



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

Dedicated to the preservation
and enjoyment of our 44-year old
water-borne wind-wagons, the RC-3.

Newsletter #21; July 1990

Your editors, Peggy and Dick, were able to attend the Speculator(NY)/Lake Pleasant splash-in last month. Weather was not to cooperative, with low ceiling, but four SeaBees did get in, and quite a few members drove in. Richie Brumm (N283GM, sn227) and Tom Hurd (N6103K) got to the lake in formation from Long Island. John Randall flew his N6302K from Buffalo. Jim Zantop arrived from Michigan in his N415Z (sn1042), and allowed me to "take a turn around the lake at the controls" with him. That flight brings the total number of 'Bees I've flown over the years to 25, the first one in 1952 at Surfside SPB on Rice Lake, MN, after getting my ASES (in a J-3). That total also includes two TwinBees in my logbook.

Other members attending were the Bassetts, Chuck with sons Doug and Dennis, Donn Booth, Don Bellinger, Neil Conway, Bob Dorr, Jay Frey in his C-206 on amphibious EDOs of course, new member Charles Kenzakoski, Len Marchines, our ace photographer Bill McCarrell, John Pykosz, Randy Rhodes (who flew in, of all things, in a Lake!), Bob Stein, new member Frank Surico, and Bill Woodbyrne. Sure was great seeing you all. Members who tried but were weathered out were Bill Bardin, Glenn Feit, and Bob Redner in his N6283K.

Here's the latest from REPUBLIC AIRCRAFT MANUFACTURING CORPORATION (Vancouver):

Wolf Meyerfeld, President, has just told me that their main concern still is getting the financial situation and problems all squared away before they can get to any production efforts.

When they are able to actually manufacture any parts, he will send me the details so that we can put it in the Newsletter for your edification. We are all anxiously waiting for the good news on parts production, but the tedious process of the "Money Game" must be played.

I asked him about parts commonality between "our" 'Bee and "his" production Seabee and he said that except for the retractable floats, there will be commonality. (Retractable floats??? Why???)

When I get any news, it goes right into the Newsletter.



Does your Franklin starting process aggravate you at times? Tried all the throttle/mixture combinations until the battery is too pooped to pop? You resort to jumper cables from your car and she still won't cooperate? (You do recognize the voice of experience, right?)

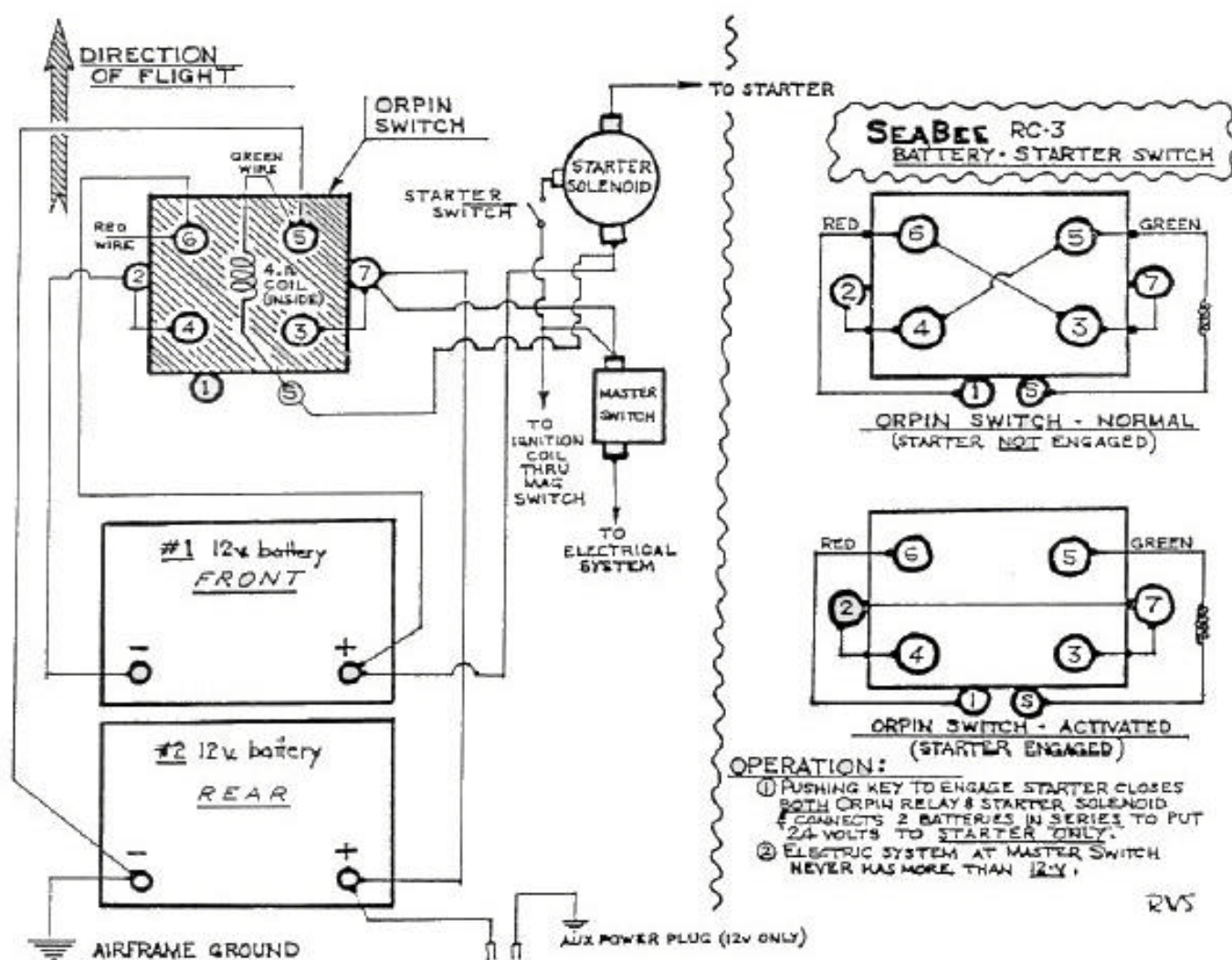
There are two things, either one of which could be, and have been, a great improvement in starting.

One is installing a fuel boost pump in the line that feeds directly to the carburetor. The boost pump can be installed by the aft edge of the baggage compartment floor, and a gascolator can be installed in the port wing-root. The latter has the benefit of providing a quick-drain to release sediment in the bowl, that otherwise would get to the carb. When you turn the boost pump ON you'll hear the clicking of the actuator, and when the fuel gets to the carb, completing the "pressurization" of the fuel line, the clicking stops and you turn off the boost pump.

Now the prop rotation by the starter draws fuel from the carb IMMEDIATELY.



Another improvement to the starting process is adding a "series-parallel switch", sometimes referred to as an "Orpin Switch". It allows you to double your battery voltage power to the starter. As it is now, with just the one big standard 12v battery in the box, the voltage actually reaching the 12v starter, through that very long battery cable, is only about 9 or 10 volts. How about putting two smaller 12v batteries in the box? Two 25-amp size batteries fit perfectly in the same box, with room for spacers. Cranking two 12v batteries should put at least 18-20 volts into your starter. That's where the series-parallel switch comes into play. It's a small magic device that can be attached to the forward wall of the battery box, with a circuit breaker, so that when you put the key to the START position 24v (almost) goes to the starter. When the engine starts you get the normal 12 volts, leaving the lights, radios, etc, unaffected. (SEE SCHEMATIC)



Where does one obtain such a magical switch? Long-haul tractor-trailers use them for the same reason: more starting power. Check for a truck supply place in your area, or phone the J.C. Whitney mail order place in Chicago at 312/431-6102 (24 hrs/day - 7 days) and order part "74-1397P" (12v to 24v); "Dual-Voltage Starting Switch", \$29.66. I had one installed in my 58K about 18 years ago and have had nothing but good dependable operation from it since. Your mechanic can do it on a Form 337.



In that area, and helpful CG-wise, is having a set of good jumper cables stowed in the space beside the battery box. There are those times when you need them and there is no other substitute for getting a start, from car or boat.

I've watched an attempt to hand-prop a 'Bee in the water. You stand on the "saddle" and pull the blade through while simultaneously jumping into the water. Hopefully, if she starts, the person at the helm knows what to do thereafter. I do know that it has worked.

I also know, from my own experience, that you can get a jump-start on the water - IF you have the cables, and IF you can flag down a friendly person in an outboard and have him back up, stern to bow door, and hook up the jumper cables. But if there's some wind you may also need someone (small) to sit on the wing leading edge to fend off, with feet, the helpful boat, to prevent damage to the starboard float. (Years ago, my youngest son, Rand, then much smaller, did the fending off job.)

If you're alone with no battery power and close enough to drift into shore you can try Andy Chapeskie's tried and true, but wet, starting, throttle cracked, position a blade where you can reach it while holding onto the (portside) flap leading edge, switch ON, pull the blade (holding the flap) through compression and keep your fingers crossed that she'll start.

LIST OF SUPPLEMENT TYPE CERTIFICATES - - - -

We'd like to have available to members a list of Seabee related STCs. If you have such a list, or know where to get one, please let us know so that we can share it with the members who have asked about it. Thanks.



STC FOR USING AUTO FUEL - - - -

We've also gotten requests about auto fuel, and a couple of contributions toward that effort, but we're still in the dark about the procedure. HELP!!!

REMINDER: CHECK THE LOWER AFT INSIDE CORNERS OF YOUR DOORS (all three) FOR CORROSION. Moisture collects there and has no place to drain if there are no holes. Drill 1/4-inch holes at the lowest points. That would also be a good time to remove the three door upholstery panels to check for corrosion and the condition of the insulation. See Service News No. 51.



MEMBERSHIP ALERT - - - -

BEWARE OF DEALINGS WITH (non-member) DON ANKLIN. Herm Mau advises that he ordered a lift strut fitting from Anklin and was sent an un-drilled fitting. (This incident, although minor, is but one of MANY (most much worse) that I know of over a 15-year period, with similar modus operandi of Anklin's.)

AFFORDABLE HAND-HELD LORAN - - - -

We've just become acquainted with an ideal loran for SeaBeasts. It's got all the features one would need for navigating your Beast, without the super-sophisticated gewgaws that inflate the price. But best of all, it's portable, meaning that it doesn't take up any panel space, which you don't have anyway. And it's waterproof and rugged and has its own built in telescoping antenna. It's called "SportNav". It floats, weighs only 28 ounces, uses 6 AA batteries, size: 9.6"x3.35"x2.25". Call or write Jerry (long-time friend of ours) at Tropic Aero Loran, 1090 NW 53 St, Ft Lauderdale FL 33309. 305/491-6355. SportNav price is only \$325 (lists for about \$600), which includes a tape-on antenna (for inside cockpit use - on windshield), instruction manual, mounting bracket and a plastic carrying case. Order by MasterCard, Visa or COD. (The factory price has just been raised, but he'll still use this price.) If you want to know more about it before ordering, ask him to send the cardboard info replica. Mention the SeaBee Club. Also, for more reference, the latest Aviation Consumer has a favorable article about it.

Anybody interested in the Republic DEALER Bulletins ???

Anybody interested in sharing with us the following Dealer Bulletin pages to complete our own collection ???

I'm missing page 1 of Bulletin #20, the Wiggins letter from #21, all of #23, Mr. Sheen's letter of #24 and Mr. Clement's letter of THE LAST CALL.

SURE WOULD APPRECIATE GETTING THOSE PAGES FOR COMPLETION.



J.C. WHITNEY advertisement

NEED NEW (OVERHAULED) FUEL PUMPS?

Bob Redner has the solution:

"As a possible Franklin B8 and B9F owner you might be interested in a solution to the fuel pump problem. I have found a source that currently manufactures these pumps. They fit on the Franklin exactly as the originals do. No plumbing changes are needed.

"I sell the pumps on an exchange basis because they come with a different actuating arm. I removed the arm from your pump and install it on the new pump using set screws at each end of the pivot pin to prevent oil seepage.

"the diaphragms and check valves in these new pumps are like the originals. They were designed to pump auto fuel. The main body casting is slightly different in that it requires shorter 3/8-16 bolts.

"The internal oil seal is different from the original. This is the only area about which I have any concern. The location of the pumps on the B8 & 9F is not very good. It requires the oil seals to be faultless or there will be oil leakage. A complete failure of a seal would result in the loss of all engine oil in about 20 minutes.

"Franklin Service Bulletin No. 71 outlines the prevention of the rapid loss of oil (copy enclosed). In some cases this bulletin has not been complied with. Do your pumps have the restrictor in the drain fitting? These new pumps do.

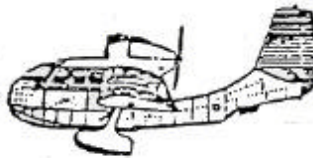
"These pumps are not legal for aircraft use. I sell them for airboats only. The price is \$160 each, or \$300 per pair, exchange. I will return your old pumps after removing the actuator arms. The new pumps are shipped complete, with your original Franklin arm installed, new mounting bolts, new AN840-4D drain fitting installed with correct restrictor, new mounting gaskets and drain hose.

"The pumps are sold for airboats only and are not legal for aircraft."

COMPLETE ELEVEN-STEP INSTALLATION INSTRUCTIONS INCLUDED WITH PUMPS

For more information call Bob Redner, 313/682-7580, evenings. (Seabee N6283K, 1988 Oshkosh Winner, Classic Class III)

(See Franklin Service Bulletin #71 - opposite page)



Franklin

SERVICE BULLETIN

AIRCOOLED MOTORS INC.
SYRACUSE 2, NEW YORK

DATE: 11/22/48
Revised 9/22/53

NO. FSB 71

SUBJECT: FUEL PUMPS AND DRAIN LINES FOR MODEL 6A8-215-B8F AND B9F
FRANKLIN ENGINES AS USED IN REPUBLIC SEABEE INSTALLATION

AC has developed improved fuel pumps for this installation and since, according to current regulation it becomes mandatory to also have fuel pump drains, a kit has been developed which will include not only the fuel pumps but the drain lines and attaching parts as required. With the new pumps and the drain lines, compliance with both conditions involved in the change will be accomplished when installing the kit.

There is no exchange basis on fuel pumps since AC has advised us previously that although pumps look similar, internally the old pump can not be reworked to the new type. On the new pumps, a change in the lower casting body was necessary also to include a boss for installation of the nipples which will carry the drain lines.

In view of the above, we will service a kit which will include the two fuel pumps and all of the necessary attaching parts with drain lines. Instructions for the installation will be included with each kit. One kit will include the necessary material to accomplish replacement on one engine. In ordering, you should request part #15464, Kit, Fuel Pump for parts to handle replacement on one engine.

To eliminate rapid loss of oil due to any isolated case of oil seal failure within the fuel pump, as a precautionary measure it is requested that drain line openings be reduced in size upon receipt of this bulletin.

To make the change, remove the nipples which carry the drain hoses from each fuel pump. Plug the nipples solid at the hole at the threaded end. Next, drill a #60 hole in the plugged end of the nipple.

This will eliminate rapid loss of oil and observation of the ends of the hoses for oil on future inspections will indicate whether or not the fuel pump oil seal is satisfactory. If oil is observed at the ends of the hoses the fuel pump should be rebuilt.

Installation of restricting plugs in the ends of the drain nipples is mandatory upon receipt of this bulletin.

FRANKLIN SERVICE BULLETIN

FRANKLIN SERVICE BULLETIN

FRANKLIN SERVICE BULLETIN



SIMPLE SOLUTION FOR LEGAL NIGHT FLYING - -

Realizing that one does not normally fly a SeaBeast at night, but that there are occasions when it is justified, what does one do, relatively inexpensively, to make it legal?

How about a combination anchor/strobe light? Replace the anchor light with a Whelen Model A460 combination light. (See attached Whelen info) My 58K had it done many years ago. With the A460 in the fin socket, wired into the Model HT power supply (mounted near the hand-holes above the water rudder), then wired into the system, with a separate panel switch, you then have a strobe.

The anchor light, wired directly to the battery, as you know, still functions independently. The only modification I had to do was slightly ream out the socket for the strobe body. The finished result is that you have strobe and anchor light coexisting in the same device.

Phone us

If you need further info.

(Remember

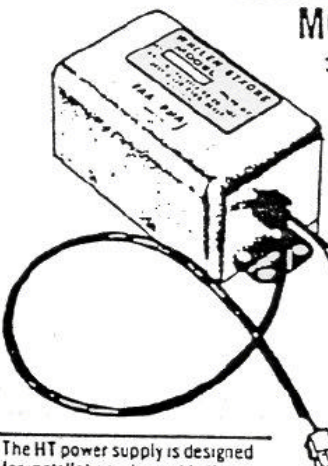
that the anchor light satisfies the Coast Guard requirements for showing a white light from the tallest structure of the vessel while anchored at night. That's why it's a direct battery

Switch.

Minimum battery drain.)

WHELEN

ENGINEERING COMPANY, INC.



**MODEL HT AND
MODEL HT, 1**

PERIMETER LIGHTING
POWER SUPPLIES
APPROVED UNDER
STC SA800EA

The HT power supply is designed for installation adjacent to the strobe light assembly. Its light weight and compact size allows for installation in the wingtips and tail of your aircraft, eliminating long runs of high voltage inter-connecting cables. Only an 18 gauge low voltage wire supplies power to each HT power supply. This system is not synchronized.

The HT, 1 power supply must be used with an H.T.P. -2 or -3 synchronizer. The HT, 1 power supply is synchronized by using an H.T.P. Master Pulsar. Only one 18 gauge wire is necessary to supply the synchronizing pulse and A+ to each power supply.


SPECIFICATIONS: Power consumption: 14-volts, 1.2 amps.
28-volts, 0.6 amps.
Length: 5.0", width: 3.0", height: 2.25", weight: 1.2 lbs.

SELECT FROM PAGES 10 AND 11 ONE STROBE HEAD ASSEMBLY FOR EACH POWER SUPPLY.

A460 COMPLETE TAIL POSITION AND STROBE LIGHT ASSEMBLY APPROVED UNDER STC SA800EA AND TSO-C30b

Fits directly in place of the Model S position light, providing a third strobe light for perimeter anti-collision light system. Specify vertical or horizontal mounting screw position.

SPECIFICATIONS:
Exposed height: 1.75",
weight: 0.3 lbs.,
diameter: 1.50".
Dome: Aviation glass.



Effective intensity used with the HT or HT, 1, — 310 candles.

We are in the process of expanding considerably the "Technical" and "Literary" references available to you. After we've mailed this newsletter we will complete those additional references pages.

Still only \$1 and a large stamped envelope sent to us for the expanded lists to be mailed to you.

For you who need to replace your problem-plagued Franklin (sad to say) Ed Freeman has a logical, much less expensive, solution: the Lyc GO-435. He will outline the result of his research, and what we can do about it, very soon. In the meantime keep your eyes open for any available old Aero Commander 520/540 series with engines intact. There are many added benefits of mating that engine to the RC-3. Stay tuned.



Here's a reference item you should have for the proper care and operation of your 'Bee: "T29 - DISTRIBUTOR'S SERVICE NEWS". (Republic, 23Aug46 to 17Sep47), 66 pages - \$26.

This collection has 23 "priority" letters, out of a total of 49. Examples:

EMERGENCY KEEL LANDING, SHOCK STRUT SERVICING AND REPLENISHING HYD FLUID, ELEVATOR TRIM TABS, OPERATING WITH ONE FLOAT, FILLING, BLEEDING & ADJUSTING BRAKES, SALVAGE OPERATION IN WATER (w/dwg) and REINFORCEMENT OF AFT CABIN SKINS. Order T-29, \$26.

Ol' Captain Redbeard (aka Red Jellison) sent a nice newsy letter that we'd like to share with you: "- - - airplane I saw on TV get stacked - either a Widgeon or Goose - came in for a picture perfect (water) landing, with the wheels down. When it contacted the water it lasted for about 3 or 4 seconds and came to a stop upside down - more or less. On TV the pilot said he'd "lost control". I'll write a piece about my experiences in a Franklin 'Bee, which I flew commercially for 13 years. There were many 12-14 hour days. It was not unusual to start at 8 and still be flying at 10:30. My dock was on the west side of the bay at St. Ignace, Michigan (North end of Mackinac Bridge), and night landings were into the sunset, so I could fly 'til 11 with ease. I put in some 4200 hours by hopping sightseeing passengers, and had a great time, with all the usual headaches, plus a few extra thrown in as well. I started writing a story of my experiences some time back and I'll have to finish it and get it down to you. I really appreciate all the effort you and your wife put into the club and newsletter. I think most of (the members) do too, although we are all remiss when it comes to saying "thanks". I know how it feels to have all your efforts to help others go unappreciated. Many thanks and all the best from /s/ Captain Redbeard". Thanks for your thoughtfulness, Red. We'll be looking forward to receiving, and passing on, your story.

DO-IT-YOURSELF FUEL/ALCOHOL PERCENTAGE DETECTION

By Don Booth

You might be interested in testing your next tankful of gasoline. You need just a syringe graduated in cubic centimeters (cc), a splash of gasoline and some water. A 20-cc syringe works just fine. Here's what you do:

1. Draw about 6 cc of water into the syringe. Point the nose of the syringe skyward and squirt out all but 3 cc. By squirting the extra water out, it neatly removes the unwanted air.
2. Draw gasoline into the syringe up to the 12 cc mark: 9 cc of gasoline.
3. Close off the tip of the syringe with your finger and shake it vigorously. Slowly remove your finger to relieve the pressure.
4. Hold the syringe, tip up, for one minute.
5. Examine the syringe. Alcohol in the gasoline will join with the water and sink to the bottom of the syringe.
6. Consult the chart to determine the percentage of alcohol to gasoline.

Graduated Mark	Percent Alcohol
9.0 cc	0 %
8.6	5
8.1	10
7.7	15
7.2	20
6.8	25
6.3	30
5.9	35
5.4 cc	40 %



* * * * *



Brian Woodford, our Singapore (and Fort Worth and London) member has finally realized a long-term goal.

Almost twenty years ago we met at my hangar in Ft Worth. He has been in aviation business nearly all his life, and had acquired a love for SeaBees, but had never had the opportunity to actually see one in the flesh. So when we met, and I rolled open my hangar door, that was his first sight of the real thing. Not too long after that he bought a 'Bee that needed work and had it shipped to Singapore where his maintenance crew was to "make it right". They pronounced it "unredeemable" and ol' RC-3 was, literally, put out to pasture. Jungle, actually. Brian still kept looking. Then he decided that a TwinBee would be the 'Bee to get. On various trips to the States he'd investigated a Twin here and there, and Anchorage.

Just recently he finally found his TwinBee. N9509U, sn21. It was a corporate plane, in Baltimore, and now, this month, it's in his hangar in Ft. Worth.

Congratulations, Brian!

So, from his first acquaintance with mine at Meacham Field all those years ago, he finally has his own - at Meacham Field.

As I always say, "The SeaBee world is a small world".

This event, and similar, is one of the true pleasures of our administering the SeaBee Club, thanks to all of you.



BACK COVER TEXT - About the amphibious DC-3.

DC-3 OUTFITTED WITH FLOATS (From the Bangor Daily News, Maine, 21Jun90)

"GREENVILLE - It will be two to three weeks before the world's largest twin-float seaplane takes its first flight from Moosehead Lake.

The DC-3 aircraft, owned by HBF Inc, was outfitted with floats Wednesday at the Greenville Municipal Airport, making it the only DC-3 in the world on floats, the owners believe.

The aircraft also has a set of retractable wheels under the floats for ground landings.

Owners Dick Folsom and his son Max, Herman Bayerdorfer and Louis Hilton hope to find a sponsor for the aircraft to promote it worldwide because of its uniqueness.

Dick Folsom said Wednesday that the partners would like to see some business promote the aircraft, similar to the way Goodyear sponsors its blimp. If they are successful in finding a sponsor, Folsom said the partners eventually may sell the aircraft.

Built in 1943, the plane was used in England during World War II and later was flown by Eastern Airlines. Before its purchase by HBF Inc, the plane was owned by two corporations.

According to Folsom, both engines were overhauled for the changeover, and reinforcements were made especially for the aircraft. Each float has a weight displacement of 29,400 pounds.

Folsom said he and his partners have flown the aircraft about 250 hours since they came into possession of it.

The idea to place the aircraft on floats has been in the planning stages for three years, Folsom said, although he admitted he was "not so hot over the idea" initially.

On Wednesday, a crane from the Cianbro Corp. lifted the 23,000-pound aircraft into the air so the floats could be placed under it.

The owners are anxious to fly the seaplane from the water. Folsom said he expected that it would be two to three weeks before the project is ready for a water takeoff."

The SeaBee Club, and all seaplane folks, certainly wish them good luck. I have a large soft spot in my heart for "The Dizzy Three". My first eleven airline years were in the type, before getting into the Convairs, then Boeings.



UPDATE ON LES DENNIS' FORD-ENGINED 'BEE:

"The engine is done. We anticipate somewhere between 350 to 400 ponies when everything is done. "The 351 Windsor is a beauty of engineering, and I went to the SVO components to get increased HP without endangering reliability.

"Had some folks that came into town (Anchorage) from South Carolina who race the NASCAR circuit and they were impressed with what they saw. Indications are that we had all the "right" components. We expect to have it running by next spring if everything goes well. Having a hard time deciding on what prop to use." Thanks for the info, Les.

New members we'd like to welcome aboard are Dr. Rudolf Haeberlin, in Switzerland (our first Swiss member), George Sullivan, Midlothian, IL, Terry Christensen, Dallas, John O'Connell, Canadensis, PA, Dick Gragert, Lexington, KY, Marvin Scriptor, Oswego, NY, Hasse Forslund, Soderhamn, Sweden and Thorleif Diesen, Kjeller, Norway.

The Seabee club is certainly International: (As we had hoped when we started, and named the club "Int'l".)



Some of you still have not paid your dues yet. If you're not sure when your membership expires, the date is on the address label, beside your name, on the cover of every newsletter that you get.

We simply cannot send you newsletters without your dues being paid.

For the vast majority of you who send dues on time we want you to know that we really appreciate your consideration. If it weren't for you we probably would not still be doing the newsletter.



Distressing news about member in northern California: he had just spent more than \$25,000 on the re-build of sn60, by Smitty at Clear Lake, when disaster struck. Fire destroyed his home and everything it contained. Unfortunately, his prop, and all associated parts, were in the house. Now he needs to sell his 'Bee. It has a Continental IO-470-P, zero time since overhaul, and approved engine mount. (But no prop) N87507 had flown only twice since Smitty's restoration.

Please contact Mac McCarthy, 207 Champlain, Cloverdale CA 95425. Ph. 707/894-3627.

(Mac, we'll see you at Clear Lake splash-in in Sept. Hope things are better by then. D&P)



SHIP'S STORES

- SeaBee PINS/TIE TACS (2 versions - see News #20)
The outline version, white with the original Republic green enameled markings, or the other, silver or gold, version. Either one is \$8 ppd.
- SeaBee Club Golf/Polo SHIRTS, red or navy, sizes from S to XL. "SEABEE CLUB INT'L" is embroidered in white above the pocket. If you'd like your name and/or "N" number, or initials, it's only an extra \$1 per line. Price per shirt is \$28 ppd.
- All NEWSLETTER back issues (#1-20) are available for \$2 ea.
- Extra 1990 DIRECTORY, \$5.
- Republic LOGOS (modern state-of-the-art replicas) available. See News #20, p8.



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

CLASSIFIED

SEABEES FOR SALE:

- SEABEE, PLUS MANY PARTS, FOR SALE N217G, sn797, Lyc. (Details too numerous to mention here) Ph. George Pomeroy, 707/758-1622. 1860 Reichert Ave, Sauk Village, IL 60411.
- N6540K, sn806, "STC-Bee" modification w/Lyc GO-435 and 3-blade prop. IFR panel, good paint and interior. \$49,500. "Smitty", Box 93, Clear Lake CA 95422. 707/994-4554.
- Peter Lampasona has: "one old SEABEE FOR SALE, missing some parts, and have two engine blocks with enough good parts to make one engine." \$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 & relicensed, or \$24,000 as is, with all parts. (Also available is spare LH wing, w/ext, in excellent, airworthy condition.) Gus Draffkorn, 54 Edgewater Shore, Frankston TX 75763. 214/876-4384.
- SUPER SEABEE N565CB, sn946, now being completely rebuilt to like new condition. Lyc GO-480, 270hp, 13.5 SMOH. Hartzell 3-blade, with AD compliance. Airframe 630TT. 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-21 loran, Terra txpdr w/alt 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.

SEABEE PARTS FOR SALE:

- Ed Freeman has quite a lot of SeaBee parts which he's been collecting for many years. He also rebuilds/restores 'Bees. If you need parts or advice consult Ed. SeaBeasts are his favorite subject. He's in Chicago at 708/464-5924, eves and weekends.
- Cowling; one flap; prop hub; four Micarta prop blades; oil cooler (needs repair); engine fan; LH rudder pedal assembly with brake; two cylinders: honed, valves ground, exc condition; engine fan; hydromatic part for prop; plus other miscellaneous stuff. Stored outside (in Alaska). Bill Bouschor, 7460 North Douglas Rd, Juneau AK 99801. 907/586-2455.
- NEW WING FLOAT STRUTS - 12 available, un-assembled but complete, for \$175 ea. 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 Greb 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 replaced: \$250. John Bolding, 713/383-3600.



PARTS WANTED:

- Hub and components for changing a 3-blade prop into a 2-blade. Also need one rear engine mount and a serviceable MA4-5 carb. John Hafner, Rt 1 Box 120, Princess Anne MD 21853. Ph 301/651-9138.

* * * * *

LATEST NEWS ABOUT PARTS:

We've just now received word from AEROTECH SERVICES, Tacoma, Washington, that they are now geared up for ALL work, including engine replacement or conversion. This is member Don Wallace Jr's outfit, which he's been building up to for some time. Now he has some expert help, Merritt Kline, who contacted me about their progress, and has this to say:

"We currently have five RC-3s in our shop/hangar at the Tacoma Narrows Airport in Gig Harbor. Another is in storage waiting to begin its journey through the restoration process and back to the joys of water flying.

"The lack of replacement parts has made it necessary for us to make many replacement parts along the way. Because of our machine shop and extensive metal forming capability, we are able to deal with almost any situation encountered and make the repairs necessary to return these aircraft to superior airworthy condition.

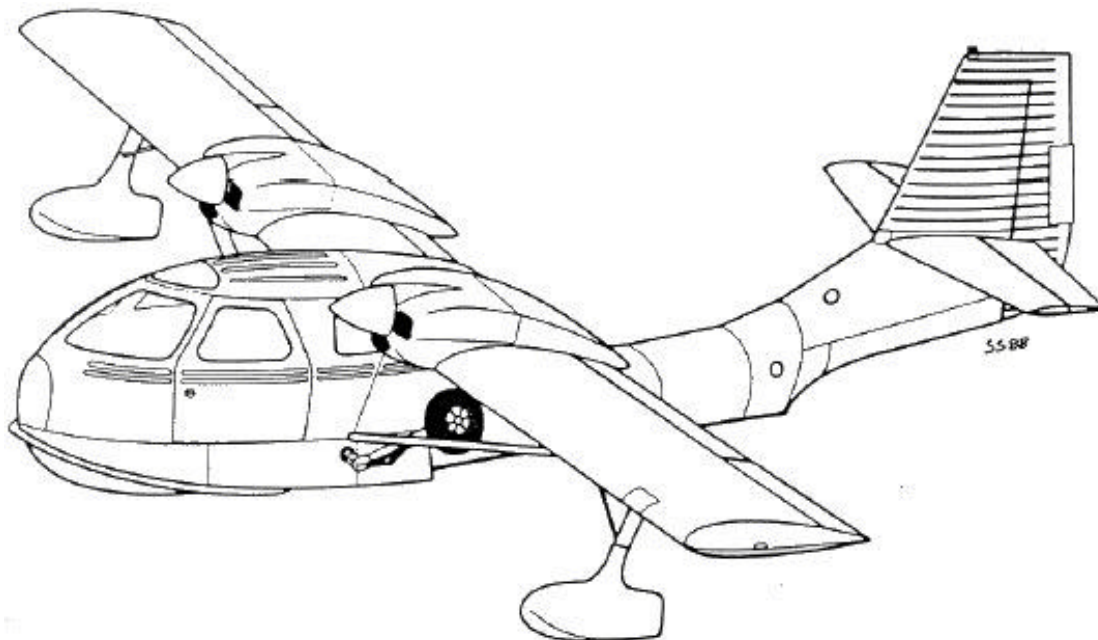
"We have several new SEABEE projects in the works that may be of interest to Club Members in need of maintenance, modification or replacement parts for their 'Bee. We are currently pursuing an FAA-approved parts manufacturing program that would allow us to provide new FAA-PMA replacement parts.

"We will be conducting a survey soon to determine which critical parts are in greatest demand and keeping SeaBees grounded. Additionally we are negotiating with Joe McHugh to manufacture and market his Simuflight products while he continues to develop additional modifications and upgrades for the SeaBees.

"Don and I are planning to be at Clear Lake for this year's flying event and look forward to meeting you there. We intend to fly down with Russ Mager in his Simuflight Bee, N6167K. See you then." /s/ Merritt Kline

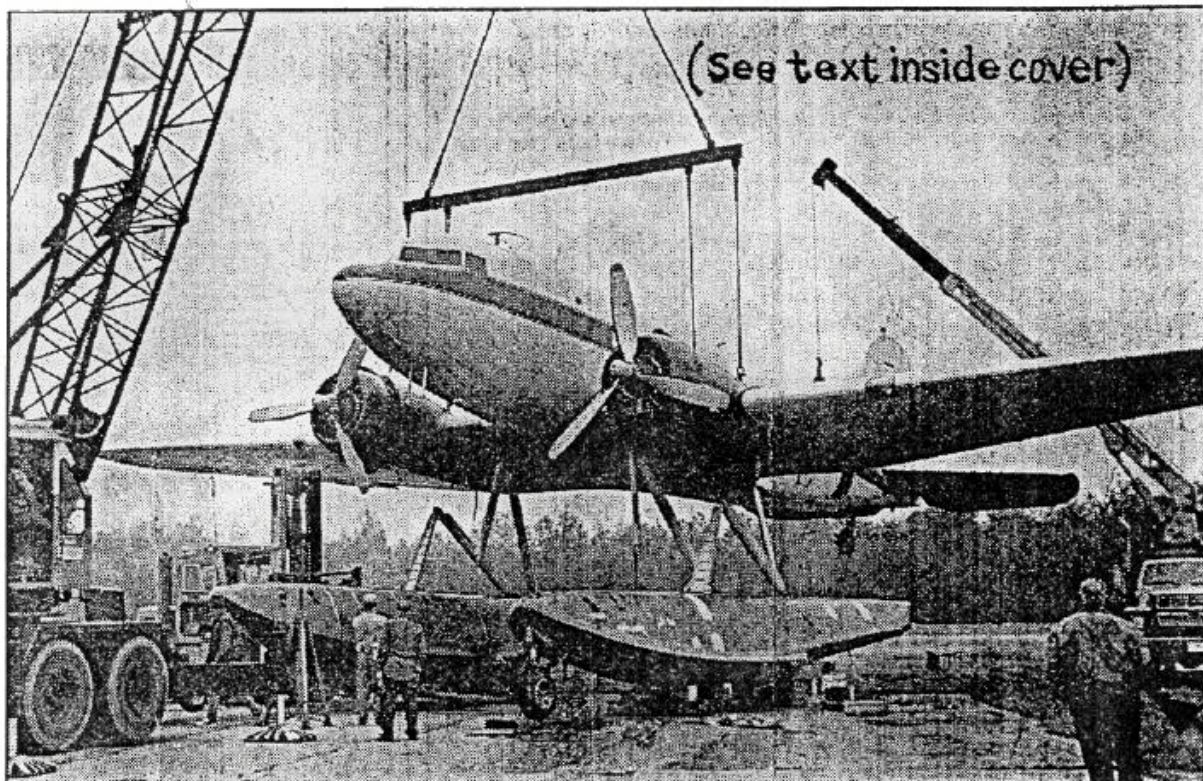
W.E. Aerotech Services, 1302 26th Ave NW, Gig Harbor WA 98335 Ph: 206/851-6461

Happy 'Bee-ing !!
Dick & Peggy





Marvin Scripfer, sn606, NC6377K



DC-3 being attached to floats as explained on page 8.