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SEABEE CLUB INTERNATIONAL
NEWSLETTER

Number 17 (August 1989)

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

A Republic RC-3 SeaBee was a major part of a recent event at the New England Air Museum on the Hartford/Springfield airport (Bradley). The occasion was both a homecoming tribute to Mr Percival H Spencer and his vast collection of aviation memorabilia, and the official installation of SeaBee sn988 into the Spencer Wing of the museum. The ceremonies and banquet for more than one hundred friends and relatives of Spence's were held inside the spacious hangar/museum. Col Dale "Andy" Anderson, Spence's long-time cohort and right hand, was there to help as usual. Other members fortunate enough to attend were Chuck Bassett, Bill Burtis, Maurice Casey, Mike Holdridge and Frank Strnad. The master of ceremonies was museum Curator Harvey Lippincott, a long-time friend of Spence's. (See enclosed news clipping)



At the ceremony following the banquet, Spence received many awards and encomiums, including a very nice plaque from the SeaBee Club. It, along with all his other awards and memorabilia will be on permanent display at the museum. The SeaBee plaque is (x12 and a drawing of it is reproduced, and reduced, on the front cover. As you see, it is headed by an original RC-3 data plate, with "SN 6" representing the first "Bee of 52 that Spence himself flight tested. The date was "June 1946". We hope you approve. Spence certainly did. He's a grand old gentleman. His life history is nothing less than phenomenal.

In the adjacent town is the Windsor Historical Society museum where most of the Spencer family memorabilia is cared for, as Spence's father, Christopher Miner Spencer, was one of their most prominent citizens. One of the museum's most significant items to me, a former Marine, is a Spencer Repeating Arms carbine. Next to it is a piece of board with five closely-spaced bullet holes in it, rounds that were shot by President Lincoln in the backyard of the White House. Mr Spencer had brought the rifle, his latest invention, to demonstrate its firepower. It was the world's first repeating firearm and was credited with saving thousands of lives by quickly ending the Civil War by firepower.

Across the street from the museum is the cemetery, in one corner of which is the Spencer family plot. It was all very moving for a devout Spencer/SeaBee fan.

Of special personal interest to me is that sn988 (N6705K) happens to be the 'Bee in which I have more flying time than any other except our own sn709. I have checked out four of her previous owners, and gotten water ratings for two of those. 988 and 709 have many hours over a seven year span of flying in formation together in the DFW area of Texas in the early 70's. My sons West and/or Rand were normally co-piloting, There was usually at least one other 'Bee, sn223 of Capt Marion Wright (DL), with us. Tom Danaher and his sn150 joined us many times.





We went to all airshows in the area, flying in formation. Some times the four planes were featured as part of the airshow. Imagine four SeaBees in CLOSE formation doing an airshow routine. Everybody was impressed. Presumably, some were even deafened.



For you other Spencer fans we have quite a collection of copies of newspaper articles and Historical Society brochures, etc, related to this event. Included in this issue is our new two-page list of copies of brochures, manuals, articles, etc, pertaining to the SeaBee. When you order please list the items you want by reference number and title, to help eliminate errors. Payment to accompany order. Please make all checks payable to "SeaBee Club Int'l".

We're gradually getting into some semblance of order all the copies of literature that we've collected over the past twenty years.



Our Research Department (me) would like to borrow for copying any interesting articles pertaining to 'Bees that you might have. We have a lot of stuff, most of which we're copying, or have copied, to make available to the members who don't have all that they'd like to have in their own collection. Before you send us anything though, please send us a description beforehand, so that we won't impose upon you if we have it already.

You can determine from the enclosed reprint reference most of what we already have. We could, and will, fill another page with a list of magazine articles, photos, 1946/47 Republic ads, etc, but we certainly don't want to miss any "artifact" available that we do not have. We sure appreciate your help, and we'll return it after copying.

We also urge you to have the more important technical references, such as the CAA approved FLIGHT MANUAL, the Weight and Balance forms, Republic OWNER'S (flight) MANUAL, HYDRAULIC PUMP MANUAL, PROP MANUAL, Franklin ENGINE MANUAL, WIRING DIAGRAMS, CARB MANUAL, DESIGN ANALYSIS of the 'Bee, SERVICE NEWS and BULLETINS. We want RC-3s to have the best care and preservation possible. The technical info will help.



We hope to have soon the DISTRIBUTORS SERVICE NEWS available.

There is some very important info in that collection that is not included in any other source. Unfortunately our collection of that item, while complete, is not all copy-able. Of 69 pages we have only 10 that are good, about 20 that, with lots of work, could be good and the rest are beyond redemption.

PLEASE LET US KNOW IF YOU HAVE SOME GOOD COPIES to loan us for copying. In that collection are such jewels as: Emergency Keel Landing; One Float Operation; Filling, Bleeding and Adjusting Brakes; Towing Procedure; Salvage Operation in Water and Reinforcing Aft Cabin Skins.



The month of May, every year, signals to more than half the membership, about 150 of you, that it's time to send in your annual dues. Still \$15 for US & Can, \$20 (US or equivalent) elsewhere. Two months later more than 100 of you still had not sent the dues, which money enables us to print the next newsletter. It's very discouraging for us to have to harangue about this EVERY year. Our printer made 100 postcard reminders about your late dues. Unfortunately, the printer used our OLD address, which we did not realize, which must have been very confusing to you recipients. Disregard the old address!

As of this writing (Aug) there are about 70 who still have NOT paid their May dues. Four months later.



We don't know how else to say this: if we don't have the money we can't send the newsletters. It's that simple. There are many of you who are very conscientious about that, and we certainly appreciate it. The people who don't send the dues apparently don't care whether the Club continues. We have, year after year, continued to send the next newsletter to those who have not yet paid up. We will no longer do so. If you have not paid, this is your last one.

The 1990 SeaBee Club Directory is in the works now. After this newsletter is sent to you we'll then crank up the "directory machine" and send it. There will be a lot of (unexpected) ex-members.

Which brings up the subject of our phone calls. As much as we'd like to phone you, or return your phone message, we just can't afford to do it. We can, of course, return your call "collect" if you like. The modest dues just barely cover printing and postage costs.

SeaBee Club Membership Cards: We tried it several years ago, but the logistics became too much of a needless hassle.



Have you ever heard of the Tern II version of the 'Bee? Member Frank Strnad sent us a copy of a 1960 letter of inquiry he had sent to the company that had modified sn42 as an improved version, presumably as a prototype for future conversions. Frank had been with Republic since '44. He's our Republic Historian, (not to be confused with our research specialist, Col "Pit" Pitner) and had saved many valuable items after Republic folded, and has been a main source of literature for the Club.



Frank had received the data and a foto from General Aeronautics about the Tern II, so we now have a 12-page compendium about that variant. \$8 ppd. A recent new member. Bob Wyatt (Outlaw Aircraft Sales, Clarksville, TN), just acquired that sn42, N87491. The modifications, for 1960, are impressive: Wing extensions, extended spray rails, IFR ('60) equipped, outboard motor and bracket, fishing rod holders, depth finder, BT oil cooler, electric bilge pump, dual venturis, rotating beacon, gear quick-disconnects, etc.

Club member Dick Saunders, in Bandera TX, was frustrated by not being able to find any replacement float struts for his sn767. Having been an engineer for Boeing for many years, and having his own huge, well-equipped machine shop, he decided to "roll his own".

Peggy and I had occasion years ago to visit him for several days after delivering his 'Bee from Tulsa, where it had been converted to Lycoming horses. We stayed to check him out in it.



A problem with building things like a pair of struts is getting the material. One must buy much larger quantities of the materials than one needs just for oneself. The minimum amount he could buy would make 18 float struts. I assured him that eventually he'd sell the rest, but it might take several years. So, good news for you who need to replace a float strut. Price is pending, and production has not yet started. Call him at 512/796-3200.

You can fly into his private ranch airstrip, which is 6mi SSW of the Flying L Ranch airport (see your airport directory), which, in turn, is 2mi SE of beautiful downtown Bandera, deep in the heart of Texas' beautiful Hill Country.

It was "old home week" for me when we visited. My high school years were in Kerrville, just up the Guadalupe river from Bandera, at Schreiner military school. My first flying lessons were there when I was 16, during WWII.

ARTICLE FROM
HARTFORD
COURANT
July 29, 1989



SEABEE SN 988 NC 6705K

Rolando Otsiro / The Hartford Courant

Percival Hopkins Spencer, 92, designed this amphibian aircraft, the Republic Sea Bee, in 1946.

Aviation pioneer regales 150 relatives

By PAUL CIRINO
Courant Staff Writer

WINDSOR LOCKS — Percival Hopkins Spencer still remembers his first buzz job.

That May afternoon in 1914 was unforgettable. The sky was clear, the Connecticut River was bright blue, and when he zoomed his airboat 50 feet over a large vessel cruising along the water, the 100-or-so open-mouthed travelers on the deck waved their handkerchiefs and cheered.

It was the first time they had seen a plane in flight.

And the 17-year-old Hartford boy who stepped out of the cockpit at the State Street port in his hometown had logged the first minutes of his 6,500-hour, 77-year career as an aviator.

"That was the first time I had been in the air with an engine," said Spencer. Three years earlier, he had made a solo flight on a hang glider that he had built.

Spencer, 92, spoke Friday evening to about 150 relatives who

came from across the country to the New England Air Museum for a family reunion. He told flying stories, described the planes he designed, and recounted his days as a test pilot during World War II.

Most had heard of his aeronautic excellence, but they had never met the man. Spence, as he is called, also will be the subject of a permanent museum display that shows his contributions to aviation. He has donated all his memorabilia to the museum.

"He was one of Connecticut's most important aviation pioneers and personalities," said Harvey H. Lippincott, the museum's historian and director of development.

Spencer, who was born in Windsor but moved to Hartford when he was 7, never had a flying lesson. He made wooden models as a child and built the hang glider when he was 11.

By 1923, he managed Brainard Field in its opening years. In 1929, he achieved what at the time was a world altitude record for light planes, 17,500 feet. He designed

the Sea Bee amphibian aircraft in 1946 and the Spencer Amphibian Air Car in 1970, among several other water-and-land planes.

His flying record is the longest of any living person, and he is the oldest living licensed pilot, even though he hasn't flown since February 1987. He lives in Eurbank, Calif.

Dale Anderson, Spencer's longtime friend and business associate, described Spence as an easygoing pilot with a keen eye who appeared to have a magnetic attraction between planes and water.

"Wherever he flew, he would find water right away, and start veering toward it," said Anderson, a retired Air Force colonel.

Some of Percival's most thrilling episodes came unexpectedly. In 1943, while he tested lighter planes for Republic Aviation Corp. in Farmingdale on Long Island, a propeller broke as his plane approached a rock quarry. He somehow managed to boost power in the engine and avoid disaster by a few hundred feet, Anderson said.

It was one of many close calls in the air. Anderson also told of an incident when Spencer was instructed to test a plane by flying vertically until it ran out of fuel. Once it plunged to the ground, he had to land it successfully. But one time, the plane almost took control of him — it swayed back and forth until Spencer controlled it at the last minute and guided the craft to a safe landing.

But when talk turns to his career, he always begins with his premier airboat flight above the Connecticut.

"That boat was alive with people — there must have been 400 of them — all waving something. Not one of them had ever seen an airplane fly. They waved handkerchiefs — every damn thing they could get their hands on."

"I gave them a good buzz job," he said.



The above SeaBee, sn988, NC6705K, was donated to the museum's Spencer Wing by the widow of SeaBee Club member, R. A. Lalli. Ceremonies and banquet were held inside the museum, 28 July 1989. Club members present, besides Spence and Andy and Dick and Peggy were Chuck Bassett, Bill Burtis, Maurice Casey, Mike Holdridge and Frank Strnad. We, representing the Club, presented the plaque to Spence, who appreciated it very much.

SEABEE CLUB INT'L LIST OF REFERENCE REPRINTS AVAILABLE

Please order by number and name of item.

June 1989

Required Items:

- #R01 CAA APPROVED FLIGHT MANUAL - 16 pages, \$9 postpaid (+\$2 foreign).
CAA forms, 15 Oct '47.
- #R02 WEIGHT & BALANCE DATA - 7 pp, \$5(+ \$1). Republic forms (CAA approved).
- #R03 OWNER'S (flight) MANUAL - 57 pp, \$15(+ \$1). Republic Aviation Corp.
Complete data and info on performance, specs, operating your Seabee,
Systems, inspection and care and maintenance. (No 'Bee-keeper should
Be without one)

Necessary Items:

- #N01 CAA LIST OF AIRWORTHINESS DIRECTIVES - 6 pp, \$5(+ \$1).
- #N02 HYDRAULIC PUMP MANUAL - 14 pp, \$8(+ \$1). Overhaul instructions, testing,
cleaning and troubleshooting.
- #N03 HARTZELL PROP MANUAL - 35 pp, \$18(+ \$2). Description, installation,
operation, inspection, maintenance and parts list.
- #N04 FRANKLIN ENGINE SERVICE INSTRUCTIONS (B8F & B9F) - 56 pp, \$22(+ \$3).
Inspection, maintenance and overhaul instruction.
- #N05 FRANKLIN ENGINE PARTS CATALOG - 20 pp, \$10(+ \$2).
- #N06 SEABEE WIRING DIAGRAMS; Republic Service News No.24, 5 pp, \$3(+ \$1).
- #N07 HOW TO SERVICE AND MAINTAIN THE MARVEL-SCHEBLER CARBURETOR ("Aviation",
May '46.) - 7 pp, \$5(+ \$1).
- #N08 FAA - AIRCRAFT SPECIFICATION NO. A-769 (Type Certificate number), 1971 -
4 pp, \$3(+ \$1). All specs of fuel, engine limits, airspeed limits, CG, weights,
control surface movement limits, datum, leveling means, landing
gear/wheel specs, electrical and interior equipment and conversion to
"flying boat" configuration.
- #N09 Southwind HEATER SERVICE MANUAL (Model 979-B1) - 32 pp, \$17(+ \$3).
Installation, part numbers and description, operation, inspection,
testing, disassembly and repair.
- #N10 Republic Aircraft CHECK LIST - 2 pp, \$2(+ \$1). NOTE: This is an
elaboration of the check list card.

Technical Reference Material

- #T01 DESIGN ANALYSIS OF REPUBLIC SEABEE, "Aviation", May '46 - 18 pp, \$12(+ \$2).
"Veering sharply from complex and costly components, this new
all-metal four-place amphibian design embodies a revolutionary degree of
structural simplicity - the prime factor enabling Republic's
engineers to achieve low-cost manufacture without need for huge volume.
This notable stride forward is fully detailed in this construction-
Production study."
- #T02 HOW THE SEABEE WORKS, "Air Facts", by Wolfgang Langewiesche, 1946 - 24 pp,
\$5(+ \$1). "Things you'd learn in flying a Seabee from New York to
Key West and back."
- #T03 AIRCRAFT PRODUCTION LIST: Republic RC-3. Air Britain Archive #3, 1981,
updated by the Seabee Club, 1988 - 4 pp, \$3(+ \$1). Complete serial number
listing of registration marks to present time of all 1060 'Bees,
including notations of the 52 that P H Spencer himself tested.
- #T04 SERVICE NEWS, #1 (20Apr46) to #58 (Aug61), Republic Aircraft Corp,
102 pp, \$40 (+ \$3).
- #T05 SERVICE BULLETINS, #1 (18Dec46) to #25, Suppt. #2 (6Oct53),
86 pp, \$34(+ \$3). (Both with Tables of Contents)
- #T06 Combined NEWS and BULLETINS package, \$70(+ \$5 foreign).

Page 2, SEABEE CLUB INT'L LIST OF REFERENCE REPRINTS, continued

Technical Reference Material (Cont'd):


- #T07 Scaled and exactly detailed 3-view ENGINEERING DRAWINGS of the typical 1946 RC-3 Seabee; 3 8x11 pages, \$3(+ \$1).
- #T08 SEABEE FAMILIARIZATION AND WALKAROUND (SPA Water Flying Annual, 1986), by Capt R W Sanders - 6 pp, \$5(+ \$1).
- #T09 USED AIRCRAFT GUIDE ("The Aviation Consumer", 15 Apr 86) - 10 pp, \$7(+ \$1). A consumer's guide to the history, faults, attributes, quirks, safety (including the prop safety spring incidents), mods, prices, maintenance and owner comments.
- #T10 DESIGN FOR LOW-COST PRODUCTION ("Aircraft Production" Oct '46) - 8 pp, \$6(+ \$1). An engineering treatise on the RC-3's unique structure, by Alfred Boyajian, Republic's Structures Project Engineer.
- #T11 Republic INSTRUCTIONS (#1-13, 1947), 21 pp, \$10(+ \$2). #1 (3 pp), fuel cell repair, replacement and maintenance. #2 Installation of elevators. #3 Same with stabilizers. #4 Same with trim tab gear box. #5 Replacing windows. #6 Same with wings. #7 Fuel gage and tank installation. #8 Radio filter replacement. #9 (Missing - anyone have a copy to share? Are there more than 13??). #10 (3 pp) Rework of tailwheel shock absorber Plate. #11 Replacing Franklin B8F with B9F (electrical). #12 (2 pp) Prop mod for B8F with full reverse thrust bearings. #13 (2 pp) Addition Of gusset and hat section stiffeners at Sta.30; highly recommended if you Ever operate in water more than "light chop".
- #T12 Republic PROJECT DESIGN REVIEW, No.8, 6Jan'47. (Issued by the office of the Chief Project Engineer) - 5 pp, \$3(+ \$1). Seabee design errors evident in trim tab failure, also an electrical short circuit.


Literary References (articles from periodicals):

- #L01 THE HISTORICAL AVIATION ALBUM, Volume 16 (1980), by Paul Matt, \$18(+ \$3). One of the most comprehensive articles (starts p82, 55 pp) about the 'Bee, with many fine fotos, from the Spencer S-12 "Amphibian Air Car" NX29098 (as seen on the cover of Club News 16) to the 1935 Racer, AT-6/SNJ Texan, USAF training in WW2 and Douglas A-20 Havoc. With scale drawings) 96 pp total. LIMITED NUMBER.
- #L02 Private Pilot magazine, Mar'89, "BEE POWER - CONVERT TO A TWIN SEABEE ON ORDER", 5 pp, \$3(+ \$1).
- #L03 Air Progress magazine, May'72, "ADVENTURES ABOARD A FLYING FLOATING SUMMERHOUSE" (N6466K), by Richard Bach, 7 pp, \$7(+ \$1). A GREAT story, as you'd expect.
- #L04 Sportsman Pilot (EAA) magazine, Winter '88, "JIM AND DETE SORENSEN'S SEABEE" (N6719K), by Jack Cox, 6 pp, \$3(+ \$1).
- #L05 FLYING magazine, Mar'59, "The BEE and Me", by Manuel Donnely, 3 pp, \$3(+ \$1).
- #L06 "REPUBLIC SEABEE, RC-3, ATC#769 (10-15-46)", (unknown source), complete narrative technical treatise, 4 pp, \$3(+ \$1).
- #L07 "SEABEE ODYSSEY" (NC6599K), The Vintage Airplane (EAA), Nov'85, by Norm Petersen, 6 pp, \$4(+ \$1). Club member Don Marburg's skiing trip in June 1947 from Vermont to Santiago, Chile, a 2800-mile adventure.
- #L08 "SEABEE", Flying Annual, 1965, 2 pp, \$3(+ \$1). "It's 18 years old and still going strong; and like 'Old Ironsides', is apparently unsinkable."
- #L09 "SEABEE" (N6283K), Sport Aviation (EAA), Jan'89, by Norm Petersen, 7 pp, \$5(+ \$1). Club member Bob Redner's award winning classic at Oshkosh '88.

(More items will be added to this list continuously)



Here's some good helpful info from Ben Paschall, from around 1970, which is still just as helpful now:

CORROSION: Seabee operators in saltwater have been attaching a zinc plate, approximately 1/2" thick and 2" square, to the keel just aft of the fuel drain for protection from corrosion. This square can be attached with one bolt. It can easily be replaced and stops most corrosion.

There is also XP-400A, available at most FBOs. This should stop all interior corrosion. DISTRIBUTOR ON B9F: It has been found that some rotors short out internally directly to the distributor cam, causing complete breakdown of spark between points and leads.

MAG ON B9F: The coil will break down to the point of malfunction when OAT is 100+. This results in no spark to plugs.

SEABEE DISASSEMBLY TIME: After disassembling several 'Bees, we have established that it takes two people 3 hours to remove the tail and both wings. This info will help in estimating the cost for a shop to do it.



Member Steve Petrich has a great new product for us from his Lake & Air seaplane supply company: Drag Reduction Tape. It'll be in his next catalog, but right now his ad for it is in the latest (Summer) SPA Water Flying News, p6. Remember the last so-called America's Cup race, out of San Diego, the winner, "Stars and Stripes", gave credit to a new magic film on the hull bottom. Same Stuff. 3M. How about on the SeaBeast's forward hull - - . Sure seems like it would expedite takeoff. But cogitate for a moment about the landing runout. Slippery stuff. It would take only a few landings to readjust your built-in landing length perception for the longer runout. Should be great. Please keep us posted if you indulge. Contact Steve at 612/496-3870 (MN).



From our esteemed SeaBee craftsman, George Pomeroy, comes this helpful treatise:

STEPS TO MAKE EXHAUST VALVE GUIDE

- 1) Cut off slug to length.
- 2) Counter-drill slug.
- 3) Drill 1/8" pilot hole in slug.
- 4) Drill intermediate pilot hole (.390/#6).
- 5) Drill (slowly, w/lube) 27/64" pilot hole (.421/#9).
- 6) Ream with .436 reamer (w/lube).
- 7) Ream with .437/#5 reamer to finish, w/rapid tap.
- 8) Set up mandrel for cutting OD.
- 9) Cut OD to .688" for (entire) flange OD.
- 10) Make .030" pass to start cut-down to final diameter, stopping pass at flange-distance-from-end-of-finished-guide.
- 11) Make .025" pass.
- 12) Make light finish passes.
- 13) Cut other end to OD and flange angle.
- 14) 15) 16) 17); repeat steps 8, 9, 10, 11 & 12.
- 18) Measure length.
- 19) Trim to correct length.
- 20) Round ends and file on lathe.



NEED AN FAA REQUIRED EXTERNAL ID PLATE?

We've had more than a dozen made for members so far. They are 1/2" x 3", aluminum, black, with the following required info engraved (on 2 lines):

"REPUBLIC AVIATION CORP / RC-3 S/N (709)"

Only \$5, ppd. Takes about a week from the time we get your request.

If you have a collection of the DEALER BULLETINS We'd appreciate your help in completing ours. We need #20, the Wiggins letter ONLY of #21, #23, the Sheen letter ONLY of #24 and the Clements letter from "Last Call". Thanks very much.

If it seems to you like there's too much repetition of the subject on the next page, the Prop Safety Spring, we feel that there can't be too much emphasis on safety. It's a subject that new members, joining the Club after the last treatise on the subject, may not have seen or heard of. We want 'Bees to be safe for all our members.



PROP SAFETY SPRING

It's time again to bring up the caveat re the PROP SAFETY SPRING in Republic's Service Bulletin #21, 14Oct47. If you're flying a Franklin, have you checked the position of that spring??? Is it in the correct, SAFE position? Refer to that bulletin.

If you are not aware of the potential problem, if you're a relatively new Bee-keeper, and don't have the bulletins, allow me to get your attention: one of our Club members was killed in the crash of his 'Bee because that little spring was not in the correct position.

If you do not have that bulletin, and drawing, please send \$2 and we'll send it right away.

We have accident reports pertaining to SeaBees for the last 40 years. About 15 "Unexplained Power Loss" accidents could be attributable to the incorrect position of that spring, which should be pulling that pivoting arm FORWARD.

Additional prop spring dissertation can be found in these previous SeaBee Club newsletters: #3(Sep '84)p4&5; #5(Mar'85)p6; #8(Mar'86)p6 and #10(Xmas'86)p3.

Here's the scenario, assuming things are otherwise normal, except that the spring is positioned WRONG: you're cruising along, enjoying the view and you notice that the nose seems to be lowering. Then the engine seems to be louder. Apply some back pressure. You check the gages. RPM seems higher than you'd set it. The noise becomes much more apparent and back pressure gets you dangerously slow. Lots of throttle doesn't help. Push the nose down, hard, to keep some flying speed. Look for a landing spot, hoping that you've got enough altitude. (Forget about the gear. You're safer with the gear UP, unless you can make it into flat ground.)

You get her on the ground and shut down. (Don't forget the mag switches). You stand on the deck behind the prop to try to figure out what happened. To the left and forward of the prop hub is a 2" spring (Republic Part No. SK-18837-1), one end of which is attached to that pivoting Propeller Valve Lever (Hartzell Part No. A-44). If the spring is pulling the lever aft you have just been "Hartzelled".

Your forced landing will have been caused by that spring's INCORRECT position in relation to that lever.

Explanation: Republic published MANDATORY Service Bulletin No.21 (14Oct47), with the spring's pulling the lever forward. Nine years later, and long after Republic had been out of SeaBee biz, Hartzell published a bulletin of their own (17Jan57) decreeing that the spring must be positioned in the opposite, aft, unsafe direction.

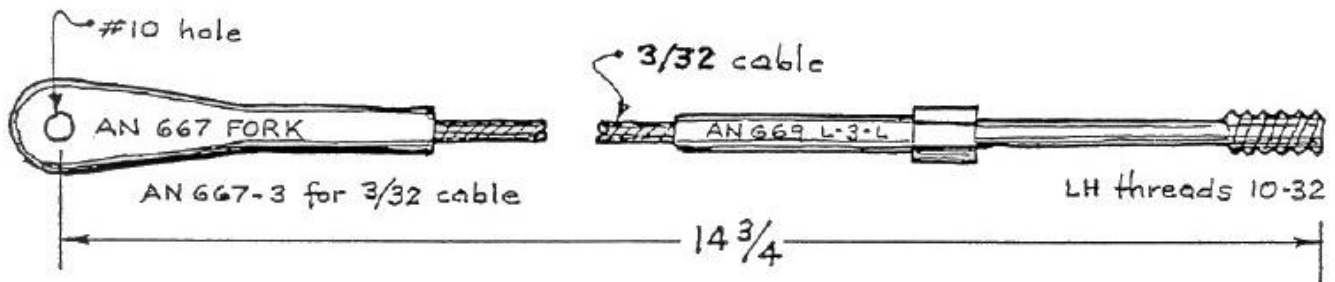
That lever's position controls some prop blade pitch. The LH end of the lever has a wire (sheathed) attached that goes forward past the engine. The forward end of that wire is attached to the Prop Reversing Knob above the pilot's head. If for some reason, like breakage, that wire is NOT controlling the lever, and supposing that the prop safety spring is installed incorrectly, pulling that lever aft, the prop blades will inexorably be moved toward flat pitch - no thrust. Toward reverse.

Conversely, if the Prop Safety Spring is pulling the lever forward, Republic's way, the prop pitch will not be likely to change in the event of wire separation.

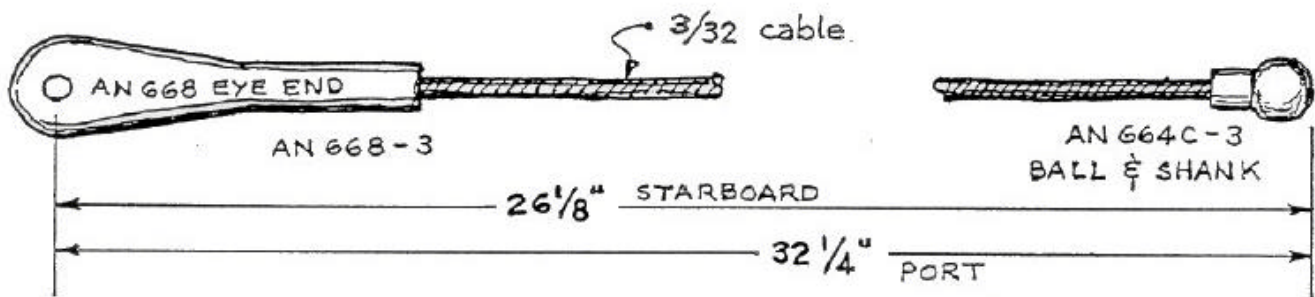
Before you fly ANY Franklin 'Bee check that spring.

George Pomeroy's Helpful Hint

EASILY REPLACED STEERABLE TAILWHEEL CONTROL CABLES



Two of the above are needed, one Port and one Starboard.
(Steerable tailwheels only) Attach to existing turnbuckle.

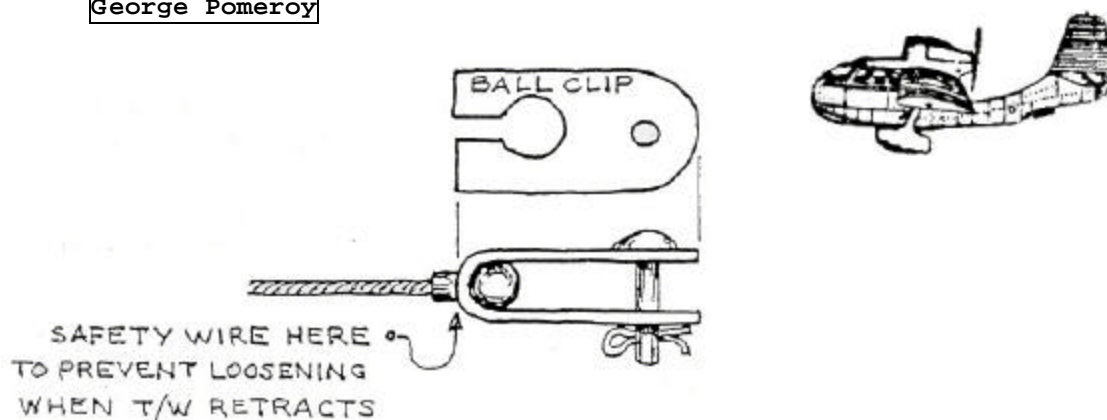


These are of unequal length and pass through the Hull-Guide-Cable-Cable-Horn down to the tailwheel assembly, through the pulleys and out to the Steering Quadrant Horn ends, where they attach to the Ball Clips.

Initially, make hook-up and adjustments as you would with a one-piece cable. Thereafter you can simply put a jack under the aft bulkhead (at tailwheel), lift tail, retract tailwheel and remove bolt at fork and eye and replace lower end cables.

Suggestion: make up about 4 sets of lower end cables. They last quite a while, but not forever. So far, I haven't had to replace any of the upper ends. All the wear occurs at the Ball Clip ends. (Broken Portside cables can be re-balled to $26 \frac{1}{8}$ " to make Starboard cables.

George Pomeroy





SPLASH-IN CALENDAR

- *Sep 8-10: Moosehead Lake, Greenville, ME. Ph. 207/695-2272.
- *Sep 16: Whatcom Lake, Floathaven SPB, Bellingham, WA. Ph. 206/463-2460.
- *Sep 22-24: Lakeport, CA. Ph. 408/246-5674.

SHIP'S STORES DEPT:



- Seabee decals (see also News #15, p8). We've had good response from members who have gotten sets from us. We have:
The small "Bee in flight (same as on page one), is black and white with gold background, in matching LH and RH pairs, \$19.
The large version (2x13"), LH & RH, \$37.
The 8x10 oval Republic logo (3 P-47s in trail) is \$12 ea, \$23/pr.
- Gold or silver Seabee tie tacs, \$8 ppd.
- 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 name and/or "N" number, or initials, it is only an extra \$1 per line. 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 is excellent, the collar is non-curl, and it washes well. Also available without pocket if you prefer. We've seen quite a few at various splash-ins and they really look great representing the Club.
- All newsletter back issues are available for only \$2.50 ea.
- Membership is \$15 U.S. per year, USA and Canada; \$20 elsewhere.



CLASSIFIED: (These ads are free to members; see DIRECTORY for address/phone.)

- ENGINES; from Lenny Marchines - (finally!) Has low to mid-time Lyc GO-480, IGSO-480 engines at a very reasonable price. Also certified cylinder work for the FRANKLIN, as well as complete engine assembly at very good rates. Exhaust valves w/same specs as sodium-filled Franklin valves, and valve seats. Ph. 717/383-2661.
- Bob Mills still has a supply of CARB AIR FILTERS. Philadelphia Seaplane Base, ph. 215/521-3633.
- Donn Booth still has a supply of rubber window moldings. 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.
- Chuck Cary has beautiful, quality screen-printed poly/cotton SeaBee T-shirts for you. (He also stocks 50 other types of plane.) Also many types of belt buckles and pins. AERO WEAR, POBox 5, Windsor Locks CT 06096.
- Ed Clark, Moth Aircraft Co, has lots of SeaBee stuff for sale. One undamaged, disassembled 'Bee for \$10,000; Or one lot of three 'Bees, two Franklins and lots of spare parts and other stuff to build two complete 'Bees. Ed is in the membership Directory. Ph: 213/697-2884.



SEABEES FOR SALE:

- John Anderson's N875JA, s/n 129: 560 TTAF, B9F, 228 SMOH. Never in salt. Two blade prop, overhead controls, electric hyd pump, electric bilge pump, wide spray rails, flush windows, flush fuel fill door, Cleveland disk brakes, locking tail wheel, bird-proofed, 24v start. \$25,000. Ph: 517/686-8051, (w-684-7286), Bay City MI.
- 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 rails, electric fuel pump, 55-amp alternator, 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.

SEABEES WANTED:

- Charles Cummins, Hardin KY, ph: 303/659-2536.

WANTED:

- Bill Lomas urgently needs both bottom bow skins. Ph. 206/779-4544.
- Jon Hanson needs newly reconditioned Franklin engine. Ph: 807/934-2369.
(After Oct, 218/365-3792.)

Please let us know if you have any spare parts, etc, to sell, or anything that you need for your 'Bee, so that they can be listed in the Classified.

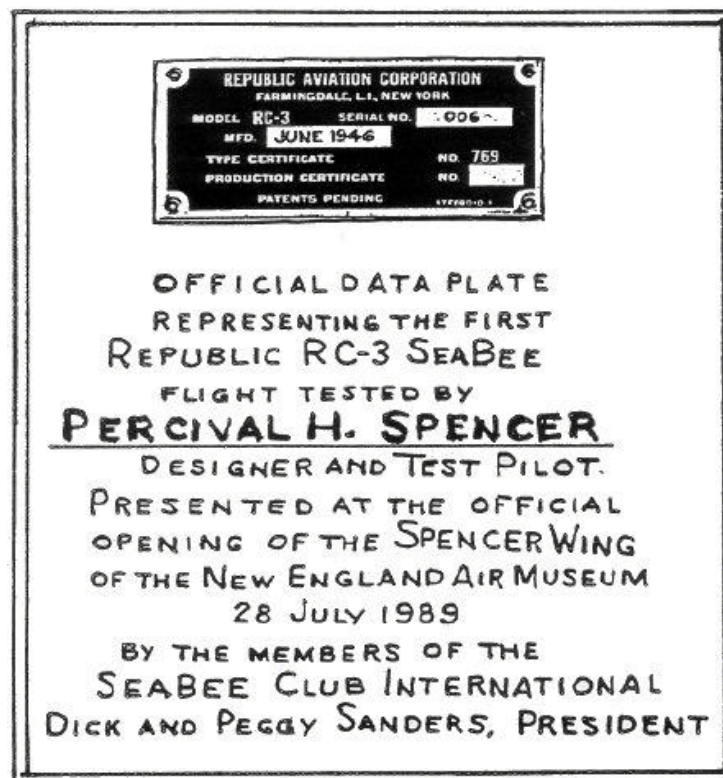
The next publication you will receive, assuming you have paid your dues, will be the 1990 Club Directory. (If you have not paid this is your last newsletter)

Happy 'Bee-ing !

Dick and Peggy



Dick, Chuck Bassett, Spence and Andy looking at the SeaBee Club plaque.



The only 'Bee to make it to the June, 1989, SPA Speculator, NY, Fly-In came from Modesto, California, and belongs to Big Jim and DeTe Sorensen. From left: Willie Ropp, Peggy, Jim, DeTe and Dick.