

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 20; May 1990. _____

The annual EAA Sun 'n Fun event, second only to Oshkosh in size, was just excellent as usual. This year the weather was the best in the thirteen years that we, your editors Peggy and Dick, have attended.

The resident EAA Lakeland team really did an outstanding job as usual. They work on improvements all year and somehow get it all accomplished by "show time". The record attendance of 274,000 folks certainly shows the appreciation.

Our only complaint was the annual seaplane gathering Friday, on nearby Lake Parker, was of very meager seaplane attendance. (This event has no relationship to EAA) Specifically, only two SeaBees were there! Those were both from Miami. Jan Bem and his sn585 and Henry Ruzakowski, Sr. and Jr., in their sn946. Both 'Bees are Lyc GO-480 powered. Other than those, there was only a handful of other seaplanes. We had expected Capt Marty Bennett to arrive from Georgia in his sn275. His RC-3 is remarkable in that it has only about 60-70 hours total time since new. (It had been stored until about four years ago)

Other members at Sun 'n Fun, whom we know of, were John Coleman, of London, England, who had to leave just before we arrived; Tom Dalesandro, Merritt Is., FL, who is looking for a 'Bee; Dr Darrell Davey (sn950), Camarillo, CA, whom we see each year at the Clear Lake splash-in; Hugh Donahue (former sn887), Miami, now flying a Luscombe 8E (150hp); Bob Dorr, Woodberry, CT, wanting a Seabee; Dick Foote (former sn 506), New Smyrna Beach, FL; Jay Frey (EDO Corp), New York, in his Turbo Cessna 206 on EDO amphib; Grant Leonard (sn843), our Oshkosh Seabee Club coordinator, of Minneapolis, MN; Capt Court Ludquist (sn182), Lake Worth, FL and New Hampshire; Bob Redner (Oshkosh Prize winner sn496), Otsego L, MI; my son West Sanders (Cessna U-17(USAF)), Ft.Worth, TX; Mary Silitch (Editor, Private Pilot magazine), Laguna Beach, CA; and last but certainly not least, Big Jim and Dete Sorensen, Modesto, CA, who were last year's SPA "PILOT OF THE YEAR". Hope we didn't miss any Club members. (See News #19, p.1)

Here's good news for you dyed-in-the-wool seaplane fans and readers: the flying boat book we had recommended some time ago, "THROUGH THE BACK DOORS OF THE WORLD IN A SHIP THAT HAD WINGS", is now available again. It was written by a retired (now deceased) Pan Am flying boat Master Pilot, Capt. William M. Masland, in 1984. It's the most interesting compilation of the flying boat days of adventure that you could possibly imagine. A truly fascinating book of 361 pages that spans Pan Am's boat days around the world, from 1936 to the end of World War II, at which time the Boeing 314s were replaced.

Remember names like Baranquilla, Natal, Belize, Dakar, Lagos, Khartoum, Lisbon, Marseilles, Bahrein, Karachi, Perth, Macao, Manila, Guam, Wake, Brisbane, Fiji, Midway, etc. Masland writes "from the cockpit". Details of approaches into Rio de Janeiro, for instance, and techniques of water flying, celestial navigation, coping with weather, mechanical problems and even Japanese Zeros over the Indian Ocean. There is also a chapter about his flying President Roosevelt to top secret Allied Conferences in far away places.

(Cont.)

Not only is the book a fascinating pilot's adventure, but instructive to all of us who love water flying. You'll learn things from him that will even enhance your own SeaBee techniques.

NOTE: Club member Capt Chuck Bassett (sn324) used to fly copilot in the 314 boats (Atlantic Div.) with Masland.

There are two places from which one can order the \$14.95 book: Historic Aviation, 1`401 Kings Wood Rd, Eagan MN 55122. Ph. 1-800/225-5575. (From Minnesota, Canada and foreign countries call 612/454-2493)

The Selective Reader (Aero-Auto Books for the Enthusiast), 658 Bernardston Rd, Greenfield MA 01301. (Ph. 413/774-5594)

Here's an interesting story about a nice present that old-time radio/aviation personality, Arthur Godfrey, got in 1946. He had been flying for quite a number of years before the advent of the RC-3, and he was interested in the many attributes of our favorite wind-wagon. He asked for a demo ride. I can't recall exactly which pilot took him up. It was probably Eddie Stafford or Carl Bellinger though, and one of the many aspects of the demo ride was a gear-up "daisy-cutting" in a nearby meadow, followed by a steep climbing turn.

(This is the way I recall the telling some time ago. Lots of room for error on my part.) The pilot turned to Godfrey and remarked that there was now a long neat groove in that meadow that had just been made by their keel. Arthur Godfrey looked but didn't believe it. The demo pilot continued his turn to a heading at right angles to the keel trough, again skimming across the field. In the climbing turn out he remarked to Godfrey that there was now an "X" in the grass, which, needless to say, left an impression on Godfrey also.

The result of the impressive ride was that Godfrey ordered a 'Bee to add to his collection. A DC-3 was the queen of his fleet. (DC-3 & RC-3!) You may remember an incident that made the news about Godfrey purposely buzzing the Teterboro tower in the DC-3 in a fit of pique.

Mr Marchev, Republic president, asked the model-making department (every aircraft manufacturer has such a group staffed with professional scale-model craftsmen) to personalize a model with Godfrey's NC number as a Christmas present. We have fotos of the gift. Wing span's about one foot, with exquisite detail, including wing and tail markings of "NC 87523" (sn80). It was presented in a clear cellophane wrapping, tied with a red bow, under the Company Christmas tree. Then to top that off, management had the real sn80 wrapped just like the model, with a huge "tag" hung on the bow door handle: "RESERVED for Arthur Godfrey, CBS".

Other noteworthy items from Republic days are SeaBee configurations you might never have thought of. Would you believe a crop sprayer??? NC 6331K (sn555) was outfitted at Farmingdale for just that. It had the standard spray booms suspended beneath the wings at mid-chord, full span, plumbed into a 50-gal tank that replaced the rear seats. Below the bow door edge, beside the cleat, was a small six-bladed fan that provided the air pressure to the tank for dispersal. The pump was just above the battery box.

Seems like we've mentioned in a previous newsletter that skydiving has also been done from the 'Bee. (We have a foto of that, with RH door removed.) Reports are that the door's absence created no adverse airflow disturbances. If you are now considering the danger of the proximity of the prop, forget it. Anything heavy dropped from a plane falls straight down.

Then there was the flying ambulance configuration. With the RH front seatback lowered to be flush with the rear seat, that left a stretcher-wide, eight-foot space from rear bulkhead to bow door. The seat behind the pilot was used for a nurse/attendant. At least one 'Bee, with an ambulance service in Canada, was utilized in this manner.

Another (sn4) was used by Republic to demonstrate its versatility by being a flying, floating camper for hunting and fishing. Visualize Spence and another engineer, with a 12-foot canoe, paddles, fishing rods, shotguns and the usual ancillary camping gear, in a SeaBee, for an extended camp-out on a lake in the wilds of Long Island. (In those days there was a lot more wilderness.) Twelve foot canoe?? In a SeaBee?? The canoe was broken down into about ten framed sections, with a waterproof "skin" for the outside. How 'bout that, SeaBee fans!!!

Add that one more aspect of versatility to the many attributes and capabilities of ol' RC-3.

I've been saying this for about 20 years, that one's use of, and enjoyment of, the 'Bee depends solely on one's imagination. (And money, of course.)

We would like to appeal to our Canadian members again to try 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 Cub 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 now 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.

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.

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We have available for you a 7-page list of SeaBee/Republic reference items: "Required, Necessary, Technical and Literary". 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 95 items of a technical nature, mostly from Republic, and 75 magazine and book articles, etc, in the Literary list. "Everything you always wanted to know about - - ."

PLEASE SEND FOR, AND ORDER FROM, THE SEVEN PAGE LIST. THANKS

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Capt Don Kyte has just sent an informative update on his 340-hp SeaBee (sn330) activities:

"The Seabee is back at Clear Lake, CA, now, getting a new interior. They are upholstering some adjustable Piper seats for the front. It will be in burgundy and charcoal. I already have new overhead upholstery from Randy Komko which consists of two lengthwise ribs riveted to the overhead that a special fiberglass center console snaps into.

The overhead console will contain a speaker, air vents, lights for each seat and phone and mike jacks for the front seats. The outer panels are thin fiberglass with light grey fabric glued over them that snap into the overhead channels, and channels that mold around the doors and windows.

When I bring the Seabee back (to Seattle), Randy is going to put in some enlarged rear windows that have special fiberglass inside-molding that accepts the overhead panel as well as the new side and rear upholstery.

The whole thing comes out in five minutes if you want to work on something (and hopefully, goes back in five minutes as well) as there are no permanent fasteners on the top or sides. The back panel and lower side upholstery will be screwed in however. I'm also getting a new right door window made at Cecil Bailey Glass (in Los Angeles) which will have a large camera port in it that can be removed or replaced in flight. Last summer there wasn't time to get one made so I had to settle for removing the entire window when they were filming that documentary for the Discovery Channel. It's due out next month (May), they say.

When the Seabee heads for Alaska it will have everything I want on it except a new, larger, Q-tip (for "Quiet") prop. If I have a good summer up there, I'll put the prop on next winter." D.K.

Don has been spending the summers using his Seabee for sightseeing flights, formerly at Clear Lake and then, after his retirement from United Airlines last year, in the San Francisco bay area, Puget Sound and in southeast Alaska and British Columbia.

Don joined with Dolphin Tours this past summer to offer low altitude flights to the passengers on the Delphinus, the Dolphin cruise ship, and this has been very successful. He especially likes the whale watching excursions, but he never lands in the open ocean, of course, picking up his passengers inside the bay. As President of Canadian-American Amphibians, he has modified his 'Bee especially for this work. Since then, there have been articles written about him and his 'Bee enterprises in California, Oregon, Washington and Alaska periodicals.

Are you flying a Franklin 'Bee? Then you DO have the Franklin Service Manual, right? If you don't have the manual, how do you have any work done on it that is done correctly, "by the book"? What's the max crankshaft end play??? Camshaft end play? Timing gear case fit on the oil seal? Limits on bore diameter for piston pins?? (Max drop on mag or distributor: 100 rpm)

Each Franklin SeaBee should have the manual with it. Imagine how few repair shops still have 44-year old manuals lying about.

In case you've forgotten the source for ALL SeaBee manuals, it's right here at the SeaBee Club. Order Item "N4 - Franklin ENGINE SERVICE INSTRUCTIONS" (B8 & 9F); 56p - \$22 ppd. (add \$5 for overseas mailing)

Additional engine maintenance is found in item "T13 - Franklin SERVICE NEWS" (19 titles, 1947- 53); 42p - \$17(+\$4).

If you have Club News #17 you have a partial reference list of such items available to you: "Required", "Necessary", "Technical" and "Literary".

("R N T L")

It's a good idea to keep the necessary manuals on board, in case you encounter problems away from home. No point in paying extra for a shop to "learn on the job" at your expense.

The Club now has more than 180 titles of "R N T L" for you.

Speaking of Franklin 'Bees here's an interesting bit of test performance data that Republic made record of back in early 1947: (Note: All tests conducted at Max Gross Wt.) Water takeoff in 17 seconds; Best rate of climb at sea level, 890 ft/min; at 4750 feet altitude, 600 ft/min; at 9300 feet, 305 ft/min. Absolute ceiling, 14,150 feet. Top speed at sea level, 131 mph.

Right! You've already figured out that it was supercharged (Rootes type).

(From reference item "T53 - Supercharger Tests in sn5", 5 p.(incl. Graphs) - \$4.)

Do you have the straight scoop on procedures for servicing your brakes?

Reference item T54: Distributor's Service News No.20, (6Dec46), "Filling, Bleeding and Adjusting Brakes"; 3p - \$3.

OWNER'S (flight) MANUAL - Required to be on board: Item "R3", 57p - \$15(+\$5). Complete data and info on performance, specs, operation, systems, inspection, care and maintenance.

Somewhere between composing and printing of your 1990 Membership Directory there was a transposition of columns, making it confusing to find the alphabetical order. The name you're looking for is there, but not necessarily in the correct column. Sorry about that.

REMINDER: ALL NEWSLETTER BACK ISSUES ARE NOW AVAILABLE, FOR \$2 EA.

A Club status update: we've just signed up Member No. 452, Vern Ziegler, of Spokane, WA. He has just acquired sn463 (N6256K), which was previously owned by (in descending order) Wagner, Hinkley, Howard, Sherman, Fenger, Wayne, etc.

That's not to say we have 452 current members, but membership does remain around 300+ ACTIVE, year after year, as 'Bees get bought and sold.

And we've just gotten word that long-time member Taylor Johnson (sn384), Niagara Falls, NY, passed away last month, April.

If you are interested in having a copy of the original Republic Bill of Sale of your SeaBee just let us know. We have some, but not all, so give us the sn and we'll send it, if we have it, for \$2.

Here's a pertinent reminder that you should address: (See Svc Bltn #25, & Supt #1 & 2) INSPECTION FOR SORROSION - LIFT STRUT FITTINGS.

"Examinations made during several recent inspections have disclosed unusually severe corrosion at the right and left STRUT FITTINGS AT HULL STATION 103.625 by means of which the cabin, the cabin floor, the hull and the lift struts are connected.

These particular fittings are covered by the Lower Wing Lift Strut Fairings and their condition may be overlooked during regular periodic (every 25 hours or six months) inspections."

The bulletin continues for another four paragraphs, plus five more pages, but you get the point.

How long has it been since you have REALLY checked those fittings? Might as well check the upper fittings also. Remember that you, and the fuselage, are held up in the air ONLY by those parts.



CALENDAR NOTATIONS:

- The annual Fun-in at Otsego Lake is 8-10 June. It's near Gaylord, MI, and hosted by member Randy Rhodes at 313/698-1237 or 682-3900.
- The annual Seaplane Pilots Assoc. Splash-In next on your agenda. Fly or drive to Speculator, NY, for the June 15-17 extravaganza. It's on Lake Pleasant, which is VERY aptly named. Location is in the foothills of the Adirondacks, about 60 NNW of Albany, and 80 ENE of Syracuse. Ph 518/548-4311.
- After that is Oshkosh, July 27-Aug 7. The Seaplane/SeaBee day is Mon, Aug 2, at the Corn Roast. Club Member Grant Leonard will help organize The SeaBeasts and members. Watch for his N6570K. If you want to avoid the airfield traffic and hassle just land on Lake Winnebago and taxi into the Brennand seaplane base lagoon. Use frequency 123.3 for SPB advisories. Regular ground transportation is provided. Also there's now, for the first time, a specific parking area on the base for amphibians.
- For you J-3 Cub fans there's a Sentimental Journey to the Wm. T. Piper Memorial Airport, Aug 23-26, in Lock Haven PA. Ph 717/893-4207.
- The Central Canada Seaplane Seminar is Aug 24-26. In Canada contact Mal Joyce, RASO, Transport Canada, POBox 8550, Winnipeg, Manitoba, R3C 0P6. In the U.S. contact Dale DeRemer, SPA, 1323 Noble Cove, Grand Forks ND 582011.
- The Greenville, ME, Splash-In is Sep 7-9, on Moosehead Lake. Ph 207/695-2702.
- Lake Whatcom Splash-In is Sep 15 at Floathaven, Bellingham WA. Phone Bob Hamilton at 206/463-2460.
- Clear Lake, CA; the annual West Coast funfest will be Sep 28-30. Phone Club member Stan (or Betty) Sinn at 408/246-5674.

For any additional Splash-In info call the Seaplane Pilots Assn: 301/695-2083.

* EUROPEAN FLY-INS:

- June 7-10 at Stauning, Denmark. It's the big one, their Oshkosh or Sun 'n Fun, with more than 500 planes attending last year, including a B-17, Skylouse, Lufthansa's Ju-52/3m (Iron Annie) that both Peggy and I have flown with previous owner Martin Caidin and in which I got my Ju-52 type rating.
- June 13-17 at Arsunda on Big Lake, southeast of Sandviken, Sweden and 100 miles NW of Stockholm. This annual seaplane gathering is the largest in Europe and they expect a Catalina, Dornier Seastar, Canadair CL-215, etc.
- September 19-24 at Cavalaire sur Mer (Near St. Tropez) in the south of France, with everything from ultralights on floats to Maules and a PBY-5A. Sorry that the information on the Scandinavian Fly-Ins is so tardy; perhaps we can get a group together to go next year - it sounds like the greatest fun!

Our peripatetic prospector pilot, Ted Lissauer, from Louisville, reports that his SeaBee trip to Belize (see Club News #19) went well and that ol' RC-3 presented no untoward problems. Ted reminds us of the problems encountered if you operate in saltwater with any magnesium parts in your brake assembly. Those two elements are completely incompatible.

(Ted owns the Daubenspeck prototype Lyc GO-480 conversion, N6272K, sn482)

Want to build a Seabee DOCK?? Order item T18 from your reference list: 2p - \$2. Curious about the ideal slope for building a SEAPLANE RAMP? Long-time seaplane expert Hank Kurt advised that a 12-to-one ratio is ideal, with a gently rounded top edge.

You do have a proper ANCHOR installed in the built-in brackets, right? Republic supplied a 5-pound Danforth Mk IV anchor, plus a 100-foot line. If you don't have one (your wt/bal is wrong without it - unless you attach the proper weight to the anchor hatch), the Mk IV is available at marine hardware stores, but the stock must be shortened to 16 5/8" for it to fit into the brackets.

At least 100 feet of good marine-grade line, no smaller than 1/4", will give you the minimum holding for anchoring out in fair weather. All SEVEN drain plugs in?? Don't laugh. It's happened.

Capt Joe McHugh/Simuflight (ph 206/630-1054) now has an interesting device to enhance your 'Bee's performance: DROOP TIPS, small. They are lightweight fiberglass, with much less droop, and weight, than the heavy Daubenspeck type.



Are you interested in an improved brake system?

John Bolding is working on a project to make the Cleveland brakes better at a lower cost. Quote:

"Jack Daubenspeck's STC on this conversion is now available thru the FAA-NW Office (Seattle) via the Freedom of Information Act. All attempts by the FAA (and by me) to contact Jack were futile. If someone is willing to make the mounting spiders and disc adapters, a conversion with stainless discs is about \$800, somewhat less than (elsewhere)."

If you are interested in helping on this project contact John at 713/383-3600 (Baytown, TX). This conversion could help nearly every 'Bee-keeper.

SHIP'S STORES:

- SeaBee PINS/TIE TACS (2 versions):
The outline version, white with the original Republic green enameled markings, or the oblique silver or gold version. Either one is \$8 ppd.

- Seabee Club Golf/Polo SHIRTS are available 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 done on a computerized embroidery machine and lasts as long as the shirt.
If you'd 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 picture depicts our own shirts.
Price per shirt is \$28 postpaid.
The sizes are Men's, so 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, with the lettering in the same place.)
We've seen quite a few members wearing them at various splash-ins and they really look great representing the Club.


- All NEWSLETTER back issues(#1-19) are available for \$2 ea.
- Need an extra 1990 DIRECTORY to keep in your plane? \$5 ea, ppd.

- SEABEE DECALS: Pre-spaced vinyl, 3-layer, press-to-apply, exact color copies of the original Republic decals, supplied by our Republic Aviation Corp. member, Frank Strnad. They were duplicated by an aviation-oriented decal company. The decals are state-of-the-art, multi-layer, press to apply.
INSTRUCTIONS: First position the decal exactly where you want it and hold it in place with small pieces of masking tape. Peel back a corner of the bottom layer a bit, exposing the second (sticky) layer. Press that little bit onto the surface and gently peel back the remainder of the protective bottom layer, carefully smoothing out the decal as you go along. Now the decal is exactly where you want, with no wrinkles or tears. Then strip off the top "carrier" layer and it's done. It's very much like the Contac paper product, but with a protective clear top layer added. Magic.

* * * SAVE THESE DIRECTIONS IF YOU INTEND TO PURCHASE DECALS * * *

The 6 1/2 x 9-inch oval dark blue Republic logo, with silhouettes of three P-47s in trail, which was originally applied to the SeaBee's vertical stabilizer just above the "NC" numbers, is \$12 ea, ppd, or \$23 for two. (One ea. side)

The "determined 'Bee in flight" logo, outlined here, comes in large and small, in the original red, black and yellow scheme, on a white background. The large size is 2x16 inches, and small is 1x7. Both sizes come in matching LH and RH pairs and are the same multi-layer configuration as outlined above.

SMALL is \$19/pair. LARGE is \$37. All of these are POSTPAID.

They're in pairs because the "speed lines" dictate which side is which. (The R.A.C. ovals are non-directional)

In addition to your applying them to your RC-3's tail, fuselage, cabin, splates or droop tips: show them off on your van, boat or pickup.

If you are interested in insuring your 'Bee (for SPA members) call Hayes, Utley and Associates in Louisville, KY at 502/459-1988.

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Member Capt Skip Neidhardt (former owner of sn615) has cranked up a brand new seaplane school for AMES/AMEL ratings on beautiful Lake Winnepesaukee, by Laconia, New Hampshire, about 90 north of Boston. Here's your chance to fly the TwinBee (sn16, N950CB) and get your multi-sea at the same time.

Skip has been in SeaBee biz for many, many years, as has the staff Examiner, Capt Bill Mason, both of USAir. They used to be the demo team for United Consultants (UC-1 TwinBee).

For you experienced SeaBee-ers it shouldn't take only several hours for the transition. The hourly rate is \$210.

The address is "Seaplane Services", Gothier Seaplane Base, Weir's Boulevard, Laconia NH 03246. Ph 603/524-0446.

Lodging is at the Margate Hotel, 524-5210.

Airline to Boston, then Skymaster Air to Lanconia. If you get to Portland (Maine) or Manchester, take Precision Airways or Continental Express to Lanconia.

See page 10 for TwinBee specs and performance.

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CLASSIFIED:_____ (Free to members - Advise when to cancel ad)

SEABEES FOR SALE:

- SEABEE AND PARTS FOR SALE: N217G, sn797, Lyc: (Details too numerous to enumerate here) Ph. George Pomeroy, 708/758-1622, or write: 1860 Reichert Av, Sauk Village IL 60411.
- 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.
- 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.
- N6540K, sn806, "STC-Bee" modification w/Lyc GO-435 and 3-blade reversing prop. IFR panel, good paint and interior. \$49,500. Smitty (R.H. Smith), Box 93, Clear Lake CA 95422; Ph 707/994-4554.
- VERY SMALL RC-3 SEABEES FOR SALE" Vary rare scale (1/48) model (about 10" wingspan) kits are available again, from member Tom Casey. They are the same as the old Lindberg kit #503, which I built in the late forties, but they are now put out by Pegaso in Mexico, DF. They're now of clear plastic, which means that when you paint it to match your own 'Bee's color scheme, you will have clear windows. \$20/kit. Ppd. Capt. Tom Casey, 10 Rocky Point Rd, Rowayton CT 06853. Ph 203/838-9463.
- SUPER SEABEE N565CB, sn946, now being completely rebuilt to like-new condition. Lyc GO-480 270hp, 13.5 hrs SMOH. Hartzell 3-blade, with AD compliance. Airframe 630 TT. Wing fences and extensions, inboard spill plates, droop tips. Wide spray rails. Electric hyd pump, overhead controls, new instruments and panel, rotating beacon, 50-amp alternator, new wiring harness, new interior and paint, Narco Mk12D w/VOR, ARNAV R-21 loran, Terra txpdr w/altitude encoder, plus much more. Call or write for Spec Sheet and work now being accomplished. Henry Ruzakowski, 6791 Douglas St, Hollywood FL 33024. Ph 305/961-5280.

PARTS FOR SALE:

- Many miscellaneous parts, too numerous to list. George Pomeroy, 1860 Reichert Ave, Sauk Village IL 60411. Ph 708/758-1622. (NOTE new area code for George)
- NEW 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.
- FLOAT STRUT and NEW WING LIFT STRUT: Phone Mrs George Breb at 201/592-7730 until 5, eves 592-0646.
- Six WING LIFT STRUTS, complete with top and bottom FITTINGS. Excellent condition. Henry Ruzakowski, 6791 Douglas St, Hollywood FL 33024. Ph 305/961-5280.
- One pair each of brake drums, tubes, adjusters and master cylinders: all the parts from brake conversion. Working when removed: \$250. John Bolding, 713/383-3600.



CLASSIFIED continued:

- Ed Freeman advises that he has a collection of various Seabee parts for sale. He's in Chicago at 708/464-5924.

WANTED: SEABEE

- Best RC-3 that \$18,000 can buy. Send full details with photos to Bob Dorr, Box 2357, Danbury CT 06813 or call 203/792-5800 days or 263-3733 eves.

PARTS WANTED:

- Les Coleman, Australia, URGENTLY needs the following to help restore his sn668 (VH-BEE) to flying status:
(As far as we know that's the only flyable 'Bee left in Australia, of LH & RH (un-corroded) WING LIFT STRUTS (Parts #1418 & 1403), and lower lift strut FAIRINGS (#1054 & 1068). Air Communications / 1st St, Moorabin Airport / Mentone, Victoria, VIC 3194 / Australia.
- Both 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) PARTS

TWIN BEE UC-1 AMPHIBIAN:

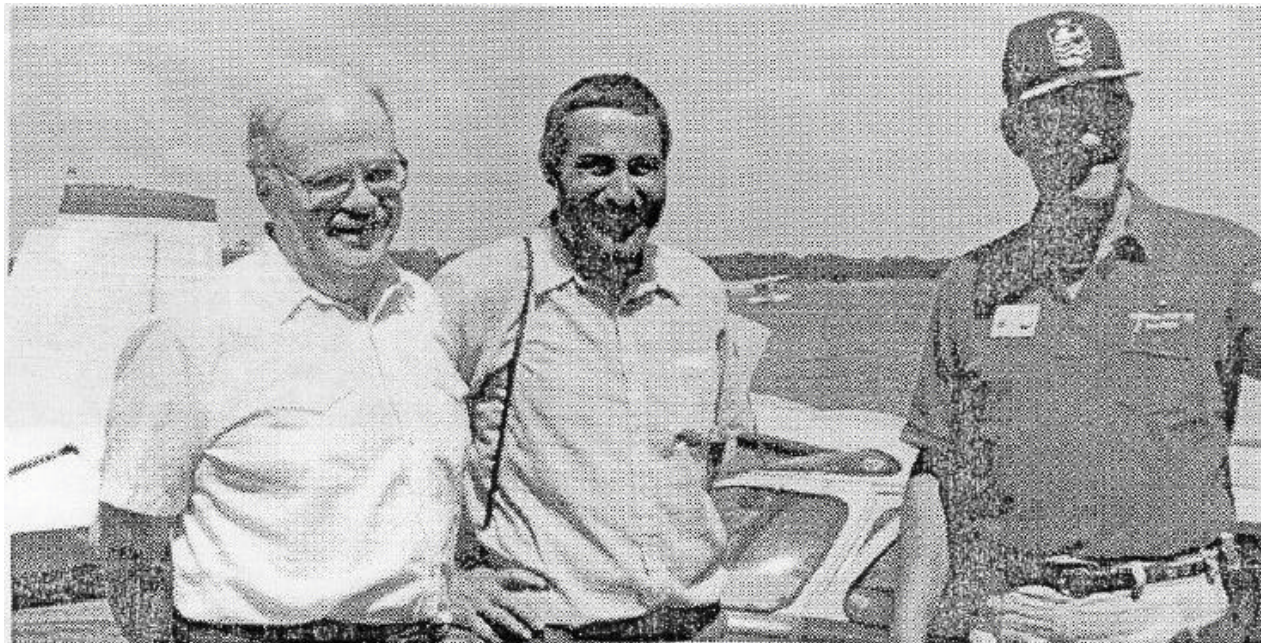
SPECIFICATIONS

Gross Weight3,800
EnginesLyc IO-360-B1D
Horsepower180 @ 2,700
Empty Weight2,500
Useful Load1,300
Wing Span43.33
Wing Area225
Length31.25
Height10.16
Power Loading10.55
Wing Loading16.89
Fuel Capacity (gal)101
Oil Capacity (gal ea eng) ...2

PERFORMANCE

Top Speed 147mph
Cruise at 75%: 6800' 140
Stall (flaps 30, pwr off) ... 49
Stall, pwr on 38
Take Off - water 11 sec
Land T/O Distance 375 ft
Over 50' Obstacle 600 ft
Initial Climb 1,265 fpm
Absolute Ceiling 19,000
Single Eng Min 58mph
S/E Ceiling 3,900
Range @ 55% 900

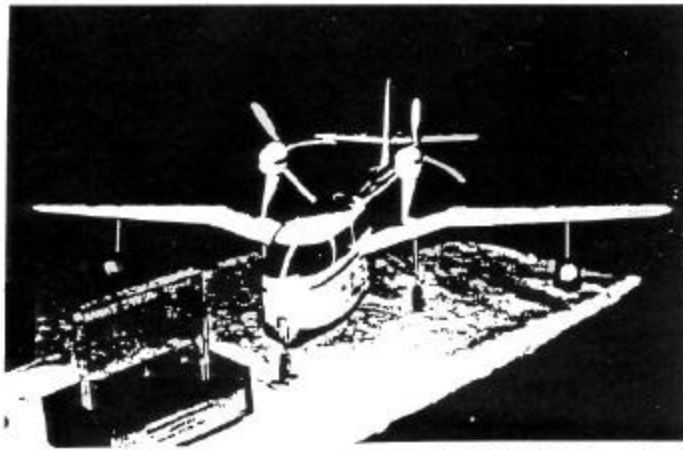




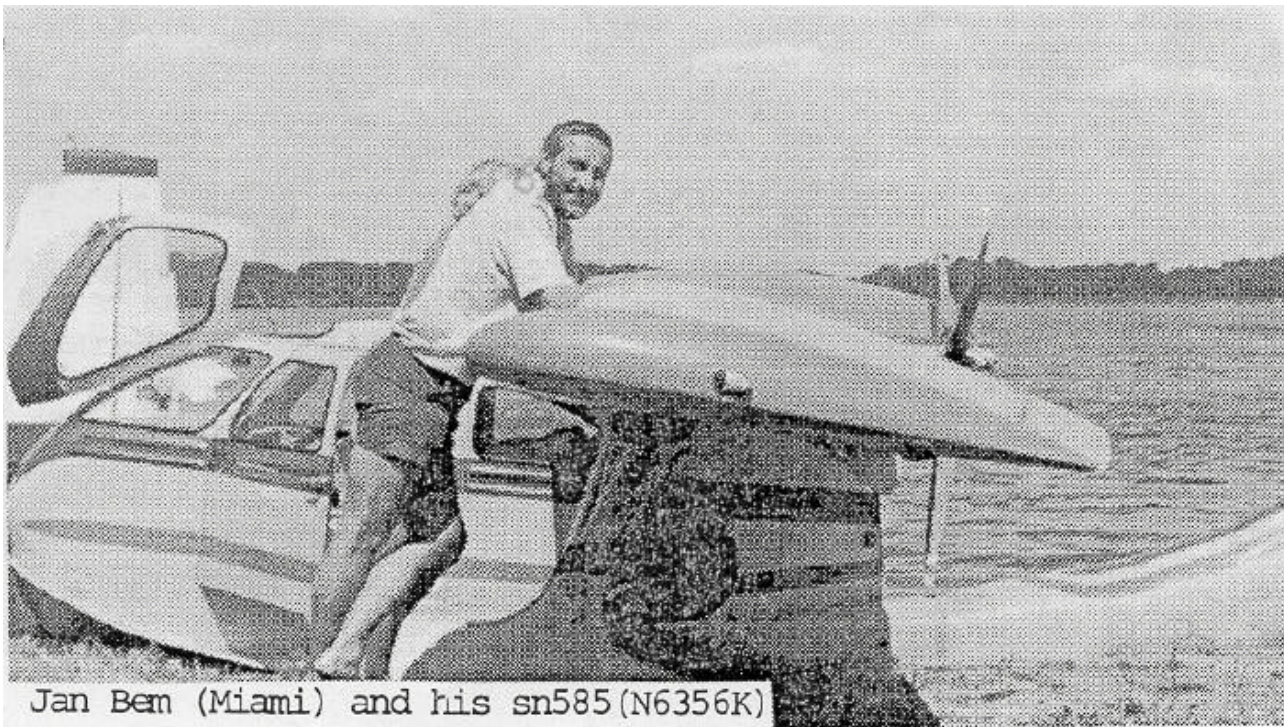
Sun 'n Fun '90, Lake Parker, Lakeland, Florida: Grant Leonard from Minneapolis; Jan Bem from Miami; Dick Sanders, Fort Lauderdale.



From left: Grant Leonard, Minneapolis; Jim Sorenson, Modesto CA; Tom Dalesandro, Merritt Island, FL; Dete Sorenson; Val Dalesandro; and Dick. (Pictures by Peggy)



Model of Republic's proposed 1947 "Twin SeaBee"



Jan Bern (Miami) and his sn585 (N6356K)