



Capt Richard W. Sanders
6761 N.W. 32nd Avenue
Ft. Lauderdale, FL 33309
(305/979-5470)

SEABEE CLUB INTERNATIONAL
NEWSLETTER

Number 18 (October 1989)

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

We had planned to be at the annual Clear Lake splash-in several weeks ago, the weekend of 23 September, but the infamous Hurricane Hugo canceled our plans. Hugo, after leaving St Croix and Puerto Rico in a shambles, was still aiming for South Florida, due to arrive here the day we would be departing. Fortunately a high diverted Hugo to a more northerly direction, sparing Florida, but devastating the Carolinas. By then our departure time was compromised so that we would be too late for the splash-in. Que lastima! We hope that all of you did attend were sufficiently impressed to do so again next year.

For those who didn't go, you, and we, missed a Really Big Show! Next year, same time, same place: about 80 miles north of San Fran Bay. However, there's a possibility that the venue may change before then, to Lake Berryessa, between Clear Lake and Sacramento.



Over the years we, Peggy and I, have attended nearly all of the Clear Lake get-togethers, which have had varying numbers of Seabees, Lakes, Beavers, Cessnas, etc, with an occasional Goose or Widgeon, once an amphibious Otter and a Mallard, and, in recent years, Dennis Buehn's (former SeaBee sn361) huge HU-16 Albatross.



Capt Willy Ropp sent a note after this year's event: "The Big Iron was out!" Imagine the usual array of waterbirds; Cessnas, J-3s, Stinsons, Lakes, etc, augmented by, not the usual half-dozen 'Bees, but thirteen Republic RC-3s! And as if 13 'Bees was not sufficient, there were also four (4!) Albatrosses, two G-73 Mallards, two G-21 Gooses, two G-44 Widgeons and a PBY-6A Catalina. The "Cat", and one of the "Goats", belong to former member Connie Edwards. Boggles the mind. We do hope that someone sends us fotos of that auspicious gathering, and names and N numbers. (Subtle hint)

Think of the historical significance. To my knowledge there have not been 13 'Bees together at any one place since production in Farmingdale. Capt Don Kyte had gotten eight together for an Alaskan tour out of Seattle in 1970, which is the most I know of. HE was at the lake also, but his 'Bee was still in Alaska. Big Jim Sorensen left his RC-3 home in Modesto (used his C-185), otherwise there would have been 15 SeaBeasts.



We'll never forgive Hugo for causing us to miss such an eventful occasion. The total count was 52 seaplanes, plus more than 50 wheeled planes at Lampson Airpatch. We knew that 2 or 3 HU-16s were flyable, but certainly not likely to be seen together. Having flown eleven different Albatrosses, including the Smithsonian's, for a total of 151 hours, I do tend to keep track of and write about them.

Other than parked surplus SA-16/Hu-16 examples there have not been four together since the Sixties, except for the ten at Meacham Field, Ft Worth, that I flew. Those were all slated to go to the Mexican Navy, at Vera Cruz, after overhaul and refitting and my test flights. Fantastic Water Bird!

Two Mallards together, other than those still being operated by the 2 or 3 airlines that still fly them, must be unusual also. One of those two at Clear Lake must have been Reid Dennis' N2945, which I've flown briefly.

If you have ordered the (Tex) "Rankin File" and not received it, or other items, please let us know. Sometimes our paper shuffling logistics get out of hand. All of the reference reprints and other Seabee-related items (decals, jewelry, etc) are offered to our members at or (sometimes) less than our cost.

We've added many more SeaBee related items to the Reference Reprints list since the last newsletter, which contained a separate list of references. Save that list.

In addition to the Rankin File (#L10, 21p, \$10), we have the "Miller Mods" (L11, 23p, \$11), which contain several articles by Russ Miller, plus drawings and descriptions of his wing extensions, wing tips, cowl doors and extended spray rails, plus inspection and maintenance checklists.



A newly found Republic Aviation treatise on the SeaBee production program, by Albert Boerum, Foreman, is now available. It details all the trials and tribulations and successes of the start-up and manufacturing of the RC-3 and the eventual shutdown of the production line. It's the complete SeaBee segment of the published history of Republic Aviation. Order item T16, "The Seabee Program". Ten pages, \$7.

Finally complete is the "Franklin Service News", pertaining only to the B8 & 9F; T13, 42p, \$17. Same principle as the Republic Service News, but published by Franklin Aircooled Motors. All Franklin 'Bees should have a copy on board, together with the Franklin Engine Manual (N4, \$12).

Franklin Engine Parts & Price List, B8F & B9F. By Aircooled Motors in Apr '48, it has 20 pages of part numbers, prices and description. T14, \$10.

CAUTIONARY NOTE: UNLESS NOTED OTHERWISE, ALL ENGINE REFERENCES IN ALL THESE NEWSLETTERS ARE TO THE FRANKLIN.



For you record keeping enthusiasts we have a 4-page compilation of all Republic exports (1946-48). 108 'Bees went to 31 countries other than Canada.

Examples: 20 'Bees (serial numbers listed) went to Hans Osterman in Stockholm.

Another, sn332, went to Bahamas Airways. T15, 4p, \$3.



Anybody interested in SeaBee accident reports? We have just about all, beginning with 1946. On that subject, about half of all reported "incidents" refer to gear-down water landings. **THINK** Double check your landing gear position before EVERY Landing.

In case you have not read News #17, it contains a 2-page listing of required copies, necessary reference reading, technical treatises and literary articles gleaned from old sources, that are available for your continued safe and enjoyable RC-3 ownership. For instance, we have more than 80 articles about SeaBeasts, from sources dating back to 1944, from Republic and from aviation magazines. Right about this time, in 1944, Spence, Wendy Miller and Al Marchev, among others, were assessing the merits of the RC-1 Thunderbolt Amphibian. That was 45 years ago. (And I was just being graduated from boot camp at the U.S. Marine Corps Recruit Depot, San Diego.) Republic knew that simplification was the key word in any further production effort for the civilian pilot. The SeaBee was on the horizon.

Is your 'Bee's aft cabin skin cracked? (Most are) Normally on the lower aft starboard side of the cabin, these cracks apparently formed as a result of the engine and prop vibration and torque. Republic engineers were aware of the problem by mid-'47.

(cont'd)



Service News No. 48 (30Sep47) was published as "Reinforcement of Aft Cabin Skins". New hat-section stiffeners were incorporated on sn278 and up. But that still didn't stop the cracking so they designed a reinforcing gusset, applied to the inside, to remedy the situation. Service News No. 48 has a drawing of the area and dimensions of the gussets. Subsequent years saw more cracking (CHECK YOURS), which can be stopped by adding similar gussets to the outside, matching the ones inside. When you visit another 'Bee you'll see the same problem.



Another important item that a member has brought to our attention is the top rudder hinge. He found severe corrosion, probably from the 'Bee being parked outdoors. You can reflect on how many times you've checked yours. Never? It's one of those items that you take for granted, right? Me too. Get a ladder and flashlight and check it, preferably in the dark, when the flashlight is much more effective. Check yours even if she's always hangared.



Another member, Dr Andy Chapeskie, writes, "Last Saturday I pulled out the main gear hydraulic cylinder as another step in checking out the system, and on pulling it apart I could hardly believe that the cylinder ever functioned properly the last number of years with all the damage inside. Somehow some water had gotten into it and left an area of about a half inch by three quarters badly pitted. The O-ring was also badly pitted and I am sure it's been inefficient for a long time.

In any event, I fortunately had a replacement cylinder, and after getting some new seals and putting it back together, I was pleased to find that the gear works perfectly with either the mechanical or electric pump. Mind you, I've only cycled it four or five times, so I hope I am not proved wrong when I pull the plane out next time.

I was over at the hangar yesterday and was pleased to find that there had been no slippage I the mechanical pump handle, and everything was locked up solid".

Thanks, Andy.



It's time for another reminder about landing gear corrosion and the attendant problem of not being able to get the gear down and locked. Other than the most prevalent reason, hydraulic fluid loss, hidden corrosion is next. Ted Lissauer recently experienced that problem. Chuck Bassett sent us a newspaper foto of Ted's 'Bee on its keel beside a runway in Louisville. He had to land at the airport with the gear just hanging. Not up, not down. NOTE: In instances like this make sure your landing gear selector is in the UP position to allow the hanging main gear to move rearward freely on contact. If the selector is not in the UP position, the valve restricts the fluid, which will result in damage to the system when a main wheel contacts earth. Ted of course knew all that so there was no damage at all to his wind-wagon. A normal keel landing, just as outlined in previous newsletters, was the result, caused by corroded gear mechanism.

CHECK YOURS



The next step after that is to jack the ol' girl up high enough to roll the mains forward, now with the gear selector in the DOWN position. What about the tailwheel? It usually is down and locked in instances like this. Gravity will normally ensure that it's locked over-center. Usually. Even with your float mirror you can't tell if it's really locked, just "down". What you need to remember in this situation is that the first several strokes of the pump handle will unlock both the mains and the tailwheel. All three will fall. The mains will only hang down in limbo. The tailwheel weight, and short travel, will practically ensure an over-center lock. (That'll prevent any damage to your water rudder.)



But before you land make sure that the gear selector is moved to the UP position. (That will NOT compromise your LOCKED tailwheel.) There will be no gear light until tailwheel and mains agree in position.

Make a level-attitude power-on landing, just like on the water, to keep the water rudder from contacting the ground. It's hell working on the water rudder post through those two hand-holes!

It's a nice foto of the 'Bee in his local paper. Resting comfortably on her keel and RH float. Must've been a slow news day. Can't you just see the heading: "Local Flier Makes Crash Landing At Airport", or some such nonsense.

In the last issue we published George Pomeroy's drawings and dimensions of the tailwheel control cables for your edification. George phoned to say that those cable dimensions are ONLY for use with his improved design of the tailwheel quadrant, shown in outlined, to scale, on this page. The cable lengths shown will be wrong for your use, unless you use this template outlined.

When we published it we did not realize the predication. We hope that you have not already made up cables to those specs. If you have, make the quadrant.

(Thanks, George)



The seaplane community of the world recently lost a great pioneer. He founded one of the most significant aspects of water-flying. Earl Dodge Osborn (put the initials together) was always a staunch advocate and supporter of all seaplanes, not just floats. He died at 95.



"You Win Some-You Lose Some" Dep't.

Another SeaBee, Bob Hebron's sn834, has gone to a museum. His RC-3 complete the collection of examples of all the aircraft flown by the Israeli Air Force since its genesis in 1947. At that time RC-3, sn1019, was shipped to Israel as VQ-PAV and was then IAF #60, in Squadron A. In April '48 it was damaged in a water rescue and the following month was destroyed on the airfield by a marauding Egyptian Air Force Spitfire. Several months ago, in Miami, an IAF C-130 Hercules swallowed up the replacement SeaBee and flew her to the air force base museum near Beersheba, which is about 30 miles south of Tel Aviv.

In that months-long SeaBee acquisition process we gained a new member. We welcome Victor Eyal to our ranks. He's a former IAF pilot, lives in Orlando, and was the guiding force behind the search for, and delivery of, the 'Bee. In the search he became aware of the many attributes of the 'Bee. He will keep us posted on sn834's installment in the museum, and subsequent brochures, etc. Welcome aboard, Victor. We certainly appreciate your participation.

John Cuny, sn433, had occasion to visit with Robert Taylor, President of the Antique Airplane Association, who asked John to attend one of their regional fly-ins in his 'Bee, or ANY Club Member to participate. Bob said that the last time a SeaBee attended was in 1959. Thirty years ago. C'mon guys - we've got to do something about that! They realize that we're not in the official Antique category (RC-3s re in the Classic class), but they would like to have us attend.

Think of what a sensation our "modern" all-metal, go-anywhere (even in reverse), streamlined jobs would be amongst all those steel-tubed rag-covered ground-bound open-cockpit wind-wagons. And the Staggerwings, Ryan STAs (My first love - in grade school!), Howard DGAs, Fairchild 24s, Meyers 145s, Cessna Airmasters ad infinitum. SeaBeasts would fit I very nicely. Try it - you'll like it. (Membership not required.)



We've just received a letter from Don Kyte, about his latest Alaska adventure, that he wouldn't mind if we shared with you: "...My SeaBee turned a lot of minds in Alaska., They had no idea what a SuperBee (340hp) could do. It is the only airplane I know of that can be towed behind a boat (even in open ocean) and in fact spent most of the summer being towed..... She's gotten about 250 hours since you saw her (in April).... Just had a set of long wings installed, flaps and ailerons moved outboard, plus a 15-gal aux tank in the wing root.... One adventure was rescuing a NOAA airboat that had lost its engine in Taku Inlet (between Whitehorse and Juneau). I landed in response to their signal flares and notified the coast Guard on my marine radio. Towed them about 7 miles to a power station..." Then I was in SFO (San Fran) for the quake." Just another normal day in the life of SeaBee folk, right?

NOAA (National Oceanographic and Atmospheric Administration) is awarding him a commendation for his effort. Well done, Don!



+++++

MEMBER WARNING ALERT

In the five and a half years of the Club we've had to issue a membership warning and subsequent canceling of membership only twice. Both were for flagrant shady financial dealings that cheated other members.

It has happened again.

Joe Paruszewsky, a new pilot for USAir, has reneged on an agreed payment for the 2-day delivery of a SeaBee to him. He bought the plane, but could not fly it, so contracted for its delivery, which was accomplished. At the time of this writing that was more than two months ago, and he has not evidenced any interest in paying the deliverer. The payment is not an inconsequential sum. Any dealings with Paruszewski are therefore not recommended, and his membership is canceled.

Despite several letters, one registered, and numerous phone calls he has yet to evidence interest, or response, in complying with his obligation.

Please let us know if any of you have experienced unsavory or shady dealings with any other member or a vendor or anyone whom you feel has not done or given what was promised. We think of our members as a Seabee family, and when one is wronged, all of us have the potential to experience the same. It is important to let the membership know about matters such as this - so do let US know.



+++++



For you who are Republic Aviation fans we have a very interesting 10-page treatise appropriately called "The SeaBee Program". It is one segment, the RC-3 era, of the total history of Republic, and was written by Albert R Boerum, in charge of SeaBee production, right to the bitter end. Order item T16, SeaBee Program: 10 pages, \$7 (+\$2, foreign). Our Republic historian member, Frank Strnad, found that report for us.

Club member Steve Petrich has an interesting company that you should know about. Many of you already receive his LAKE & AIR catalog of seaplane supplies and accessories. If you're not getting his 42-page illustrated "Wish Book", write him, or call 612/496-2870 (FAX 1-612-496-4070). Address is 550 Flying Cloud Dr, Chaska MN 55318. Chaska is just south of Lake Minnetonka, by Minneapolis. In the last Club news, #17, we extolled the virtues of a new Lake & Air product, 3M Drag Reduction Tape, which is applied to hull bottoms.

See News #17, p5, for a discussion and analysis of the benefits and application of the 3M tape, as applied to the SeaBee's forward bottom.

CLASSIFIED (Free for members)



SEABEES FOR SALE:

- TwinBee N9503U, sn8, TT 2518, Annual 19May89, both engines 579 hrs. Always hangared. Avionics: KMA20 selector, KR85 ADF, 2) KX170 NavComs, King DME, AT50 Txpdr, K1-201B VOR & K1-211B VOR/ILS, Narco VMA-1 Mkr Bcn, Brittain B-5 Autopilot, Alcor EGT, IsoCom, Davtron, encoding alt. Prop: HC-C 2YK-2RB Yellow Tagged 19May89. Main 85 gal.; Aux. 16 gal. Asking \$150,000.
Harmon Leonard Sr, PO Box 24164, Seattle WA 98124. Ph: 206/624-7680.
- SeaBee sn653, N1CD, 295hp Lyc. 24-volt alternator & system, 3-blade prop w/spinner, hull strakes, droop tips, flush fuel door, wide spray rails, dual-control Cleveland brakes, electro-hydraulics, Southwind heater, overhead controls, IFR panel; dual NavComs, encoding altimeter, radar altimeter, G/S ADF, Txpdr & intercom. Retractable landing lights, strobes, Imron paint, rolled & pleated upholstery. Very clean & sharp in every detail. TTAF 1025, 275 SMOH & conversion. Recent Annual. NO SALT. \$68,000 invested. Trades considered.
Phil Calder, 49 Glenview Dr, Newington CT 06111. Ph: 203/666-0054.
- SeaBee N875JA, sn129; 560 TTAF, B9F 228 SMOH. Never in salt. 2-blade prop, overhead controls, electric hyd pump, electric bilge pump, wide rails, flush windows, flush fuel fill, Clevelands, locking T/W, bird-proofed, 24v start.
\$25,000. John Anderson Jr, Bay City, MI. Ph: 517/686-8051.

SEABEES WANTED:

- Charles Cummins, Hardin KY, ph: 303/659-2536.
- Michael Lambrecht, Seattle WA, ph: 206/367-1692.



PARTS WANTED:

- Bill Lomas urgently needs both bottom bow skins. Ph: 206/779-4544.
- Jon Hanson needs newly reconditioned Franklin engine. Ph: 807/934-2369.

PARTS FOR SALE:

George Mojonnier, (610 18th St, Snohomish WA 98290. Ph: 206/568-7180) has some interesting tools and parts to sell:

- Chicago Pneumatic Tool Co rivet gun (E-3) for .401 shank rivet sets, w/regulator & set retainer. Considered good for rivets to 3/16". Complete but needs repair: \$25.
- Forss Pneumatic Tool Co Model 1004 rivet gun for .401 shank rivet sets, w/set retainer & quick-change air coupling. Considered good for rivets to 1/4". Good operating condition: \$75.
- Republic #1112 Link - Landing Gear Actuator Lower Lock. NEW: \$125.
- Republic #1136 Tube Assembly - Tailwheel Actuating Torque Tube: \$50.
- Republic #1137 Link Assembly - T/W Actuating Lower, w/micro sw: \$25.
- Repairable tailwheel tube and new surplus 10:00 SC tire: \$40.
- Eclipse type 397, Model 50, E-80 12v starter for Lyc geared engine. Working when removed: \$50.
- Leece-Neville E-7A 12v generator for geared Lyc. Working when removed: \$150.
George Mojonnier, 610 18th St, Snohomish WA 98290. Ph: 206/568-7180.



PARTS FOR SALE continued

- Hartzell prop, Model HC-12x20-3C/L 8433-H, sn6732, 2 years on AD compliance. Roger Sheffels, Rt 1 Box 58, Wilbur WA 99185. Ph. 509/647-2213.

WANTED:



- SeaBee, for restoration: prefer basket case, but will consider any condition. Also incomplete aircraft, parts, etc.
Charles Solyn, 87 Bokum Rd, Essex CT 06426. Ph. 203/767-1120.

* * Please cancel your ad when you have completed your listed transaction. * *

In my latest issue of Vintage Airplane (EAA) there is a source of some 'Bee parts in Arkansas: Bob Parker, 501/394-1022, any time. (Mention the Club)

* * * * IF YOU HAVE ANY SPARE PARTS YOU WANT TO SELL, please let us know, for listing. *
* * * * PARTS ARE WANTED * * * *



* * * * * * * * * *WARNING * * * * * * ATTENTION * * * * * * WARNING * * * * * * * * * *
Here in Ft Lauderdale there is a 'Bee for sale that is NOT in an airworthy condition, although it is represented as such. If you are considering it,
BEWARE * * (CALL US, THE SEABEE CLUB, FOR ELUCIDATION. 305/979-5470.)

SHIPS STORES



- We always have SeaBee tie tacs/cap pins, gold or silver, for \$9, ppd.
- See previous issues for shirts and other SeaBee Club items available.

FLASH: LAST MINUTE ADDTION:

++ We had previously published info concerning Hartzell's quote of \$10,000 to overhaul Tom Casey's 3-blade prop. Tom looked elsewhere for a more realistic cost and found Anderson Prop Co, 875 Hutchison, West Brooklyn IL 61378 (815/628-7543), would do the same job for only \$2125. They did that, and Tom, needless to say, is a much happier Bee-keeper. Make a note of that company, for future reference. Forget about doing business with Hartzell.++

- Tom Casey also now has access to about 3-dozen, very rare, Lindberg plastic scale models of the SeaBee, for \$20 (ppd) for each kit. (Several years ago we sold out of our own cache of the same model, which has been out of Lindberg production since about 1955.)

Contact Tom at: 10 Rocky Pt Rd, Rowayton CT 06853.



Sorry for the delay in the Newsletter and (coming soon) the Directory. Associate editor/photographer Peggy has been in London where the highlight of her trip was a visit to the Duxford Air Museum and airport as guest of Member John Coleman. John and his wife, Ruth, get to the States frequently and will be at Sun 'n Fun in April. (9th to 15th) We hope to see all of you there at Lake Parker on seaplane/SeaBee day, Friday, April 13, 1990.



← Happy SeaBee-ing! →

Dick and Peggy