

# SeaBee Club Intl.

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(305/979-5470)



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

Newsletter 19; Jan 1990. \_\_\_\_\_

We hope that you enjoyed a suitable merry Christmas, and that you got some SeaBee goodies that Santa may have left under the tree. (Please don't tell me that there's no Santa Clause!)



Congratulations are in order for two of our members who were instrumental in the forming of the SeaBee Club, and have been a mainstay of the group ever since. They represent the best ideals of the intent of our Club, and we are very pleased to be able to "spread the word" about them.

Each year the Seaplane Pilots Association names its Pilot of the Year. For 1989 THE pilot is Big Jim Sorensen. SPA conferred this honor, but the SeaBee Club Int'l must make a slight correction. What SPA failed to recognize is that the Pilot of the Year is actually TWO people, usually referred to as "Jim and Dete". Or "Big Jim and Dete". They are the pilot team, as anyone who knows them will agree.

The Winter 1990 Water Flying News (#76, p.12) has a very good two-page article about them, and you'll concur with SPA's recognition if you know the Sorensens or read about them.

TO give you an idea of why they were so honored, in 1989 they, and 19K, left Modesto, California, attended EAA's Sun 'n Fun, central Florida in April, Otsego Lake splash-in, Michigan, in June, then the Lake Pleasant splash-in (June also) by New York's Adirondack Mountains. Next was the world's largest gathering of aircraft, at Oshkosh, and Lake Winnebago, then in September to the Greenville, Maine, splash-in. They did a lot of airline travel back to, and from, California in between splash-ins. They, and the Red Bee, finally got back to Modesto, just in time to fly an hour and a half northwest, in their amphibious Cessna 185, to the annual Clear Lake event, which we wrote about in the previous newsletter. Fifteen SeaBees were there, far outnumbering the Lakes and Renegades.

The Sorensen's RC-3 sn1002, N6719K (Lyc GO-480) is their pride and joy. They have several other planes, including a Franklin 'Bee, but 19K, the "Red Bee", is their choice for fun. (If you, the reader, are not in SPA and would like a copy of the article, let us know.)

Congratulations Dete and Big Jim!



The annual Sun 'n Fun week is coming up soon enough for you to start getting ready to attend, with or without your RC-3. The official dates for the week-long fun (hopefully with sun) are April 8-14. This is a correction of the dates, from EAA, dated 18Jan. And remember that Friday, all day, the 13<sup>th</sup>, is the SEAPLANE DAY on Lake Parker. For those who have not attended before, but intend to do so, lake is in the NE quadrant of downtown Lakeland. The seaplanes gather on the western shore, at a fenced in City park, locked at night. Look for the covered picnic shelters.

If you're arriving by seaplane, we'll be due west of the huge powerplant on the north shore.

(Cont.)

"Our" beach (watch out for the verdammt trees just off shore) is right by a six story fire department training tower building. The tower also serves as a manned remote site for the Approach Control people, as all arriving aircraft intending to land at the Lakeland Airpatch must begin their pattern entry over that powerplant. (This is for the Sun 'n Fun week only.)



Also note that the FAA will NOT require transponders or encoders. Even NEXT year, when the scheduled TCAs will be operable at Tampa and Orlando, the FAA will provide a waiver from the Mode C veil for Sun/Fun arrivals/departures.

Speaking of legalities, let me reiterate that, if you're painting your U.S. registered SeaBeast, YOU ARE NOT REQUIRED TO HAVE 120INCH NUMBERS. (Except for leaving/entering Continental U.S., in which case temporarily apply the commercially available, reusable, 12" numbers.)

There is no need to have to carry those 12" billboard size numbers around, ruining the aesthetics of our beautiful SeaBeasts. The FAA says that any US plane at least 30 years old may be operated with marks as small as 2", on each side of fuselage or vertical tail surface. Our US Beasts can even use the original "NC" prefix. Ever since I bought my 58K in 1970 I've been waiting for the time when I could afford to have her painted, and have the small numbers, NC6458K, placed high on her tail, in the position that Republic had applied them.



In the previous newsletter we had expressed our frustration of not having been able to get to the Clear Lake splash-in, (because of Hurricane Hugo) where the "Big Iron" was. And 15 SeaBeasts! One very thoughtful Club member, who had videotaped the event, made a copy for us, which we greatly appreciate. It was such a wonderful surprise, and certainly assuaged our frustration. Bob, thanks again for your thoughtfulness.

With this News #19, Jan '90, is the 1990 SeaBee Club Directory, replacing, and updating the 1987 one. Due to the added weight of the Directory with the Newsletter, the latter is shorter than usual because of the additional postage. Please read the LEGEND on the first page in order to comprehend all info in the individual member's entry. If you wonder why your phone number is not listed, as the others are, it's because you have not divulged the number to us. In the back pages are the quick references as to member's home state or country, so that you can determine who might live near you in case you need help or info. (Please identify yourself as a Club member.) This information can be particularly helpful if you're flying cross-country through strange territory and encounter a problem. Keep the Directory with you.



Recently we sent Dues Renewal notices to some of you. A few of those notices were erroneous, through a goof on our part. Please accept our apology. Bear in mind that this is a "kitchen table with word processor" operation. Relatively primitive.



DUES INCREASE NOTICE: Effective 1Jun90, annual dues will be \$18 per year for U.S. members, \$20 (U.S. or equivalent funds) for Canada, and \$23 elsewhere. We dislike having to do this, but all costs, and postage, increases are making it a necessity. (Many members have long suggested that we should increase the fee, primarily to ensure the successful continuation of your SeaBee Club)

Remember that most of you renew in May, before the increase.

PLEASE MAKE ALL CHECKS PAYABLE TO "SEABEE CLUB INT'L".

If you have seen listings of all the Type Clubs you will have noticed that our dues are far less than most.



(Some of you may have already received this very nice Christmas letter from our "patron saint", Spence, but we want to share it with all of you.)

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**Please excuse this xeroxed form letter. It is impossible for me to hand write notes to my many relatives and friends.**

**This has been an interesting year. In March I was one of two Early Birds of Aviation honored at the E.B. Reunion at Domingues Ranch which was the site of the first aviation meet in U.S.A. in 1910. The site today is located in the center of Los Angeles and has a small museum and portion of the original flying field. Ranch buildings dating from late seventeen hundreds are now the Domingues Mission and is a seminary training Catholic priests. They maintain it and the museum which contains artifacts of early California life and a great amount of data pertaining to the Domingues Air Meet. This was an interesting visit since quite of my friends were participants. Of course I met them much later as I was only 13 at the time and was getting ready to make my first flight. Of the 596 original Early Birds only 9 are still living and only two of us regularly attend meetings. We have about 250 Associate members who do most of the work. Andy was one of the first to be accepted.**

**In September we made our annual visit to the Hearst Castle (San Simeon) at invitation of my long time friend, Wm. Randolph Hearst, Jr. I sold him a little PRIVATEER amphibian in 1932 and checked him out on water flying. He already had a pilots license but had never flown off water. He was a Yale student at the time. Bill and wife Austine vacation there during Labor Day and stay in their ranch home just below the castle where Austine raises Arabian horses. We fly into their private airport. They are the finest persons one could hope to meet, and I must say that this trip really recharges my batteries.**

**Of course most of you participated in the program unveiling the permanent Spencer exhibit at the New England Air Museum and the Spencer family reunion that followed. There is o way I can express my appreciation for this dual honor and I know this wonderful experience added years to my life. To be able to visit my old haunts, The Windsor Historical Society with so many of Dad's and Mother's memorabilia on display, the church, cemetery and red brick school was overwhelming. I have enough fond memories to keep me in pleasant reverie for a long time. I am so pleased with the N.E.A.M. so ably directed by Mike Speciale and Dolores Briere and with my old friend, Harvey Lippincott, who is responsible for the Spencer exhibit. Harvey provided another surprise when he arranged for Andy and I to tour the restoration project to restore the huge Sikorsky S44 flying boat. I worked at the plant during production of these planes and had opportunity to converse with Mr. Sikorsky many times. The plane is in very bad condition and is a Herculean task to restore it.**

**When our plane landed in New York on our flight from L.A. we were met by Bill Burtis who is building one of our Air Car amphibians which promises to be the finest example built. I have never seen such fine workmanship which excels all other by far. Bill took us on a tour of my old stamping ground on Long Island where I built my S-12 amphibian. This is the plane which I sold to Republic Aviation to become the original SEABEE, one of which is on display in the**

Spencer exhibit at the N.E.A.M. Bill then drove us to Bridgeport where Harvey gave us the tour of the S-44 restoration.

In October I was again honored at a joint Early Bird / OX5 reunion in Wichita, KS and was presented with 3 awards which were forwarded to the N.E.A.M. We, Andy and I, were singly honored to be invited to inspect a B-1 bomber at McConnel AFB. It was quite a chore climbing up a flimsy ladder some ten feet high into the belly and then on up into the cockpit, but I went up and down with no trouble; a feat that certainly bolstered my ego.

I have enjoyed good health and my only affliction has been an abscessed tooth which was extracted about a month ago. It is all healed and I am now packing in the food to regain a little lost weight. We are enjoying fine California weather and I must confess that I don't miss cold, snowy, and windy New England climate one bit. Of course Andy is my constant companion and is with me every day so he is here if I need any assistance.

A local friend recently bought a mint condition SEABEE and has invited us to fly it; so now the year will be complete with a Christmas present that I will enjoy with fond memories. My wish id that each of you has had an enjoyable year as mine. Happy holidays and a fine new year.

*Spencer* Hope you all have a good one.

P H Spencer

8835 Woodman Ave #313, Arleta CA 91331

Ph 818/894-4126



Peripatetic Pilot Plays Prospector.

Ted Lissauer, engineer/archeologist, has for many years flown his C-185 from his old Kentucky home down to Belize in order to browse through the nearby Mayan ruins. This year, right now as we write this, he is down there in his peripatetic SeaBeast (N6272K, sn482, the Daubenspeck Lyc prototype). Belize, to refresh your memory, is on the SE coast of the Yucatan Peninsula, next to Guatemala. A 5,000-mile round trip. It is to be a 5-week adventure. The route down there was via Mexico (better winds) and the return will probably be direct Florida (better winds) and then home.



Dave Schield took a respite from his Wisconsin cold weather and visited Florida's warmth in January, and included Ft Lauderdale in his itinerary. We got together in 58K's "Nest" to talk about, of all things, SeaBeasts. Dave is rebuilding sn684, which last flew back in 1957. He bought her a couple of years ago, with no prior knowledge of 'Bee-ing, and is doing a very nice job of reconstructing her. His fotos show determination of "doing it right". But having no prior reference of all of the details and parts, he found it very helpful to be able to see first hand, and take pictures of, a complete (albeit with inop engine) RC-3. We spent several hours on operation of systems, techniques of enjoying the Beast, detail of parts and helpful modifications. And the importance of the Prop Safety Spring being installed correctly was emphasized.

Dave does not have the vital lower lift strut fairings, which are essential to the proper airflow over the horizontal tail surfaces. If you have spare lower fairings, part number 1068 and 1043, please contact him. One more resurrected SeaBee can get back to aviating. Dave Schield, 603 N Shattuck, Medford WI 54451. Ph 715/748-4468.



FLIGHT INSTRUCTOR'S CORNER

Technique for safely taxiing in close quarters on water: EASY does it! Before you arrive there, put prop control full forward, gear and flaps down, about 11-1200 rpm with throttle, then all subsequent thrust, fore and aft, will be with the Prop Reverse Control Knob ONLY. Forget about the throttle. All movement will now emanate from the overhead reverse knob, as with a turboprop. Move the knob slowly. Experiment with the thrust, fore and aft, until you have the feel of it, bearing in mind that the "neutral" (no thrust) position is about the middle of the knob's arc. Remember - SLOWLY. And plan ahead. (Don't use much reverse thrust with flaps down.) The slower your speed the more effective the water rudder is. Practice holding the 'Bee in one spot, gauging your relative speed by the bubbles in the water, then test your turning radius (relative to the wind) in both directions.

Don't forget to use cross-controls when abeam the wind.

When you've got the hang of it continue to your destination in the close quarters. SLOWLY, and don't touch the throttle out of habit. Carb heat ON will also help slow the RPM, but don't forget to do your pre-takeoff checklist later, which will catch the carb heat knob before T/O.

If there's much wind, depending on the direction, opening one or both doors can also help slow the Beast. But the doors must be held so that they are not straining at the door stops; ie, pilot holding LH door handle, passenger holding the right. Opening and SECURING the bow door beforehand will give you better steering and facilitate your egress upon arrival. Heading for a beach? Check the bottom: Rocky? Sand? How much slope? Gear UP? DOWN? Don't forget to plan your departure while making the approach.



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We now have available for you a 7-page list of Seabee/Republic reference items: "Required, Necessary, Technical and Literary" (magazine articles, etc). It's an expanded, and continued, list that started with the enclosure in News #17. The 7-page list is only \$1 and a self addressed, stamped, business-size envelope. (At least 4.5x11) There are 36 items of a technical nature (with many more available eventually), and 64 magazine and book articles, etc, in the Literary list. "Everything you always wanted to know about--."

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You've noticed the new logo on the newsletter heading? The artwork is from our Scandinavian Vice President, Steinar Sevdal. He lives just north of Bergen, on the west coast of Norway. We visited the family a few years ago on our Scandinavian vacation, when we learned of his SeaBee predilection.

Concurrently we met Club member Knut Solem and his wife Borgny, in Trondheim, and his sn270, LN-IKK, Lyc 'Bee. With him was his friend, FAA Tower Chief, Arne Haave, also an RC-3 aficionado.



If you would like to have very large 3-view engineering scale drawings of the RC-3 (each on 17x22" pages), you can order the \$8.50 set from Sunshine House, POBox 2065, Terre Haute IN 47802. Or phone 1/800-999-0141. The three sheets have detailed specs and measurements, etc, and will be sent folded, unless you prefer them to be sent rolled in a mailing tube, for an extra \$4. The scale is 1/2"=1 foot.

We can personally vouch for their quality and usefulness, having ordered two sets over the years: one set for the hangar and one in the house.



Need to replace windows or windshields? Look in Trade-A-Plane for the four or five companies that advertise them. They all list every plane except SeaBeast however if you call and ask how much for SeaBee windows they'll give you their prices. Phone the others also, for the best price, because they all receive their RC-3 windows from the same single source.

We highly recommend tinted, especially the windshields. The glare on water is reduced considerably with tinted. It's a safety factor. And on hot sunny days the tinted glass affords a much cooler cabin. Also available are thicker windows (with commensurately higher price) all around. I've been told by a voice of experience that it's worth it, for reducing the cabin noise factor. The required rubber molding and lock-strip is available, if not from the same source, from member Donn Booth in Cortland, NY. Ph.607/753-0556. His price is quite reasonable.

If you're considering using bolts instead of rubber molding, think about the safety factor in doing so, at least on the doors. What if, for some reason, the 'Bee goes underwater. With rubber molding the glass will open inward allowing you to get out of the sinking vessel. If the door windows are bolted in, and you are trying to open the door against that pressure, forget it. You've bolted yourself inside. Republic designed for just such an exigency.



Don Marburg sent a nice Christmas note I'd like to share with you:

(He is one of the three skiers from Vermont who, in June 1947, flew their new SeaBee to Santiago, Chile to ski. See Literary Reference L7, "SeaBee Odyssey", by EAA's Norm Petersen. 6p-\$4)

"The October newsletter was great. A little technical for me, but it is interesting. The more I read and learn about flying the SeaBee, the more I wonder just how we ever made it to Chile. Believe me, if I knew then what I know, or think I know, now, I'm not sure I would dare try it."



PARTS WANTED:

Les Coleman, Australia, urgently needs the following to help restore his sn668 (VH-BEE) to flying status:

LH & RH (un-corroded) wing lift struts (Parts #1418 & 1403), and lower lift strut fairings (#1054 & 1068). Air Communications/ 1<sup>st</sup> St, Moorabin Airport/ Mentone, Victoria, VIC 3194/ AUSTRALIA.



Hydraulic pump lever KNOBS, "GEAR" & "FLAPS". Dave Schield, 603 N Shattuck, Medford WI 54451. (715/748-4468)



Ed Henk, Buffalo MN, needs (air) rudder, plus the 3 vertical stabilizer hinge parts. 612/682-2572 (res 682-4795)



NEW PARTS FOR SALE:

WING FLOAT STRUTS - 12 available, un-assembled but complete, for \$175 each, which is his cost. Kit includes one skin, two closure angles and one channel.

Richard Saunders, Box 1196, Bandera TX 78003. Ph. 512/796-3200.



Peter Lampasona has: "one old SeaBee FOR SALE, missing some parts, and have two engine blocks (with enough good parts) to make one engine out of" - for \$12,000. Dolphin Homes Inc, 1393 Gold Star Hwy, Groton CT 06340. 203/446-1488.



SEABEE FOR SALE: sn663, N60CB, long wings, full panel, VOR, ADF, TXP, electro-hyd, depth sounder, 530 SMOH; \$29,000 re-assembled & re-licensed, or \$24,000 as is, with all parts. (Also available is a spare LH wing, with extension, in excellent, airworthy condition.) Gus Draffkorn, 54 Edgewater Shore, Frankston TX 75763. 214/876-4384.

"A VISIT TO FARMINGDALE, 1989"  
Mike Machat - SEABEE CLUB member

During a business trip to New York this past summer, I drove out to Republic Airport in Farmingdale, Long Island, site of the late Republic Aviation Corporation where more than 24,000 U.S. Air Force fighter aircraft were built from WWII to Vietnam, and where 1,076 "Seabees" were built from 1946 through 1948. The Fairchild Republic plant was closed in 1987.

Arriving on Route 110, I drove along the western perimeter of the field, and was surprised to see the development of such structures as a modern airline terminal from which small commuter aircraft flew to New England and Atlantic City. Scores of private planes were now tied-down where P-47s and F-84s had once undergone pre-delivery testing. Vestigial pieces of the proud manufacturing facility could be seen everywhere.

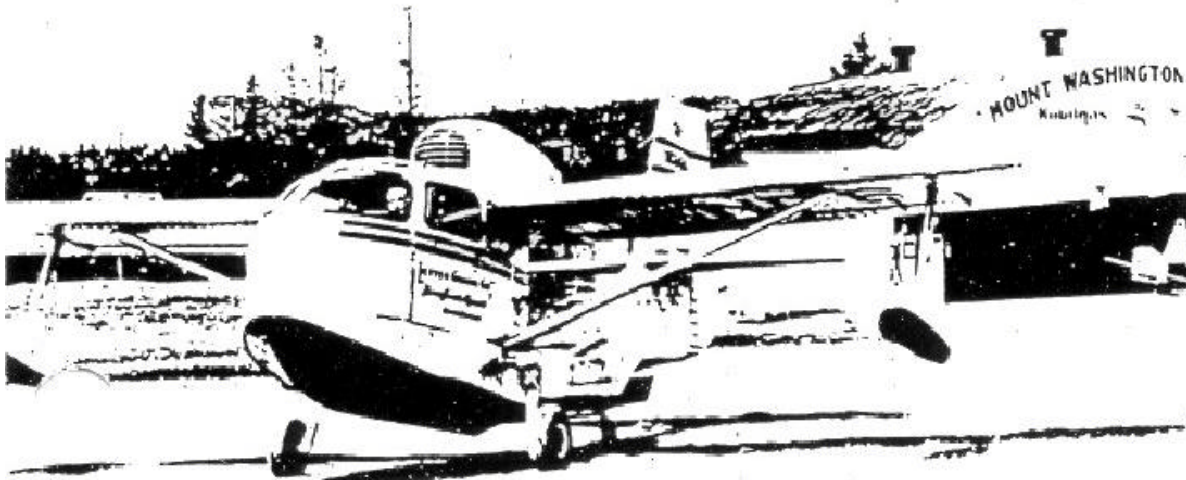
I drove up to Conklin Avenue, and noticed that the previously restricted thoroughfare was now a public street. Entering what had been the plant's main gate, I saw a Fairchild Republic sign still adorning one of the buildings, and stood on that hallowed ground for the first time since attending the Republic "Community Days" Open House as a youngster in 1958. Visions of bare-metal F-105s and Alouette jet helicopters danced through my mind.

Eventually, I wound up at Hangar 4 on the New Highway side of the airport, and found it inhabited by Nassau Flyers - an FBO with a vast array of light aircraft housed under the covered revetments that were once home to more than 800 F-105s. Unable to resist the opportunity to actually fly from Republic Field, I rented a Cherokee 140 (with instructor) for a sightseeing flight. The ride was surreal, as I hadn't seen Long Island from the air since 1969 when I was a student pilot at the also now-defunct Zahn's Airport - directly across the parkway from mighty Republic. I vividly remembered dodging 200-mph inbound Thunderchiefs while flying solo in a yellow, 65-horse J-3 Cub!

Lost in reverie, we landed on Runway 1, and taxied in past rows of bizjets parked on the east ramp. Back in the office, I entertained the troops with stories of pre-TCA flying in the New York area, and it became fairly evident that these young, squeaky-clean CFIs were of another era. I asked if they even realized the vast wealth of aviation history contained within the walls of the staid old hangar. "Do you realize", I said, "this was where they built the Republic Seabee?" The kid behind the desk looked up and replied with a blank stare, "The what?"

I paid for the ride, walked out onto the ramp, and stood for a moment on the exact spot where that famous photo of the XR-12 Rainbow, P-47 Thunderbolt and RC-1 "Thunderbolt Amphibian" was taken in 1946 with Hangar 4 in the background. It was now late afternoon and soft shafts of sunlight radiated down from the clouds with a beautiful golden glow. It looked almost religious. I got back in the car and quietly drove off into the sunset.

(Signed)  
Mike Machat



(SN 681)

FOR SALE:

SUPER SEABEE N75896 #946. 350 hours on Simuflight conversion. GO-480-B1A6 270 HP 10 SMOH. Hartzell 3-blade reversing prop w/AD, airframe 630TT, wing extensions, fences, inboard spill plates, Droop tips, wide spray rails, electric hydraulic pump, overhead Controls, new panel, new gyros, beacon, alternator, Edo-Aire Nav/Com, ARNAB R-21 w/NMS, Bendix BX-2000 ADF, Terra round Transponder w/encoder, plus much more. Call or write for spec Sheet and photos. Henry Ruzakowski, 6791 Douglas St., Hollywood, FL 33024. 305/961-5280.

SUPER SEABEE N6704K #987. 160 hours on STCBee (Daubenspeck) conversion, Lycoming GO-480-B 270HP 330 SMOH, Hartzell 3-blade reversing prop w/AD "0" SMOH, airframe 1402TT, wing extensions, droop tips, dual retractable landing lights, wide spray rails, New fuel cell, new paint, new interior, new plexiglas, all new instruments, Edo-Aire RT-553, Narco Com 120/Nav 121, Terra round Transponder w/encoder, Apollo 604 loran, plus much more. Call or write for spec sheet. Henry Ruzakowski, 6791 Douglas St., Hollywood, FL 33024. 305/961-5280.

PARTS:

Hartzell 3-blade reversible propeller for Franklin engine. Good blades with good clamps (serial #'s OK), needs to be re-Certified by prop shop. Henry Ruzakowski. 305/961-5280.

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Attention Canadian members: We're trying to locate a certain Seabee, sn681, CF-FAU, last known in Quebec, listed in the Canadian Registry as "Change of Owner", since before 1983. And last "Flight Valid to"; Aug '69. One of our new Club members, Gene Letter, in Daytona Beach, FL has just bought a 'Bee, sn244. His father was the original owner of the above mentioned sn681, and the father would like to find and buy his old RC-3. Picture this: father and son flying their respective 'Bees together, Dad again in his old 'Bee of some 40 years ago. If you have any info on sn681, CF-FAU, we'd like to help in that reunion. Thanks.

