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SEABEE CLUB INTERNATIONAL
NEWSLETTER

Number 16 (May 1989)

Dedicated to the preservation
and enjoyment of our 43-year old
water-borne wind-wagons, the RC-3.

Despite what you may have thought, the Seabee Club is alive and well and apologetic about the inordinate lapse of time since the previous newsletter. It's not that we had better things to do, but mainly the effort to get the offered Republic Service News and Service Bulletins prepared camera-ready for sending to you.

In the last newsletter (#15), we made the offer of copying the News and Bulletins for you if anyone was interested. We got mucho response. We realized that we were not properly prepared to fill the many orders. We spent countless hours at the print shop and at the drafting table trying to make "new" copy out of the 42-year old, mostly illegible, Republic bulletins. We have cut, spliced, re-typed, re-drawn, used many bottles of white-out to get the pages as perfect as possible. Which is the way, if I ere a member, and paid a bunch of money, I would expect. Several pages took as much as three hours each of effort to produce pages that satisfied us. Finally we got it all together only to realize that we had underestimated the total number of pages, and the work involved. So we had to adjust the prices accordingly.



The complete Service News collection (102 pages incl. Table of Contents) is \$40.

Service Bulletins (w/Table of Contents, 86 pages) are \$34, ppd.

Prices for individual News and/or Bulletins vary with the number of pages. Send your "Want" list, with SASE and we'll tell you how much.



All of the orders have now been filled. (If any of you have sent your check and NOT gotten your order, let us know. Things got very hectic at the height of the demand !) TO belabor the subject some more, we offer our thanks to those who sent copies of their collection: Donn Booth, John Cuny and Bill McCarrell, primarily, who sent some better copies than we had, but EVERY page has been improved, regardless of origin.



It is now SPRING !! It's May already. IT IS RENEWAL TIME !! (for most of you.)

●—————▶ **MAKE CHECKS TO "SEABEE CLUB INT'L"** —————●

DUES ARE STILL \$15/YEAR, (USA & Can), \$20 elsewhere, U.S. funds or equivalent.

An updated Membership Directory is our next project. To be included in the directory requires being a paid-up member.

We value your participation. Please send your dues on time.



Those who have ordered the "Rankin File", be advised that during the scramble to do the News/Bulletins, Rankin was lost in the shuffle, literally and figuratively. It has been found and work has started on it, but we need to finish this Newsletter first. To reiterate, that file contains Republic letters, bulletins, telegrams, CAA reports, newspaper articles and photos. It spans the time from Tex's initial 'Bee flight from Farmingdale to Tulare (California) to his demise eight months later in a 'Bee. He was the first dealer to take delivery of an RC-3, Aug '46. (Now 21 pages, still \$10.)

Caveat emptor: we have received warnings from several members about doing business with (non-member) Roger Mensing in Miami. The advice is to protect yourself in any financial dealing, especially involving cash. Mensing does have 'Bee parts, but Bee careful. 'Nuff said.



Received an informative letter from member Bob Burgess, a portion of which will serve as a reminder for you:

"Just had an interesting experience. Touched down (ground) with green light on, and down visually, (then the) gear retracted. Too late to get back in air. Held her off as long as flying speed allowed and leveled wings, When it finally got down I headed for the grass. Very little damage: only sharpened up the keel some. Floats never touched until I lost aileron control and by that time I was in the grass.

"Inspection showed the clevis tips outboard of the connecting-pin hole on the end of hydraulic cylinder rod had parted company with remainder of clevis. Closer inspection showed that three of the four breaks had already rusted so the pin was evidently being held by (only) 1/4 of its potential. I noted that the two flat washers (one ea side) of the pin precluded any possibility of a visual check without removing the pin. When parts were re-assembled it indicated elongated holes for the pin, so wear must have been a factor. This was only about 45 hours after Annual, so I would advise making a thorough check by removing the pin. I got off easy but maybe someone else won't."

Thanks, Bob for exposing that hidden booby trap.



Long-time Seabee-er George Mojonier ("Moje" for short) reports Good News:

NEW FUEL CELLS FOR THE BEE WILL BE AVAILABLE FOR SHIPMENT.

Aero-Tech Services, 8354 Secura Way, Santa Fe Springs CA 90670. Ph. 312/696-1128. George, who has the prototype cell in his Bee says: "Like the fuel cell, the hose from the fuel pickup in the bottom of the fuel cell to the valve in the cover assembly of our Bee was in questionable condition. The only hose I found suitable for this application was Aeroquip's #2556-6. The first series of Bees produced had hose fittings and clamps at both ends so all that would be needed would be about three feet of material which could be cut to proper length. However, in the later series Bees, like ours, the valve in the cover assembly had a 37-degree AN fitting rather than a hose fitting. In this case Republic used a special hose. The only solution for the later series then would be to obtain a #2556-6 hose with a 37-degree fitting on one end from the local Aeroquip dealer.

"The fuel cell was filled with fuel 16Nov88, and as of 18Jan89, no fuel ran out of the hull when the drain plug was removed. Considering the job it is to replace the fuel cell in the Bee, and the horror stories I've heard about attempts to recondition the old cell, I maintain that it just isn't worth it to consider anything but a modern new approved replacement to make the old girl stop leaking a very flammable substance.

"In an effort to keep the price within reason, fuel cells will be available direct from the manufacturer, thus eliminating the middleman markup. They have set an initial price of \$890 FOB Santa Fe Springs, for shipment within the continental U.S. Export shipment may be subject to additional charge and each will be handled on an individual basis. Payment must be by certified check, cash or bank draft, and either prepaid or shipped COD."

You remember that in Newsletter #15 we told you about Bob Redner's N6283K winning top honors in the Class III division at Oshkosh, and of the beautiful photos and comprehensive article in the January issue of EAA's SPORT AVIATION, which has 83K on the cover. If you would like a photocopy (b/w) of the 7-page article, (reprinted with permission), including cover, send \$4 to cover expenses and we'll send it. It's really an informative article, by Norm Petersen.





Here's a note for you Spencer AirCar fans: all plans, parts and info now come from Type Certificate owner, Capt Bob Kierans, Box 327, Kansas IL 61933. (Yes, it's a town named Kansas and it's in Illinois) Ph. 217/948-5504.

Spence and Andy are enjoyed a well deserved rest after so many hectic years doing AirCar biz.



Spence celebrated his 92nd birthday on the 30th of April. I had every intention of having this issue in your hands well before his birthday so that you could call or visit him on that day, to help him commemorate that event. Call him anyway. Phone 818/894-4126. He and Andy are also Club members.

Andy, the youngster of the pair, is "only" 79. He's at 767-7042.



Sun 'n Fun '89, Lakeland, Florida. Another event that we had intended to remind you of, specifically the seaplane day, Friday, which was a bit disappointing. We had not reminded you in time. Even more guilty of same is the Seaplane Pilots Ass'n. For some unknown reason SPA doesn't seem to realize, or care, that seaplane folk enjoy the occasion of getting together. It's really puzzling. Seemingly, their chief concern seems to be only collecting our money. After supporting SPA for so many years, (member #200), financially and otherwise, as a volunteer and doing everything that I could to further and aid the organization, I am now certain that I will even renew my membership.

Seabee Club members whom we saw at Sun 'n Fun included Jan Bem, Bill and Patsy Bolling, Helena Clark, John Coleman (who came all the way from London), John Cuny, Darrell Davey (California), Phil Desantis, Jay Frey, Don Kyte (Seattle, in his 'Bee !), Court Lundquist, Henry Maxwell (from Buffalo), Henry Ruzakowski Jr, West Sanders (son), Les Solomon, Big Jim and Dete Sorensen (Modesto, CA, in their 'Bee !), Jay Templeton, Bill Woodbyrne and B J Woody. The Club was well represented. (Our apologies if we missed you.)

For your future reference, the seaplane day is always Friday, on the west shore of Lake Parker, during the week of Sun 'n Fun.

Also seen at that sunny/funny site was a rare bird indeed: the only remaining production Fleetwings F-5 "Seabird". This one is s/n 2 (of 7, built in 1937), owned and restored to like-new condition by Capt Blake Oliver (AA). The prototype Seabird is still alive also, living in California and tended to by Channing Clark.

Coming up next is the annual Lake Pleasant splash-in at Speculator, NY, June 15, 16, 17 and 18. That pleasant lake is about 60 miles NW of Albany and 50 NE of Utica, in the foothills of the Adirondacks. Lake elevation about 1600 feet. Be aware that there's a 3250 foot hill just south of the splash-in site, which is on the eastern end of the long lake.



For you Seabee-ers in the Northwest the annual EAA Wings Over Washington fly-in at Arlington will be 12-16 July. Contact Gary Hayes at 206/363-0740 for further info, or 435-5857. It's the 20th anniversary of the event.



We've just received word from the Aeroclub de Cavalaire, on the French Riviera, that due to dredging of the harbor extension, the international seaplane meet won't take place this year. Cavalaire su Mer is in such a beautiful area, and the people are so friendly and hospitable that we will miss visiting there this year. However, Christian Roche, President of the Aeroclub de Cavalaire, writes that they will be looking forward to seeing us all in September '90.

The Otsego Lake Splash-in is 9-11 June, Gaylord, MI. Phone Club member Randy Rhodes (ex N6432K) at 313/698-1237 or 682-3900.



- Oshkosh, B'Gosh; 27 Jul-31 Aug. SPA Corn Roast, Monday the 31st. For seaplane info call Brennand's at 414/836-2020.
- Moosehead Lake, Greenville, ME: 8-10 Sept. 207/695-2272.
- Clear Lake, Lakeport, CA: 22-24 Sept. 408/255-1917.



As mentioned earlier, Don Kyte flew his N6144K here to Florida, to Sun 'n Fun, from Seattle. Afterward he came down here to Fort La-De-Da and the Bahamas.

Peggy and I asked him to be a guest editor, as follows:

"While I was visiting with Dick recently, the subject came up about all the bad things that can happen to you if your elevator controls become unhooked for one reason or another. Since I have had this happen, and survived, Dick suggested that I might expound on my experience for whatever benefit it might be to the group.

"The Seabee has a very effective elevator trim tab so if you should lose your ELEVATOR control for whatever reason, don't panic, go immediately to your trim tab control. The trick how is to lead the trim much as you would a rate of rate of climb needle while trying to hold a set rate of climb on instruments. When the nose starts coming up in response to up elevator trim, immediately start feeding in some DOWN elevator trim. Be aggressive but remember that a little trim goes a long way. A little practice will quickly convince you that you indeed can control the airplane.

"It happened to me right after take-off from a lake too small to immediately put it back down on the water straight ahead. I was riding right seat with the owner who had done most of the restoration work on his Seabee but had limited experience flying it. In a high pitched voice, he announced that he had no control, followed in the next second with the famous phrase, "You got it!"

"I hadn't tried this technique before but fortunately it worked well enough to enable us to fly to a larger lake nearby and land. Since that time I have demonstrated the technique several times from take-off to landing. Using the rudder to keep the wings level and make turns, it is possible to do a complete flight without even touching the yoke. Get some practice at altitude first, however. You'll find it a great confidence builder." Don Kyte

(Ed. Note: This is NOT the same as loosing your TRIM TAB control, in which case the 'Bee is virtually out of control. CHECK YOUR TABS !!!!



Rebuilding your 'Bee? Need an original, blank, Republic data plate?? We have a very limited number of them, at only \$5 ea.



Very sad news: Staunch member George Greb passed away. His wife would like to sell N87537 (s/n 97). George had put about \$185-thousand into it. Needless to say, it must be one of the top three or four best equipped Seabees in the world. Mrs Greb sends the following data: low time airframe, 100% corrosion free, Simuflight Lyc GO-480-B1AG/270hp, flaperon system, new prop, extended wings, wing fences, droop tips, retractable landing lights, dual Cleveland brakes, steerable tailwheel, new glass, Arnav R-20 loran, wide spray rails, electric gear and bilge pump, vortex generators, Southwind heater, new interior and reserve lift indicator.

Mrs Greb says, "I am offering the aircraft at \$75,000 with a fresh license."

Please call her at 201/592-7730; after 6pm, 592-0646. Palisades Park, N.J.

We're sorry to report that Gus Draffkorn's N60CB (s/n 663) was picked up and rolled by one of the many thunderstorms that ravaged the South recently. It was tied down outside my son West's hangar near Ft. Worth, to be delivered to anew owner the next day. Sad situation. They now need a right wing and two floats, plus the tailwheel over-center lock. If you can help with ANY of those items, please call West at 817/268-6977, or his hangar, 439-1047. Thanks.

Mr. Edmond Freeman
942 Westridge Avenue
Abilene, TX 79604

610 18th Street
Snohomish, Wa 98290
December 11, 1988

Dear Ed:

Couldn't help but comment on the Alternative Engine Dick Sanders mentioned you were considering as outlined in the last Seabee Newsletter. Lloyd Misiowiec and I spent quite a bit of time in an effort to develop just such a modification back in 1968. We even mounted a GO-435-C2 engine with a 12 X 20 hub assembly on a old hull and the information gained served as the basis for a later installation of the GO-435-C2B2 and GO-480-B1D which were STD'd under SA1241NW and SA367NW.

The GO-435 series engine appeared to be a good substitute for the tired old Frankenstein as the engine and propeller design could be the same as approved for the Navion B, but as it turned out it was only because enough pressure was put on Hartzell to develop a reversing propeller which would have the same characteristics of the original developed for the Bee back in the middle '40s that it became practical. The problem is that the 12 X 20 or D2 X 20, and the 13 X 20 or D3 X 20 had only a maximum of 33.5 degrees of pitch change from high pitch to full reverse. High pitch for the two blade 12 or D2 design with 8433 blades was set at 19.5 degrees which gave a reverse setting of -14 degrees, whereas this same basic propeller when installed on the Navion B with 9333 blades was set at around 28 degrees high pitch and 16 low. So the most reverse setting one could expect from the basic Bee prop when installed on a GO-435-C2 engine would be 5 degrees, which would be little more than neutral.

In order for George Sentas to get the three blade prop approved he had to go to 83 inches in diameter and I have always been of the impression that the high pitch setting was somewhat less than the setting for the two blade prop. In any event, whether the two or the three blade Bee prop was used, the blades would have to be changed as the two blade must have 9333 blades cut down to 89 to 91 inch diameter, and the three blade must have 8433 with no reduction in diameter, to be compatible with a GO-435 Series engine. At the price of new blades, coupled with the added cost of installation, it would be almost as economical to stick with the arrangement which has already been approved. In addition, the later series GO-435 and all the GO-480 engines have the governor mounted on the gear case rather than on the accessory housing, which is a much more desirable installation. Further, the old piston/cylinder assembly of the original Bee prop was always a source of problems which are eliminated in the later design.

In conclusion, there just is no easy way for replacing the Bee power plant and still retain the features of the original design. Frankly, back in your part of the country the 260 HP is enough power, but out where I live among the rock piles 260 HP is marginal. If I had it to do over I would not seriously consider an engine for the Bee of less than 395 HP, and in addition it would have to be geared and turn a three blade prop of a minimum of 84 inch diameter. Three blade props have their disadvantages, but they do produce around 100 pounds more static thrust than a two blade, and being smaller in diameter the engine may set lower and thus reduce the frontal area of the cowl.

Sorry to punch holes in your balloon, but when you check further I feel that you will come to the same conclusion, and this just might save you some work. Sincerely,

George W. Mojonier



Pilots Check List

REPUBLIC AVIATION CORPORATION FARMINGDALE, N. Y.

BEFORE STARTING ENGINE

Operate flight controls through complete range.
 Check propeller reversing lever locked.
 Ignition switch OFF, Battery switch ON.
 Check instruments and lights.
 Set trim tab.

STARTING ENGINE

If engine has not been run recently, pull propeller through about six revolutions. Open throttle slightly beyond idle.
 Mixture: FULL RICH, Carburetor heat: COLD.
 Propeller: HIGH RPM.
 In cold weather: if necessary, actuate accelerating pump 3 or 4 times.
 Check "all clear."
 Battery switch ON, Ignition switch BOTH.
 Engage starter.

NOTE: Do not operate starter for longer than 30 seconds at one time. Allow 1 minute cool-down before re-engaging.

WARM-UP

Check for oil pressure.
 Use 900 RPM for several minutes, then 1200 RPM.
 Check instruments for operating ranges.
 Check propeller pitch-change operation.

TAXI

Release parking brake.
 Tail wheel locked or swivel.
 Water rudder is operated by pedals.

NOTE: Air gear doors are closed if propeller is to be reversed.

ENGINE RUN-UP

Propeller: Full low pitch.
 Check each magneto at 2000 RPM.
 Maximum permissible drop on either mag 150 RPM.

TAKE-OFF (LAND)

Fasten all safety belts and check doors latched.
 Weave forward slowly and lock tail wheel on center.
 Advance throttle to FULL RPM.
 When airborne, retract gear.

TAKE-OFF (WATER)

Fasten all safety belts and check doors latched.
 Check landing gear up and locked.
 Flaps: Down.
 Advance throttle to full RPM.

CAUTION: Do not dump flaps at less than 230 feet for airspeeds below 80

CLIMB

Best climb at sea level is 75 IAS at 2500 RPM with flaps and gear up.

CRUISE

Adjust trim tab for negative control forces.
 Propeller—Low RPM.
 Lean mixture within temperature limits.
 The following settings provide 75% power:
 25.8" Hg 25" Hg 24 1/2" Hg
 and 2200 RPM and 2250 RPM and 2300 RPM.

PRIOR TO DESCENT

Mixture FULL RICH, Propeller HIGH RPM.
 If necessary: Carburetor HOT
 Maintain 70 to 80 IAS approach speed.
 Safety belts fastened.

LANDING (LAND)

Gear DOWN: check warning light GREEN.
 Flaps DOWN.

LANDING (WATER)

Gear UP: check warning light RED.
 Flaps DOWN.
 On glassy water, approach at 65 IAS with power on and allow airplane to settle.

AFTER LANDING

Flaps: UP position.
 Unlock tail wheel swivel.

STOPPING ENGINE

Operate engine at 800 RPM for a short time.
 Stop engine by pulling mixture control full out to idle cut off.
 When engine stops shut off ignition and battery

EMERGENCY OPERATION

Landing gear failure: Landing gear handle UP position.
 Make flat, power-on approach and land on keel.
 Flap failure: Flight tests demonstrate the Seabee fully maneuverable with one flap fully extended.



COMMENTS ON THE " SEABEE PILOTS CHECK LIST "

The Check list was published on a card, 3-1-47, by Republic Aviation Corporation, At Farmingdale, New York. (See previous page)

For "Starting Engine", I like to get the starter rolling the engine over before "pumping" the throttle control. The MA-4-5 carburetor is an updraft type, and has a very large accelerating pump in it. Getting the intake draft commenced before squirting the fuel into the intake manifold system should help keep raw fuel from dropping down into the intake air box and thus help reduce the danger of an intake box fire. There is no primer system normally, though there are some pipe plugs tapped into the intake manifold logs where primer lines could be installed.

On "Warm Up". There are two types of oil pressure gauges in Seabees. Electric and hydraulic. If you have the hydraulic line style, the line should be flushed out about once a year, preferably in the late summer, and refilled with a light hydraulic or instrument oil. This will ensure a rapid response of the needle at the instrument panel whenever the pressure changes the least amount.

"Take Off (land)-(water)": Advance throttle to full RPM. If your prop control valve-lever stops are set correctly, at this time, before the plane is moving, you should be seeing about 2350 rpm on the tachometer. (This assumes you have set the prop pitch control to the full low pitch position at the instrument panel.) As the take-off run progresses, and your speed increases, the prop rpm will increase to MORE than the 2500 rpm engine speed-limit-red-line speed if you don't gradually keep backing off on the pitch control lever on the instrument panel.

You may hear from various Seabee owners that 2550, 2600 and higher rpm limits will give you more horsepower for take off. I think that there may be some truth to these various stories, but that only demonstrates that the various individual engines may vary slightly in cams, timing, pitch settings, etc. The actual peak horsepower will be very close to 205 hp, and will occur at the "book" 2500 rpm in a properly set-up system. My own engine seems to peak-out at about 2550 rpm, but I usually keep to the 2500 rpm limit to keep the propeller from howling too much as the blade tips start to approach the speed of sound. CAUTION: Any large variation from your familiar RPM readings at take-off commencement is a strong invitation to you to start looking for the trouble, because SOMETHING IS WRONG.

(There has long been some question as to the power of the Franklin B8 and B9 engines. The factory said dyno tests showed about 205 actual HP. Sentas at Detroit checked a number of newly overhauled engines, with all accessories and claimed that the power was about 185 HP. I suspect that the difference was caused by the power absorbed by the cooling fan. In flight, with the air flow at about 100 MPH, the amount of power to get the cooling air past that fan has to be considerably less. Mr. Ivy says that at cruise speed greater than the fan can speed up still air.)

"When airborne, retract gear." I don't think you can go wrong on this advice unless you are doing "circuit touch-and-goes". This is an excellent habit to get into because you can make safe landings on either water or land in this configuration, but you will almost certainly flip the Bee over if you accidentally make a water landing with the gear down. Red Jellison always leaves his gear streamlined and not quite up to the up-lock position. He says that that always makes him aware of the gear position, as the pressure placed on the hydraulic system constantly by the weight of the landing gear legs makes the flaps start down right away as soon as he moves the lever for approach flaps. Of course the movement of the flaps down also pitches the nose of the Bee down in a very effective reminder of landing gear position.

(Cont'd)

CLIMB: Best climb may be 75 all right, but best glide for a flare and safe landing is about 83 on a standard wing Seabee and perhaps 79 to 80 on a Bee with wing extensions. There is NO WAY you are going to convert your take-off climb at 75 to a 83 mph glide in less than 400 to 500 feet of altitude loss. Don't forget, such a speed transformation, in a lost-power situation, requires about a 45 degree pitch angle change, and then the additional time and space to get to a speed that allows enough lift to develop for a decent flare upon landing. If you are gliding at any lesser speed, you will find that when you try to make the landing flare, the angle of attack of the Bee will change, but the angle of descent, and rate of descent, does not change to any appreciable amount.

I strongly urge you to form the habit of never climbing the Bee at any less than your safe glide speed of at least 83, so that you instantly are at your needed safe glide speed in the not-so-unlikely event of engine failure.

CRUISE: "Adjust trim tab for negative control forces." Another highly important section. The Seabee is so heavy on the elevators that you should consider a smooth and correct trim tab system to be as critical as the engine and prop. I know of a case where a man died because his trim system wouldn't work. If you want to see why, just try flying your Bee for about ten minutes with one turn too much on the trim handle. On the other hand, during practice, I have easily made water landings and take-offs, using trim alone for elevator control. If it won't trim, don't fly it!

PRIOR TO DESCENT: "Maintain 70 to 80 IAS approach speed." As mentioned above, this speed is OK if you have plenty of altitude, but it places total reliance on the reliability of your engine power. You are going to have a few real interesting seconds if your engine quits while you are maintaining 70 a couple of hundred feet from your landing point.

LANDING (LAND-WATER): Because of the dual nature of Seabee landings, the landing gear can be a hazard either up or down. The greatest help I have found is to learn the habit of taking a look out your cabin window at the gear to check for proper position about ten seconds before your touchdown point. I make this my last pre-touchdown item. I have almost swallowed my heart a couple of times, but haven't made "that mistake" yet, in over 3,000 Seabee landings on water and land. These comments are based on the combined experiences of me and a number of Bee owner friends. They won't be found in any manual on the Bee, but we believe that they will make you and your passengers considerably safer if you give them serious consideration when you fly the Bee.

George Pomeroy, 1860 Reichart, Sauk Village IL 60411



----- DENSITY ALTITUDE CHART -----

Indicated Altitude	Free Air Temperature - Degrees F													
	-20	-10	0	10	20	30	40	50	60	70	80	90	100	110
0										500	1600	1900	2200	3100
1000							100	700	1200	1900	2500	3200	3800	4000
2000						700	1300	1900	2500	3100	3700	4400	5000	5500
3000				400	1000	1900	2500	3200	3800	4400	5000	5700	6300	6900
4000		100	900	1600	2100	3200	3800	4400	5000	5700	6300	6900	7500	7900
5000	1000	1700	2100	2900	3600	4500	5100	5700	6300	6900	7500	8200	8800	9100
6000	2000	2800	3500	4200	4800	5700	6400	7000	7600	8200	8800	9400	10000	10500
7000	3600	4000	4700	5400	6100	7000	7600	8200	8800	9400	10000	10700	11300	11700
8000	4600	5200	6000	6700	7300	8200	8900	9500	10100	10700	11300	11900	12500	13000
9000	6000	6500	7200	7800	8500	9400	10000	10700	11300	11900	12500	12900	13500	14000
10000	7200	7800	8200	9000	9600	10200	11000	11500	12000	12800	13500	13900	14800	15200
11000	8200	9000	9600	10200	11000	11500	12100	12900	13200	14000	14900	15200	16000	
12000	9600	10100	10900	11600	12000	12800	13200	13800	14500	15000	15900			
13000	10900	11200	12000	12800	13200	13900	14600	15000	15900					
14000	12000	12900	13200	14000	14600	15200	15900							

CLASSIFIED (Free to members)

SEABEES FOR SALE:

- Mrs George Greb's N87537 - please see bottom of page 4.
- Capt John Peacock's C-FDJX, s/n 242. Airframe time 3365. Franklin B9F 60 SMOH, 460 TTSN. Prop 120 SPOH, 350 TTSN, OH Apr '86. Never near saltwater. Mods: steerable T/W, wide spray rail, electric fuel pump, 55-amp alternator, cooling mods including spinner on fan, long wing extensions (w/Superior Airways splates), inboard fences, upgraded panel, Narco Com-120 w/intercom, Martec EBB2BCD ELT. Asking \$25,000, with some spares. Ph. 403/667-2846. Whitehorse, Yukon Territory.
- Ben Burbridge's N6191K: B9F, 503TT, 12STOH. Miller wing extensions, Hoerner wingtips, inboard fences, electric fuel pump, new Airtex seats and carpet, 24v start. Have original logs, all manuals, bulletins, etc. \$22,500. Ph. 904/389-8323, w: 354-6654. Jacksonville, FL.
- Ben Paschall says, "It's Commercial Time: Randy (Komko) and I have a Bee for sale. It has been completely gone over from tail to nose. Has a new paint job, new upholstery, two bucket seats and a "jump" back seat. Lyc IO-540 (700 hrs) with reverse. New instrument panel, baggage area, control cables, glass and Annual. The price is \$95,000 (no radios).
"Richard Bach was my first customer for Seabee parts, in 1971."
Also from Ben: "When you have the plane up on blocks for a retraction test, check for play in the gear."



MISCELLANEOUS:

- Donn Booth still has a supply of rubber window molding. He'll send the required length, ppd, for \$92. He also has NEW tailwheel tubes for \$10. He's in Cortland, NY, ph. 607/753-0556.
- Ben Paschall has this to say: "I still have a few parts in stock but the amount of Seabee owners who buy from me has dropped off to about ten for the entire year, so in essence I am out of the parts business because it is a big investment for one person to handle." (Ed. Note: I for one, didn't realize Ben still had parts available, thus many of you also must have gotten the same impression. With the parts situation as critical as it is, with Republic/Canada tying up the supply, we should order all we can from Ben. He's at 7720 131st Ave NE, Kirkland WA 98033. Ph. 206/827-4694, home 822/5912.
- Member Chuck Cary has beautiful, quality screen-printed ploy/cotton Seabee Tee shirts for you. (He also stocks 50 other types of plane.) He also has many types of pins and belt buckles. AERO WEAR, POBox 5, Windsor Locks CT 06096.
- Ed Clark, Moth Aircraft Co, has lots of Seabee stuff for sale. He's moving his business to a new location, so is "cleaning out": one complete, but disassembled, undamaged Bee, for \$10,000. Or one lot of three Bees, two Franklins and lots of spare parts, Hartzell 90" 3-blade prop, new Lyc zero time GO-480-GLD6, lots of other stuff to build two complete Bees, for \$50,000.
Ed is listed in your membership directory, 13004 Yukon Ave, Hawthorne CA 90250. Ph. 213/679-2884 (Los Angeles area).
- Here's a plea from a non-member - maybe you can help. "I am an AAA member of the San Diego Chapter, and in need of assistance. I am looking for a CURTIS REED (Ed. Isn't that "Curtiss-Reid"?) 84" prop, #20 spline, for a 145 hp Warner, and a Y150 starter and an adapter for the starter, for a Phillips SKYLARK. If you can help please call me collect at 619/282-1000. Thank you."





CLASSIFIED (Cont.)

Is your anchor bag so dilapidated that you need to replace it? We finally found a sail/canvas place that will custom make them for us. It's right here in River City. We just had ours done. The only problem is that you have to send us the original "female" snap fastener hardware that's in your bag now. (The male parts are already fastened to the hull.) Despite the efforts of several people, the small fasteners just cannot be found. (Not to be confused with the larger, standard size which is readily available.) If you know of a source, please let us know so that members without the female snaps can have anchor bags made here. The new bags should cost less than \$50; with enough orders, even less than that.



WANTED:

- Non-member Mike Harper-Smith needs 3 good prop blades (VL8433) for GO-480 Royal Gull. Ph. 818/705-8655. Los Angeles.
- Super Bee with Lyc by member Obi Jacobson. HE lives in Sweden, but you can leave a message for him (US & Can) at 1-800/242-2296 or 203/743-6868 and he will return your call from Sweden. Obi currently owns s/n 829, SE-AXX.
- Ben Burbridge wants 12 brake pad retainer clips. Ph. 904/389-8323, work 354-6654. JAX.



IF you're in need of a NEW Hydraulic Powerpak (gear & flaps) you can get one from AVIALL, which is an aviation parts company with outlets in a number of cities. It's listed in their catalog as "Syncro #430RDH5", no price given. Lord mounts for the Franklin and Lyc GO-435 (and presumably others) are parts number J-2861-1 and J-2860-5.



ATTENTION ALL P.H. SPENCER AND RC-3 SEABEE FANS:

JUST RECEIVED GREAT NEWS : A CELEBRATION IN HINIR OF SPENCE WILL BE HELD AT THE NEW ENGLAND AIR MUSEUM, BRADLEY INTERNATIONAL AIRPORT, WINDSOR LOCKS (HARTFORD CONNECTICUT THE WEEKEND OF JULY 28TH !!



The long-awaited opening of the Spencer Wing of the museum will begin on FRIDAY, July 28th. RC-3 s/n 988, NC 6705K, is the centerpiece of the permanent exhibit. Friday evening's banquet and preview will kick off the "Spencer weekend" with many activities also planned for Saturday. There may be a few places open for the banquet, but space is limited. If you are interested, please contact Spence's grand niece, Sandra LaVine in St. Augustine (FL) at 904/829-1816. June 24th is the last possible day for reservations. We plan to be there to help Spence celebrate the occasion.

The airplane in the Museum was donated by the widow of its last owner, Club member R. A. Lalli, of Connecticut. I have had occasion many times to fly 05K when I checked out two of her previous owners, E E Stell and Russ Mooney, both at Meacham Field, Ft. Worth, where I kept 58K for years.

Spence grew up in Hartford, where he is a "Hometown Boy", thus the honors.

***** HELP! ***** We've heard that one of you has donated his Seabee to the Israeli Air Force Museum. We'd like to include the details of that transaction in our Seabee History file. Please let us know which serial number, N number, configuration, date of transaction, IAF officer's name, museum location in Israel, etc. ***** HELP *****

There are eleven 'Bees already in museums around the world that we know of, including the Smithsonian. It's too bad they're out of circulation, but at least they are "out of harm's way" and will be preserved. Please take tender loving care of yours



Low & Slow
Dick and Peggy