to be? Are you sure you've got enough room before running out of space? (Try it.)

Forget the gear is down after trolling or tight maneuvering? Very embarrassing, but not hazardous. (Yes, it's happened.)

And do check that your red gear UP light is on. Remember that there's a tailwheel back there that you can't see.

Forget to check that mags are on BOTH? After slow-taxiing? Not enough takeoff power.

Mixture rich? You may have leaned it in descent, or leaned for smoother idling on the water. (Yes, you sharp-eyed so-and-sos, there is the aspect of a high altitude takeoff)

Surely you've used reversing in your maneuvering? What if the reverse knob is not forward and LOCKED? You may not get off no matter how much room you've got.

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Bow door latched? (NOT locked - you may need to get out in a hurry.) Reach over and push the door to make sure it is latched. If it opened on takeoff that could be very exciting. And expensive. Windshields are more than \$100 each now.

Carb heat OFF? If not you're in for another long run. (Normal temp/humidity)'CHECK FOR TRAFFIC? (Boats, swimmers, obstructions)

Mag check??? Yes it can be done! Wheel back all the way, 1700 rpm, Left, Right, BOTH.

And now, while you're adding full power - controls FREE? Stop-to-stop, ailerons and rudder.

A takeoff is a takeoff.

RAMCo (Republic Aircraft Mf'g Corp) update: You'll remember that in the previous Seabee Club News (#14) we wrote (on p.7), "We have not heard a word from them (RAMCo), 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."

Just to keep you apprised, here's their reply, dated 27 Jul 88:

"Dear Capt Sanders: We were a little disappointed to read your remarks concerning our progress and the Seabee parts situation in our July newsletter.

"The top priority of Republic is to manufacture new Seabee. To this end we are taking the company public and attempting to raise the necessary funds. Progress on both counts is good, however there will be little to report to your members until the company is both trading publicly and financed. We are sure that you are aware of the enormous amount of red tape and work in achieving the above, so please bear with us.

"The Seabee parts came to us as part of the type certificate purchase (and) we agreed to take them and intend bringing them to Vancouver where they will be stored and available to Seabee owners. This will happen as soon as the company goes public, hopefully within a month or two.

"We trust this will alleviate some of your concerns. Yours truly,

/s/ Wolf Meyerfeld, Pres."



Now you know as much as I do on the subject. We certainly wish them well on their endeavors. They, in effect, have the future of our 'Bees in their hands. I'm sure they realize that. Equally, the new Republic must appreciate that, to some degree, their future can be enhanced by the continuing good will of the Seabee "family". All of us, past, present and future.

Have you wished that you had scale drawings of ol' SeaBeast? Considering a new paint scheme? We have engineering-style 3-view drawings (3 sheets, this size), with a bunch of detail and info you wouldn't find anywhere else. The drawings reflect the marking detail of the original 1946 scheme. \$3 ppd. (\$4 foreign)



A recent EA-related publication, SPORTSMAN PILOT, Winter, '88 issue, features Club members Jim and Dete Sorenson's N6719K/Lyc SuperBee. A photo of 19K is on the cover. We have received permission from the editor, Jack Cox, to make available to you reprints of the six page article. It's a very comprehensive piece, not only about Big Jim and Dete and their acquisition and transformation of 19K, but a complete history of Spence and Seabees. It's the best magazine article I've read about our favorite subject. We'll send the article, including the cover, to you for \$4 ppd. (\$5 foreign)

You saw that hokey TV special about Pancho Barnes, right? The chronology and events were mixed up a bit, but the flying and the older (older than 'Bees !) planes were beautiful. Club member Alex Whitmore (N6481K) was doing a lot of the great flying. Charlie Hillard put all of that flying together superbly.



Club member Robert Redner, of West Bloomfield MI, has just earned a very distinctive and prestigious award for his N6283K. His diligent efforts transformed 83K into a plane worthy of inclusion in the annals of EAA history. This year's Oshkosh 1988 award, Classic Aircraft Division, Class III (151 HP and up) is his pride and joy, good ol' SeaBeast

. We salute you, Rob, and the painstaking detail work on s/n 496 that impressed the very astute, particular and knowledgeable judges to select 83K as THE BEST of all the contenders in that large category. There's no higher accolade for an airplane and owner. (See Sport Aviation, Oct '88, p31, and Antique/Classic News, Sep '88, p4)

Robert's father, Roland, was already a well known name in the Seabee world when I bought my 58K eighteen years ago, so you perceive the background leading up to that significant EAA award.



SEABEE CLUB REMINDER: WHEN YOU PHONE US, AT 305/979-5470, DISREGARD THE RECORDED MESSAGE WITH THE INCORRECT PHONE NUMBER. When we moved last year we misplaced the mike that would allow us to correct the OLD phone number. When you hear Tei Ling's Siamese greeting you'll know you have the right place.



Here's the latest P H Spencer/Dale Anderson/Aircar News: all machinery, parts, stock and files pertaining to the Spencer Aircar are now with Capt Bob Kerans (AA,Ret), SPENCER AIRCRAFT INC, P O Box 327, Kansas Il 61933. Phone: 217/948-5504. (Just south of Chicago)

The curator of the New England Air Museum, Bradley Field, Windsor Locks, had a problem getting a 'Bee donated to the Spencer Wing of the museum but now has one, finally.

It is s/n 988, N6705K, which will be delivered next Spring and was donated by Mrs R A Lalli, widow of our Club member. Unfortunately it is not one of the 54 that Spence himself had test flown, as he had hoped for. The Spencer Wing will be a permanent exhibit containing not only the 'Bee, but all his memorabilia, which is considerable.

Spence and Andy were not able to attend the Clear Lake splash-in due to the Early Birds 60th reunion which was held in San Antonio at that time. Spence was honored with an award of appreciation, as the aviation community shows yet again the great respect, admiration and high esteem in which he is held. Andy told us that Spence, approaching 92, was one of the youngest there. Congratulations from all of us, Spence, and particularly from Dick and Peggy!

The September issues of Air Progress, with Pete Breuning's TwinBee on the cover, has a very good article about the Twins, and some Spence history.



ALTERNATIVE ENGINE

Club member Ed Freeman has sent a modest proposal that deserves our consideration. How about a 260hp GO-435-C. To quote Ed:

- (1) The engine is carbureted with the same Marvel-Schebler MA4-5 as we have on the Franklin, and is approved for auto fuel.
- (2) Same prop, however the GO-435 has not yet been approved with the 8433 blades, but the hub is OK with the 9333 blades. It would be possible to obtain approval from Hartzell for the GO/8433 combination.
- (3) Use existing cowling, with slight modification.
- (4) Use existing exhaust system, with some modification.
- (5) Significant reduction of empty weight.

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Ed makes the following offer: "I will do all the engineering work for a multi-aircraft STC using the approvals already obtained on my own Seabee, at cost, with no charge for my labor. The STC would be held in the name of the "Seabee Club International" and would be made available, at no charge, to any Club member-owner of an RC-3."

In order to obtain the STC Ed must have: 1) At least ten owners willing to invest \$15-18,000 for conversion of THEIR OWN aircraft to an engine mutually agreed upon. 2) All ten owners must be willing to pay an additional \$1500, IF necessary, to obtain Hartzell's vibration test approval. 3) One of the owners must have a facility in which to perform the conversion on all ten aircraft, and have an IA (Inspection Authority) on staff. 4) One of the owners must provide an airworthy airframe to be used as the prototype, and be made available for flight testing by properly qualified personnel.

Ed Freeman's personal preference for the engine/prop combination is the GO-435 with the 8433 blades. In addition, the following items are ALREADY APPROVED for the conversion; engine mount, baffling, cowling, exhaust system, fuel system, oil system, control system, structure, primary induction and instrumentation. The only remaining test approvals necessary are: prop vibration, secondary induction (carb heat) and flight testing. Let us know if you're interested in the project and we'll pass the word on to Ed or you can contact him directly on weekends. It seems to be the ideal engine solution.



We enjoy doing these newsletters and the Club, but I'll tell you it can sure get frustrating. When renewal time comes around we get so discouraged with the whole thing that we wonder if we should continue. About a third of the ones that are due to renew do not send in their dues until well after the second or third reminder card. That number of cards mailed adds up to quite a large amount. That's one reason we had to increase the annual dues. The postage rate increase didn't help either.

If you want to continue having a Seabee Club you've got to help us do it. Our heartfelt thanks to you who support our efforts. The other side of that subject is exemplified by letters like this: "I enjoy the newsletters very much - it's well done and informative - very professional without being stuffy. I know the work, trouble, frustration and pain that go into a publication that most recipients don't realize, and take for granted.

Sincerely, Don Venton"

Thanks, Don, we needed that.



Our esteemed members, George and Mary Mojonniier, in Seattle, whose newsletter efforts years ago supplied the impetus for our filling in the void, had this to say in a recent letter:

"Having published a Seabee Newsletter for a number of years, I know how hard it is to gather together enough information for each issue to make it interesting and it is very tempting to resort to fiction or rumors in an effort to fill in the empty spaces. [Referring to last issue's Franklin caveat] We have all at one time or another hoped that we could get a few more ponies out of the old Frankenstein, but let's face it, the tired old dog will not stay together when developing the 208 HP which seems to be about average for one in good condition. Not that I feel that my Lycoming is the answer, but it does eliminate, for the most part, the constant mechanical problems associated with Tom Domann's brain child which was an outgrowth of the (Franklin) 150 hp model. Everyone is entitled to his own opinion, but if the Bee is ever put back into production, quite possibly the success or failure of the venture will hinge on the choice of powerplant as well as other improvements which are needed to make the design fully functional."



Some time ago a member sent some SeaBeast reference material, the source of which we're unable to determine. The particular article, from an aviation magazine, is "The Senta Super Seabee", by Dick Hunter, concerning George Senta installing a McCulloch VS-57 supercharger in his Franklin 'Bee. Anyone out there know which magazine, and what date?? Thanks



If you're looking for a PROP REVERSE SPRING (or a spare), there is a duplicate from a hardware store: under the "Select-A-Spring" brand (Bayonne, NJ), buy #19. It's about \$1.80, 2-3/4" long & 3/8" dia. See RAC Service Bulletin #21, 14 Oct 47. MUST be on your Franklin, installed correctly, if you can't find one send \$4 and we'll send an original spring (very limited quantity), and the two page bulletin.



CORRECTION RE AUTO ENGINE CONVERSION;

In the previous newsletter I attempted to relay information from Club member Les Dennis, in Anchorage, but got it wrong. Here's the straight scoop straight from the Colonel's letter.

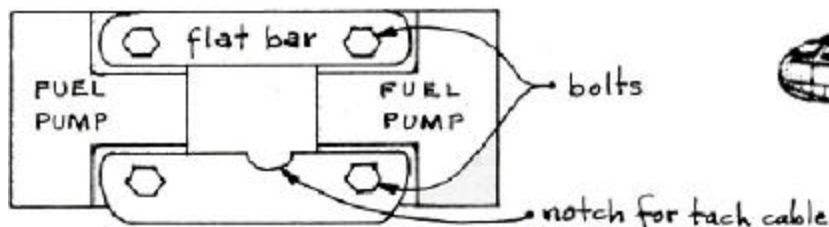
"The V6 will not produce enough continuous horsepower to be reliable. The 260 hp stated in the FLYING magazine is obtained at 6000 rpm. TO carry the 3000 lb Beast with little effort, approximately 190 hp is needed at cruise. The V6 engine must turn 4-5000 rpm to obtain that figure. Continuous use at that rpm is detrimental to the V6 without spending a WHOLE LOT of money on the bottom end. I did tell you that I might use the Blanton reduction unit. Second, I have opted to go to the 351 Ford Windsor which is a V8 and will produce 350 to 400 hp within the same rpm range. I recently purchased a 1985 engine and am currently having a shop go through it. Any 351 engine that is a 1984 or newer production has the new light weight alloy block which saves about 34 lbs. over the standard 351. The 351 should not weigh more than 435 lbs total with radiators, etc. This configuration will provide far more reserve than the V6 and the weight will be but a few pounds more than the V6.

Don't worry, I will keep you posted." Thanks, Les.



New Club member Ken Nelson (s/n 970, CF-FLT), in Campbell River, BC, is the second owner of #970 and has had her since 1960, using her in the logging business. He has an excellent fix to a nagging problem we have with the ol' Frankenstein, as "moj" says. You know how often you have to tighten the fuel pump bolts - here's Ken's solution:

"TO keep the fuel pump bolts from coming loose, I put a strap from one pump bolt to the other. In so doing, the opposite pump helps support the other when same is active. The pump pedestals are too high for the base area and the leverage keeps the pumps moving on the engine base." Here's a drawing, looking UP from bottom of engine. (One bar must be notched for the tach cable).



Bob Scaggs Jr has joined the Seabee Club and is starting a Type Club of his own that he'd like you to know about: The Franklin Engine Club. Here's what Bob has to say: "Franklin was superior in its time, and with a few slight modifications it will become superior again, with your support. For \$25 per year membership fee, you will receive quarterly newsletters on engine progress and a \$500 discount in advertised major overhauls. Club members will be able to buy FAA-PMA replacement parts at wholesale prices and rights of ownership on any STCs we produce. As a support group everybody benefits. We have over 20 years experience on Franklin engine overhauls, research and development, also proof of satisfied customers, just for the asking. Support yourself by supporting the team committed to keep you flying." The Franklin Engine Club, dba: Mid-West-Skag-Aero, RR 1 Box 140, Underwood IN 47177. Phone: 812/752-6668.



Hot-Off-The-Press SEABEE DECALS are now available. Pre-spaced vinyl, 3-layer, press-to-apply, exact color copies or Republic decals. We used original 42-year old Republic decals, supplied by our Republic Aviation Corp. member, Frank Strnad. They were duplicated by an aviation-oriented decal company that does the same for Beech, Cessna, Aeronca, etc.

They're all state-of-the-art press-to-apply. Instructions: first position the decal exactly where you want it and hold it in place with small pieces of masking tape. Peel back the bottom layer a bit, exposing the sticky second (decal) layer. Press that little bit onto the surface and gently peel back the remainder of the protective bottom layer, smoothing out the decal as you go along. Now the decal is exactly where you want, with no wrinkles or tears, so strip off the top "carrier" layer and it's done. It's very much like the decorative Contact product, but with a protective top layer added. Magic.

The 6 1/2 x 9-inch oval, dark blue Republic logo with silhouettes of P-47s in trail, which were applied on the vertical stabilizer just above the "NC" numbers, is \$12 ppd.

The "determined bee in flight" log, same as on the heading of this Newsletter, comes in large and small, in the original red, black and yellow scheme, on a white background. The large size is 2x16 inches, and small is 1x7. Both sizes come in matching LH and RH pairs.

A pair of SMALL is \$19. LARGE, \$37. All of these are postpaid, of course. They're in pairs, because, looking at the logo in this Newsletter heading, you'll see that the "speed lines" are for the RH side of something. The lines on the other one reflect a LH application, on your fuselage, or tail, splates, droop tips, your van or pickup - whatever. Boat?

You're right. They've gotten awfully expensive since my last order 18 years ago, but back then they were not the pressure sensitive state of art technology of today.

In fact, the prices above are less than our cost.



Other items now available:

- FLIGHT MANUAL: CAA Approved Airplane Flight Manual for the Republic Model RC-3. This is one of the forms required to be on board. 16 pages, in a 3-ring binder: \$9 ppd (\$11 foreign).
- WEIGHT & BALANCE Data for RC-3 Airplanes, ATC 769. Required. 7 pages, in binder: \$5 (\$6 foreign)
- HYDRAULIC HAND PUMP Maintenance Manual (US Army Tech Manual), 14 pages, in binder: \$8 (\$9). (Seabee pump same as DHC-2 Beaver)
- AIRWORTHINESS DIRECTIVES related to RC-3, 6 pages: \$4 (\$5 foreign)

- Seabee PRODUCTION (s/n) LIST, from Air Britain Archive, updated 1988 by Seabee Club: \$3 (\$4). Please advise if you prefer the version that indicated Spence's testing.
- DESIGN ANALYSIS of Republic Seabee, from AVIATION, May 1946, 18 pages, in binder: \$12 (\$14).
- Hartzell PROP MANUAL for Model HC-12x20 (Description, Installation, Pilot Operation, Inspection, Maintenance & Parts list), 35 pages, in binder: \$18 (\$21 foreign).
- Franklin ENGINE MANUAL, Model 6A8-215-B8F & B9F (Inspection, Maintenance and Overhaul), 56 pages, in binder: \$22 (\$25).
- Franklin ENGINE PARTS List, with part names, plus (1948) prices, 20 pages: \$10 (\$12) (Keep with your engine manual for reference)

SHIP'S STORES:



- Seabee tie tacs, gold or silver, \$8 each ppd. Actual size:
- Seabee logo transfers for application on shirts, jackets, etc, in 3 sizes: Small (exactly as it is on this Newsletter heading), 4": \$1 each ppd; Large, 5 1/2": \$1.50 ppd; Extra-large, 8 1/2": \$3 each ppd. These Seabee logos are applied to cloth with a hot iron or at a T-shirt place with their hot pressing machine.
- Golf/Polo Shirts are available for Club member 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 embroidering 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 per 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 sizes are for men, order accordingly for your lady. 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. Also available without pocket if you prefer. We've sold a bunch of our new Club shirts at various splash-ins. It sure looks great at a fly0in to show your airplane and Club affiliation.
- Seabee Club International NEWSLETTER, all 14 back issues are available at \$2.50 each.
- IF you need an extra DIRECTORY for any reason, like keeping one in the plane, they're only \$5 now. If you have not received the 20-page membership directory, and your dues ARE paid up, please let us know.
- Membership is \$15 U.S. per year, USA and Canada; \$20 elsewhere.

We just found this ad in a recent magazine, copied here in case you can't wait for the promised NEW fuel cells. Gotham Associates, Sun Valley CA, 818/767-5596. (FAA Repair Sta), "We recondition all makes & models".

CLASSIFIED; (These ads are free to members), SEE DIRECTORY FOR ADDRESS/PHONE.

- FOR SALE:
- * FRANKLIN COWLING, George Greb.
 - * DROOP TIPS, John Haffner, 301/651-9138.
 - * AERO COLLECTIBLES CATALOG of books and magazines, \$1, Frank Strnad, Box 240, Northport NY 11768.
 - * COMPLETE PACKAGE to convert a TwinBee from generators to ALTERNATORS, for which it is certificated. Instructions included and parts are all new. \$1,750. Bruce Campbell.
 - * New member Jim Poel wants to sell his 1941 J-3 CUB, with floats, skis and wheels. \$20,000. 904/767-5564.

CLASSIFIED continued

WANTED: SEABEES by the following:

- Charles Wolf
- Heinz Stuebbe (987 Windsor Rd, Highland Park IL 60035).
- Lionel Ladouceur
- Jess Browning wants a SEABEE in exchange for his 1973 pressurized Cessna 337 Skymaster.

WANTED: SEABEE PROPS (plastic/metal, 2 or 3 blade), BLADES, HUBS, CONTROL CYLINDERS, VALVES and STERABLE TAILWHEEL PARTS, George Pomeroy.

- * PARTS FOR FRANKLIN -B9F s/n 23291: 1 #10672 Oil Pump, Gear Driven; 1 #17590 Oil Pump, Gear Driven; 12 #15278 Hydraulic Lifters; 12 #14730 Bolt, Con Rod; 4 #15054 Washer, Crankshaft Thrust; 8 #14797 -20 or 10 thous, Bushing Crankshaft; 12 #14805 -20 or 10 thous, Bushing ConRod Lower; 24 #14667 Key, Valve Spring Washer. Also, 6 #14450 Pistons; 6 #14475 Piston Rings, Top; 6 #14462 Piston Rings, 2nd; 6 #14463 Piston Rings, 3rd; 6 #14819 Liner, Cylinder.
- * Please help on these engine parts if you possibly can. Les Coleman and his gang are trying to get s/n 668, VH-KNA, restored which will make it the only flying 'Bee left in Australia that we know of. KEEP 'EM FLYING! AirCom, Moorabbin A/P, Mentone Vic. 3194.
- * REAR SEAT-BACK CUSHION. Gerald Fenton, 301/261-5195 eves or 202/269-2112
- * LANDING GEAR KNEES. Dick Saunders in Texas.
- * TAILWHEEL ASSEMBLY plus tube and tire. Phil Calder, 203/666-0054
- * 2 SETS OF MAJOR OVERHAUL GASKETS by Skag-Aero, RR 1 Box 140, Underwood IN 47177. Ph. 812/752-6668.

FOR SALE: SEABEES by the following: (Please tell me if you sell your 'Bee)

- (s/n 663) N60CB, long wing tips, wide spray rails, full panel, VOR, ADF, TXP, electro-hyd, depth finder. 530 SMOH, fresh annual; \$29,500. Gus Drafkorn (Braniff).
- SuperBee s/n 967, Daubenspeck Lyc GO-480 (295 hp); 600 TTAF, 230 SMOH, 50 SOH pressure carb & fuel cell. 3-blade prop, all Ads complied with, electro-hyd, bow door gas strut, new dual batteries for 24 volt start, retractable landing light, 3-compartment bilge pump, wide spray rails, droop tips, Terra 720 nav-com, ADF, Apollo loran, depth finder, Hamilton compass, plus spare wheel and tire. \$50,000. Bob Greene. (Ed. Note: I have about 6 hours in Bob's Bee having checked him out on ground and water, and I can personally attest to its many qualities. It is indeed a SUPER 'Bee.)
- N6378K (s/n 607), 800 TTA&E, in excellent condition, \$32,000. Ed Bockstahler.
- CF-MSJ (s/n 355), Lyc GO-480/ Simuflight, 210 since engine overhaul, 1200 TAF, Clevelands, wide rails, extended droop tips, electric bilge pump, heater, new panel and interior. Bob Stravens wants to sell his 'Bee or acquire a partner. (Seattle area)
His partner died recently. 206/275-4400.

Late News: Another 'Bee has dug a hole in the water. It happened in Biscayne Bay (saltwater !) near south Miami by a non-Club member. Not that membership is any guarantee of immunity to that disastrous event, landing in the wet, gear down. Pilot and three paying sightseers got out OK with only minor injuries, thanks to the stout ol' Bee. It made the local evening news of course, so Club members Hugh Donahue and Henry Ruzakowski salvaged it perfectly. The owner does plan to rebuild.

Happy Sea-Beeing

Dick and Peggy

REPUBLIC AVIATION CORPORATION, FARMINGDALE, LONG ISLAND, NY

SERVICE NEWS Table of Contents (#1, 29 Apr '46 to #58, Aug '61)
Compiled by Seabee Club Int'l.

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NEWS & BULETINS

WARNING
DO NOT CHECK FUEL WITH
ENGINE RUNNING OR WITHIN FIVE
MINUTES AFTER SHUTDOWN.
CALIBRATED SIDE FACING GROUND.

This fuel placard
Is REQUIRED
To be near the fuel cap.

#1	20 Apr '46	- - - -	Controllable-Reversible Prop; Wing Work Platforms
#2	30 Aug '46	(4 pgs)	Spares; Lubrication & Lube Charts
#3	27 Nov '46	(4 pgs)	Hydraulic Service; Carb Finger Screen; Hull Stands; Servicing Shock Absorber Strut; Removal of Wheel Axle
#4	4 Dec '46	(4 pgs)	Securing for Storm; Hull Bridge Stand
#5	6 Dec '46	(4 pgs)	Amphibious Operation: Taxiing, Take-off, Landing, Porpoising, Maneuvering, Foul Weather Precautions
#6	16 Dec '46	- - - -	Check Wing Float Struts
#7A	20 Dec '46	- - - -	Water Towing (This sheet replaces #7, 16 Dec '46)
#8	20 Jan '47	(4 pgs)	Hartzell Propeller Operation
#9	3 Jan '47	- - - -	Inflation of Oleo Strut*
#10	13 Jan '47	- - - -	Inspection of Flexible Controls
#11	13 Jan '47	- - - -	Exhaust Fumes
#12	21 Jan '47	(2 pgs)	Fuel Pump Operation in Cold Weather
#13	28 Jan '47	- - - -	Hydro-Selective Propeller
#14	9 Feb '47	(2 pgs)	Brake Compensator Adjustment
#15	17 Feb '47	(2 pgs)	Special Engine Fan Inspection (Capscrews)
#16	13 Feb '47	- - - -	(Checklist) THINK
#17	25 Mar '47	(4 pgs)	Servicing Elevator Trim Tab Gear Box(Access door mod)
#18	31 Mar '47	- - - -	Carb Heat Operation
#19	2 Apr '47	- - - -	Tail Wheel Shock Adjustable Link Tube
#20	9 Apr '47	(2 pgs)	Full reverse Thrust (Depending upon s/n)
#21	14 Apr '47	- - - -	Split Ignition System (Engine #23501 & up)
#22	18 Apr '47	- - - -	Know Your Distributor
#23A	2 Jul '47	(3 pgs)	Power Setting Charts (Replaces #23, 24 April '47)
#24	1 May '47	(4 pgs)	Wiring Diagrams (Depending on Seabee s/n)
#25	6 May '47	- - - -	Main Landing Gear Clevis Fitting
#26	6 May '47	- - - -	Fairleads Inspection; Tail Wheel Corrosion
#27	19 May '47	- - - -	Prop Blade Inspection
#28	3 Jun '47	- - - -	Paint Touch-up; Tail Boom Drain
#29	3 Jun '47	- - - -	High Altitude Performance; Prop Reversing
#30A	13 Jun '47	- - - -	Window Installation Tool (Replaces #30)
#31	6 Jun '47	- - - -	Check Tail Wheel Hydraulic Lines
#32	3 Jun '47	- - - -	Jacking Procedure After Keel Landing
#33	16 Jun '47	- - - -	(Check List) THINK
#34	19 Jun '47	- - - -	LH Fuel Pump Throttle Control Clamp
#35	14 Jul '47	(2 pgs)	Hull Bottom Stiffener at Station 30
#36	17 Jul '47	- - - -	Blade Erosion & Maintenance Tips
#37	18 Jul '47	- - - -	Seabee Hoist Sling
#38	23 Jul '47	- - - -	Patching Seat Bladders
#39	23 Jul '47	(3 pgs)	Baggage Compartment Louvers for Cooling
#40	25 Jul '47	- - - -	Taping Fuel Line; Removing Fuel Strainer Blast Tube
#41	28 Jul '47	- - - -	Airspeed Calibration (pitot tube placement)
#42	18 Sep '47	(2 pgs)	Prop Lube Recommendations
#43	21 Sep '56	(2 pgs)	Prop Counterweights
#44	8 Sep '47	- - - -	Check Fuel, Oil & Hyd Lines Under Baggage Floor
#45	9 Sep '47	- - - -	Wing Float Strut Braces
#46	15 Sep '47	- - - -	Seat Back Bladders
#47	24 Sep '47	- - - -	Heater Kit Announcement
#48	30 Sep '47	(2 pgs)	Reinforcing Aft Cabin Skins
#49	13 Oct '47	(2 pgs)	Manual & Placard Revision
#50	6 Nov '47	- - - -	Approval For Skis
#51	11 Dec '47	(2 pgs)	Corrosion Treatment For Cabin Doors
#52	24 Nov '47	- - - -	Defective Fire Extinguishers
#53	12 Dec '47	- - - -	Life Preserver Seat Cushions
#54	29 Jan '48	(3 pgs)	Landing Gear Clevis Inspection & Adjustment; No Prop reversing w/Flaps Down; (w/Sup't #1, 5 Mar '73)
#55	13 Apr '48	- - - -	Seam Welded Floats
#56	23 Feb '49	- - - -	Hydraulic & Fuel Line Inspection
#57	19 May '50	- - - -	Prop Control Cable Lube & Adjustment
#58	Aug '61	- - - -	Cracks in Landing Gear Torque Tube

SERVICE BULLETINS Table of Contents (#1, 18 Dec '46 to #25, 19 May '50)
Compiled by Seabee Club Int'l.

* = Mandatory			
#1	18 Dec '46	(2 pgs)	*Firewall Terminal Block Mod
#2	18 Dec '46	(3 pgs)	*Induction System Backfire Screen
#3	31 Dec '46	- - - -	*No Smoking placard
#4	21 Jan '47	(3 pgs)	Aft Lord Mount Replacement
#5	21 Jan '47	(2 pgs)	Elevator Pulley Guard Installation
#6	16 Jan '47	(4 pgs)	*Elevator Control Column Inspection - rivets
#7	5 Feb '47	- - - -	*Improved Fuel Strainer Drain Installation
#8	29 Jan '47	(5 pgs)	Tailwheel Signal Light Switch Installation
#9	14 Feb '47	- - - -	Starter Terminal Junction Cover - rework
#10	21 Feb '47	- - - -	Safety Belt Release Instruction placard
#11	11 Mar '47	(3 pgs)	Mixture Control Support Flange
#12	17 Mar '47	(2 pgs)	*Float Strut Safety Slots
#13	17 Mar '47	- - - -	*Oil Pressure Gauge Line Restrictor
#14	31 Mar '47	(2 pgs)	*Elevator Control Cable Guide
#15	6 Apr '47	- - - -	*Radio Filter Check
#16	2 Oct '47	(7 pgs)	Heater Installation
#17	16 Jun '47	(20 pgs)	Steerable Tailwheel Installation Supplement #1, 1 Jul '47 & Supplement #2, 16 Oct '47
#18	26 Aug '47	(3 pgs)	Anti-Swirl Vanes
#19	9 Sep '47	(4 pgs)	Wing Float Strut Brace Installation
#20	10 Oct '47	(2 pgs)	*Trim Tab Horn & Rod Installation
#21	14 Oct '47	(2 pgs)	*Prop Safety Spring Installation Supplement #1, 14 Jun '49, * Spring Installation Cotter Pin
#22	13 Jan '48	(2 pgs)	*Power Pak Handle & Fulcrum
#23	3 Jun '49	- - - -	*Check Your Fuel plus Warning Decal
#24	30 Aug '49	- - - -	*Cable Corrosion
#25	19 May '50	(2 pgs)	Corrosion Inspection Supplement #1, 13 Jul '50 (2 pgs) * Corroded Fittings Supplement #2, 6 Oct '53 * Corroded Fittings

AEROCLUB de CAVALLAIR



From left: Heinz Holzmann, V.P., German SPA; Alain Luzy, Pres., French SPA; Dick; Capt. Christian Roche, Pres., Aeroclub de Cavalaire; Peggy; and club member at Cavalaire sur Mer, France