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

Newsletter #23; December 1990

We hope that you had a wonderful holiday season and received all the toys that you wanted for Christmas. The Club wishes all of you a great New Year, happy, prosperous and healthy. And peaceful - peace in the whole world.

Despite the looming January 15th "D-Day" (Dooms-Day?) threat, we'll hope that sanity prevails. As a former Marine Corps MP and Combat & Weapons instructor for six years, I have an abiding interest in the proceedings.

My younger son, Rand, (Sgt, USAF), is involved in that effort as a KC-10 (military version of the DC-10 airliner) "boomer" (aerial refueler) in the operation, based in Goldsboro, N.C., and much farther east, somewhere, closer to the desert. Rand (we call him "Randy" for short) was involved in a SeaBee adventure recently that will pique your interest.

Does the ship "Central America" ring a bell? It was a 272 ft. wooden vessel) used to carry gold from the California gold mines on the Panama to New York leg, and which went down in 1857 with more than three tons of gold on board.

In the December Reader's Digest you may have read of that old sunken treasure ship, recently detected about 200 miles east of Charleston, SC. One of our Seattle Club members, Steve Gross, contracted to fly supply for that distant operation. Since the research vessel, anchored firmly in position over the "Central America", more than a mile below, could not be moved, there had to be a quick method of supply over those 200 miles. Enter good old "low and slow" Republic RC-3, sn537, N6314K, known as "ship's supply plane" on page 81 of the R-D article.

Steve flew the 'Bee back and forth to the ship out of Charleston, carrying small supplies, and returning with core samples, etc. This went on for some time. What's that? You're wondering how those transactions on the high seas took place?? In a 'Bee?

Good ol' aeronautical engineer Steve rigged up lines from the cockpit to the float struts that could drop, or pick up, small articles, like samples, etc, without his actually landing, except on the rare days of flat calm seas. Clever. The ship's boats were the "go-betweens".

Eventually he had to get back to Seattle biz, so Randy, having literally grown up in our own 58K, and based nearby, took over the shore-to-ship operation. You may recently have seen a television special about that ongoing treasure operation and learned about the exciting adventure and search. However, on television they only showed a companion Royal Gull, not the SeaBee.

For further details see December 1990 Reader's Digest, page 79, "Sunken Treasure".

The club is very proud to have two members with current books in publication, both concerning aviation, of course. Each has been mentioned in previous issues, but we want to repeat here how to get copies, if you didn't receive any for Christmas or just want to treat yourself. (See next page)

Frank Strnad and Mike Machat, both of whom are Republic aviation Corp. "family", are involved, separately, in "book biz".

Mike is a superb artist whose illustrations you've seen in EAA's Sport Aviation: such as the prize-winning "Seabee on the Step on Lake Tahoe" (large signed copies of that work are still available from Mike. See Directory, also Club News #10 for a miniature color copy. Club members get 10% discount.)

The 1987 book, "Pan Am, an Airline and its Aircraft", is an illustrated history of the world's greatest airline. From cover to cover, Mike's very accurate drawings are really great.

Mike's uncle, George Hildebrand, was the Project Design Engineer on the SeaBee cabin. (See item "T104, Philosophy of Design of the Cabin", 6p - \$5).

Frank was hired by Republic in 1943, when the venerable P-47 Thunderbolts were being flown off to war on all fronts. There were more than 10,000 built, but now no more than 5 or 6 remain.

Then came ol' RC-3 down the production lines, in 1946. Following the 'Bees along the same lines, in mid-'47, were the P-84s, jet-powered.

Finally, after nearly 32 years, Frank left Republic when it became Fairchild, and the mighty A-10 "Warthog"/"Thunderbolt II" were being built.

He has helped the SeaBee Club Research Dep't (me) with contributions of old Republic articles, bulletins, papers, etc, copies of which are now available to you.

His book, "Picture History of Aviation on Long Island, 1908-1938" has rare and beautiful historic photographs of the early days of aviation and will give you hours of enjoyment as you peruse it. The book has sold quite well and is available from him (or your local aviation bookstore) for \$13.40, postage incl.

MOGAS STC FOR RC-3: More members are asking about the possibility of acquiring the legal paperwork to allow SeaBeasts to use auto fuel, which, in my opinion, is a necessity for Franklin use. I'm convinced that the reason my B9F is too clogged up to fly is that she's been able to get only the new (BAD) stuff. Several members have already contributed funds toward solving that problem. Jon Jolly was the first (Jon, you probably thought I'd forgotten by now), and now Dr Ken Turnbull has put some money in the pot. If we can get enough cooperation toward that goal in this Club project, and someone who knows how to start the legal process, we should all benefit. Anyone care to tackle the legalities of acquisition of the STC??? Please? Franklin 'Beasts still far outnumber the others. Many of us are grounded by fuel problem.

WINTER-TIME SKIING: As far as I know, please correct me if I'm wrong, Dr Andy Chapeskie is the only one with a SkiBee operation in recent years. Anyone else? Several years ago Federal Ski Company, in Minnesota, went out of business and, rather than throw away the blueprints, sent them to me, for whatever good that may be to any of you.

TWINBEE UPDATE:



Hugh Donahue, long-time SeaBee friend here, has just acquired Jon Brown's (SPB) Twin, N9507U, sn17, and is deep in the heart of rectifying all the problems that accrue in a training seaplane. Hugh has earned his CFII after a strenuous course of study and flying at American Flyers, Executive Airpatch, FLL and is now instructing there. (Must have been a star pupil) He hopes to eventually incorporate the twin 'Bee into his instructing plans. Hugh grew up with a 'Bee (sn887, N6704K) in his backyard, Palm Island, Miami Beach, where taxiing the ol' bird down the ramp and into Biscayne Bay was as easy as getting into the car to go places.

Brown's SPB recently bought Bebe Rebozo's old Twin, N123BR, sn12 (formerly RC-3 NC6562K) which had been based in this area.

Harmon Leonard has had his sn8, N9503U "forever", in Seattle. Lionel Ladouceur used to have sn20, C-FLCL (N9511U), in Quebec.

TwinBee Info continued:

Brian Woodford now has UC-1, sn21, N9509U, in Ft Worth where he has had his new bird painted to his specs, which is using the basic design that Richard Bach used on his N6466K, back in 1970. Brian used blue and red stripes (on white) instead of Bach's red and yellow. (See item "L3 - ADVENTURES ABOARD a FLYING FLOATING SUMMERHOUSE" by BACH: 7P - \$5(+\$2 FOREIGN).

I believe that Brian's sn21 was the first to have a water rudder incorporated by Gigante. The previous 19 did not have that helpful item. (You're wondering about the disparity of serial numbers? Joe did not want to use the superstitious number "13".) John van der Bunt sold his sn3, N428MD, (formerly RC-3 sn362, N6174K) to Stu Hanley, Miami; Endicott Davison owns sn22, N9508U, and George Tuttle has the last one made, in '87, sn24, N77GT, in Massachusetts, which is for sale and listed in the classifieds of the Royce Report. This beautiful STOL TwinBee has only 60 hours TT and is equipped with EVERYTHING. (Stormscope, loran, etc)

NOTE: After flying the standard (no water rudder) Twin, I discovered that in the water, with one engine started and TRYING to start the other, she goes in circles, which may not work out well if you are near the shore, or other obstacles.



For anyone interested, we have complete UC-1 TwinBee owners' operating manual available. If your manual doesn't have 56 pages, it is not complete. (Call us) Order "N16 - TWIN BEE FLIGHT MANUAL": 56 p.- #24. (\$5 extra for foreign mail)

Member Bob Dorr is the editor of the Royce Report magazine (Mailed free to qualified aircraft owners. Send your name and address to him at POBox 2357, Danbury CT 06813. Mention the SeaBee Club.)

Each issue of the Report has a page devoted to "The Seaplane Scene", usually containing a reference to SeaBeasts, plus pages of aviation news from around the nation. The remainder of the 48-page magazine is commercial ads.

Don Fox, a member and bush pilot in East Africa, would like a partner in the purchase of a SuperBee. He will be home in Connecticut some summer months to fly it, otherwise the partner would have it for his own use from October to June. Box 3044, Arusha, Tanzania, East Africa.

MEMBERSHIP ALERT: Tom Hurd advises to BEWARE of the "Franklin Engine Club." Phone Tom for elucidation. (Consult your Directory)

SAD NEWS: Member Berger Iverson died in August in the crash of a Cessna 152 into Miami waters. He was a member of the Norwegian Consulate in Miami.

NEWS RELEASE - SUN`N FUN FLY-IN. Tampa and Orlando's TCAs became effective 29Sep90, but the FAA has "lifted" the veil for those aircraft without transponders or encoders, who can then contact Lakeland ATC tower from outside the veil for landing, and for departure. (They don't say what "no radio" folks are to do.)

The next splash-in that you'll want to know about is SPA's annual event in Speculator, NY, in the Adirondacks, June 14 thru 16. However, if you want to capture some space for your waterbird on the beach you'd better be there the 13th. There will be about a hundred seaplanes, weather permitting, parked on the beach. The airstrip, Piseco, on the opposite end of Lake Pleasant will have about 80 planes flying in to there for the event. (Shuttle bus service to the beach from the airpatch.)

FRANKLIN ENGINE COWL LATCHES:

You know how exasperating the unlatching can be - you get one open, move to the next, which makes the first one re-attach itself, or you get to the other side and one on the opposite side catches, right? A member sent this solution: remove them and attach them upside down. The catches then hang down until you re-latch them. GREAT! Why didn't Republic think of that??

FRANKLIN ENGINE PARTS:

EAA's Sport Aviation classified section still carries ("limited") parts from Charlie Sullivan, C&S Enginery Co, POBox 1112, Bolingbroke IL 60439. Phone 312/759-5775. Mention the SeaBee Club.

ATTENTION FRANKLIN BEE-KEEPERS: Check your Prop Reverse Safety Spring for correct position.

(See MANDATORY Republic Aviation Corp. Service Bulletin No. 21. (14Oct47, 2 pages) Make sure that your Safety Spring is pulling the prop valve lever FORWARD, as illustrated in Bln.#21.

If yours is pulling the lever AFT, remove it and reconnect it so that it's pulling the lever FORWARD. Our warning once again: DO NOT FLY IT UNTIL IT MEETS REPUBLIC'S CONFIGURATION ! ! !

Several 'Bees, and "Bee-keepers, have met an untimely end because of that spring pulling the lever aft. If the prop reverse control knob cable works loose, or breaks, with the spring tension in the wrong direction, that could cause the prop to change pitch toward the reverse or neutral position, with NO thrust. Important: If you need that bulletin, with drawing, we have it as item "N12 - Service Bulletin #21", for \$2.

If you want the entire collection of those bulletins (#1, 18Dec46 to #25, 6Oct53) order item "T5 - SERVICE BULLETINS", (86p) for \$34 (+\$5 foreign).

RC-3 STCs: We've just added a bunch of reference items available to you, one of which is "T127 - FAA List of RC-3 STCs and Ads", (Jul'89); 4p - \$3. Several of you have asked about it, now you can order it.



IS YOUR EMDICAL CERTIFICATE CURRENT, BUT NOT VALID? _____
(Reprinted from the FAA Flight Standards Communicator)

We are all familiar with FAR 61.23 and the validity periods of the various medical certificates, i.e. the Third Class Medical is valid for 24 months; Second Class for 12 months; and the First Class is good for six months. However, how many pilots are familiar with FAR 61.53? This regulation states that..."No person may act as pilot in command or in any other capacity as required pilot flight-crewmember while he has a known medical deficiency, or increase of a known medical deficiency, that would make him unable to meet the requirements for his current medical certificate."


Just what does this mean? Basically, if you know that you have a medical condition which would preclude you from passing your flight physical, then your physical certificate is no longer valid even if the expiration date is still a long way away.

Another way to say this is that a CURRENT medical can very well be a NON-VALID medical. Quite often pilots are heard making a statement to the effect that, "I need to get this medical problem cleared up before my physical because I know that I will never be able to pass the exam in my present condition."

The main concern that you as a pilot must be aware of is that if you should operate an aircraft in your "present condition" you may endanger yourself, your passengers and your certificate.

(From EAA's VINTAGE AIRPLANE, May'90)

Need TIRES for your water-borne wind wagon?? We've just talked with Ron Johnson, Hawkins Aircraft Tire Co, in El Cajon CA 92022, ph 1-800/321-9717; he has 8 good reasons why his retreaded tires (mains only) will save you money. Here's a price comparison example: his 650x* is \$37. Five years ago Desser Tire had 700x8 Uniroyals for \$75 ea. They may be twice that now.

The 650x8 is just slightly smaller than the normal 'Bee feet, but the difference is minuscule. Unfortunately they don't have tailwheels. If you order them please let us know your opinion. 

Thanks to Bob Redner we've just learned of a former Republic Aviation employee, who is also an EAA member, Art Wiggins. Art has an old Republic "boat" for sale. Said boats were the forward hull section, bow to transom, that were surplus after the SeaBee production line shut down.

They were used at company picnics, races, etc, and had small outboard engines.

Art:


"What I have is the lower forward part of the hull from the nose back to the step and from the keel up to the first major longitudinal splice. This section was taken from surplus at the end of the production run and was never on a flying airplane. It was, however, made into a small runabout boat, first as a waterjet and later as an outboard with a Johnson 18 for power.


Whether or not it could be put into an airworthy use is debatable; however, it has never been bashed, has very little corrosion, and is in otherwise fair shape. It would certainly be of use for cannibalizing of some of those compound shaped bottom skins.

Then, too, one of you Seabee guys might just want to restore it as a boat. Even though the section is only 11 feet long it makes a dandy little boat and handles chop pretty well because of the deep V shape.

I want to get \$300 for it which is more or less what it would be worth in boat form."



I don't know about you, but I would certainly like to have that "boat" just for nostalgia, if nothing else. Republic memorabilia. I've seen fotos of them racing in the old Company newspapers. (See foto of 'BeeBoat elsewhere in Newsletter) 

Another pictured variation of that "Surplus" theme was the use of the wing floats. Three of the floats, in "tricycle" juxtaposition, held a structure, with seat and control stick (hydraulic pump handle?) and gyrocopter blades, towed aloft behind the boats. How 'bout THAT, sport fans! 

News from "Upside down land":

Les Coleman and his gang at Moorabbin Airpatch in Australia are resuming restoration of their sn668, VH-KNA. Ol' Franklin is being rebuilt, and they're hoping to get lift struts (theirs are too corroded) and lower lift strut FAIRINGS from the U.S. or Canada to complete the job.

As far as I know, correct me if I'm wrong, Les, -KNA will be the only flying 'Bee left in Australia.(?) Is the radio station 'Bee in Perth still flying?

SPENCE 'n ANDY news: They're both doing as well as can be expected for their ages. Col. Andy just celebrated his 80th! He's still handling AirCar problems and inquiries. The guy who bought all the AirCar rights, and promised to keep it going, has fallen by the wayside apparently. Spence has finally slowed down to a more appropriate pace for his age: on the 30th of April, mark that date, Percival Hopkins Spencer will be 93. That's remarkable in itself, but consider this: his first solo was in 1909. Six years after those Wright guys' flight. His flight was in a hydro-glider that he designed and built himself. It was towed behind his father's power boat. Remarkable indeed.

Victor Eyal, of Orlando, has sent an update and photo of sn834 (formerly N6563K) which has been restored and is in the Israeli Air Force Museum.

"The enclosed picture was published in "Yediot Achronaut", the most popular and widely read newspaper in Israel, in June. Translation of the picture's caption: "---most recent addition ---Seabee obtained in the U.S.---a SeaBee was in the service of the Israeli Air Force from 1947 until after the Independence War." (See copy of newspaper photo on Newsletter back cover.)

The headline says "To Complete the Collection".

Victor says that when he saw it in August her wings were installed and it looked complete. Gen. Turner, the Air Force Museum Commander is looking forward to getting checked out in her himself.

She, sn834, has obviously found a good, safe home. Thanks to all of you who helped. I'm sure that Victor will get a photo of the completed 'Bee to us when possible.



Keith Mitchell, (CF-KKK, sn853) in St Catherines, has this helpful winter hint to pass on for laying up: "Fill the fuel tank, or fog the interior with a light coat of good quality #10 engine oil (no additives) to retain its elasticity".

Thorleif Diesen, sn829, LN- ?, near Oslo, wants to know if there's a wing extension kit. Inbody know of a kit that's available??? We, the Editors, have the drawings and instructions and paperwork, but I don't know of a kit, per se. We have item "T121 - SeaBee WING TIP SPILL=PLATES INSTRUCTIONS AND DRAWING (STC #8A-3-28); 4p - \$5(+\$2 foreign)."

Thorleif also needs a tailwheel tire and tube, a water rudder and both lift strut lower FAIRINGS. Can any of you help? Those items will complete his restoration project.

HELP!!! SEABEE CLUB EDITOR NEEDS HELP!!

We need a few pages from the Republic DEALER'S BULLETINS: ALL of No.20; the WIGGINS letter of No.21; ALL of #23; the SHEEN letter of #24 and the CLEMENTS letter of THE LAST CALL. We'd sure appreciate borrowing your copy of ANY of the above, to complete our collection. After copying we will return them immediately. PLEASE !

Upon completion the Bulletins will be available to the membership.



AMPHIBIOUS DC-3: We have more information about the DC-3 on amphibious floats that was featured in Newsletter #21, including a picture on the back cover. It has attracted a lot of attention since being outfitted in June, 1990, and is now the world's largest twin-float seaplane. She's normally based at Dick Folsom's Seaplane Base on Moosehead Lake, Maine, and at the Greenville Airport there. But with snow and ice looming, she had decided, like so many other old folks, to winter down here in south Florida like other northerners do.

If any of you have a hankering to partake of some amphibious DC-3-ing, vicariously, she's at Butler Aviation, Palm Beach International Airport. They may give GROUP rides upon occasion - Sun'n Fun, for instance.

She cost \$2.2 M and is VERY expensive to operate.

The EDO AMPHIBIOUS FLOATS are model 78-29400 (For C-47C). Weight is 2,000 lbs, the length is 42 feet and the beam, 5'8.

Lou Hilton is in charge of the -3 down here; call us if you need his local phone number.

JUST IN: While we're on the subject of Florida there's a seaplane related event the third of Feb, about 120 miles NW of Palm Beach, 70 south of Orlando. The Feds are having a Safety-Education Seminar at the famous River Ranch Resort, the afternoon of 3 Feb at 13-1700hrs. Try to go for the weekend!

Jay Frey, the always entertaining EDO VP, will be there with films and tales of flying seaplanes in the Arctic, etc.

River Ranch airpatch (code 2RR), has a 5000' paved runway and a large ramp and tie-down area. They're expecting about 40 amphibs, including a Chalk's Int'l Airline turboprop Mallard. ("G-73T")

Dr John Lauber, Washington D.C. member of the NTSB, will tell us about Seaplane accidents and problems and how to prevent them.

And Capt Charlie Mitchell will be there for help with Seaplane check rides (SES & MES) and seaplane operational problems.

Lou Hilton told us that the -3 will probably be at River Ranch, where the world's largest floatplane will be the hit of the fly-in.

For overnite accommodations at RR call 1-800/654-8575.

(In Florida: 1-800/282-7935)

And it really is a real dude ranch, horses and all.



Tentative plans call for the DC-3 to be at Sun'n Fun, then the nearby TICO/Valiant Air Command airshow, and later Daytona, then back to Moosehead Lake, Greenville, Maine.

Planning to go to SUN'N FUN? (Apr 7-13) WANT TO FLY AT MACH 2? Here's your chance: British Airways is conducting a survey to determine the interest in a CONCORDE visit to Sun'n Fun. If there's sufficient interest it will happen. The plan is for two charter flights of one hour and fifteen minutes, flying at 60,000 ft at Mach 2, with dinner served on board over the Gulf of Mexico, followed by a series of fly-bys at Lakeland Regional Airpatch, home of Sun'N Fun. Interested??? Call Cindy at the Travel Galery, phone: 813/646-1426. (5343 S Florida Ave, Lakeland FL 33813)

Flash !!! FANTASTIC GOOD NEWS FOR ALL SEABEE OPERATORS !!

W.E. AEROTECH SERVICES (Club member Don Wallace Jr, Seattle) has just advised us of what amounts to the literal salvation of MANY 'Bees.

Perhaps some of you have already heard the same welcome news. If not, here's the gist of it.

Aerotech and Simuflight have agreed to combine their efforts to help us all by making new, STC'd parts available either as kits, completed installations or individual parts.

The following is a partial list of what they will be able to make available.

- 1 Lyc GO & IGO-480 series installations. Including new Hartzell 3-blade and dynefocal engine mount, etc.
- 2 16-inch wing extensions, with flaps and ailerons moved outboard (smoother air to prop) and new control cable installation.
- 3 Overhauled electro-hydraulic Power Pak.
- 4 Improved Spray Rails.
- 5 New Southwind Heater.

"Perhaps the most newsworthy development is our establishment of contracts with Republic Aircraft Mfg. Corp. and SKY Enterprises Inc, holder of the SeaBee Type Certificate. Under the terms of these agreements, W.E. Aerotech Services will provide manufacturing and marketing services for spare parts, those that are identified as being in the greatest demand, and the lack of which are keeping SeaBees on the ground. We are already producing rudder and elevator hinges as well as upper and lower fuselage lift strut fittings.

"These parts are now available and can be purchased by contacting us directly."

(See News #21, page 11, for previous Aerotech information)

ATTENTION: This is your EDITOR speaking: Please advise Aerotech of the parts you need most, sn of your 'Bee, your name, address and phone number to:
PARTS SURVEY, Aerotech, 1302 26th Ave NW, Gig Harbor WA 98335.

Bob Redner (N6283K, sn496), wrote: "it was a sad day here when I heard the news about George Pomeroy. He was a true SeaBee person. He taught me how to keep the Franklin healthy, respect them and understand their limits.

I have the tools George used to overhaul the Franklin cylinders and I hope to be overhauling cylinders in a year or so. This will include NEW cylinder liners, valve guides, exhaust valves, etc."

Bob also writes that he is seeking PMA approval on the fuel pumps he manufactures for the Franklin. He is also available for 'Bee advice, inspection and instruction (although not a CFI or A&P). He also recommends the use of ACF-50 for corrosion control, and the installation of a fuel boost pump to facilitate starting and as a backup for fuel feeding. (Which your editor has been espousing for years.)

Bob has the good idea of replacing the original fiber control cable guides with new ones made of the new slippery tough plastic, Delrin.

Thanks, Bob.

MEMBERS PLEASE NOTE:

Regarding the ordering of our "REQUIRED, NECESSARY, TECHNICAL and LITERARY" items: we are modifying, and lowering, the postage prices for MULTIPLE orders. If your order is for more than six items we will reduce the stated (total) postage cost by 10%.



SHIP'S STROES

- SeaBee PINS/TIE TACS
The green & gold enameled one, or the silver- or gold-colored version, is \$9 ppd. (Be advised that U.S. postage will be much higher soon)
- SeaBee Club Golf/Polo SHIRTS, of excellent quality, 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 embroidered and/or "N" number, or initials, it's only an extra \$1 per line. Price per shirt is \$30 ppd. In U.S. (Extra for Canada and foreign.)
- All NEWSLETTERS back issues (#1-22) are available for only \$2 ea.
- Extra membership DIRECTORY, \$5.
- Republic SeaBee LOGOS (two versions of state-of-the-art replicas): vinyl pre-spaced, 3-layer, press-to-apply, exact color copies of the original Republic decals.

The 6 ½ x 9-inch oval dark blue Republic logo, with silhouettes of three P-47s in trail, which were originally applied to the SeaBee's vertical stabilizer just above the "NC" number, are \$12 ea, ppd, or \$23 for two. (One each side)

The "determined 'Bee in flight" logo outlined here comes in large or 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 the same multi-layer configuration as outlined above.



SMALL is \$19/pair. LARGE IS \$37. ALL OF THESE ARE POSTPAID

REMINDER: Please make ALL checks payable to SEABEE CLUB INT'L.

New members whom we want to welcome aboard include: Morton Dunning of CT and FL; Graham Sutherland, FL; Tony Acosta, NJ; Mike Carey, MI; Greg Zacek, CT; Gene Bottolfson, IL; Dr Forrest Bird, ID; Doug Campbell, BC; Pat Sheil, FL; Keith Hiebert, AK; Tim Klingman, AZ; Andre Swygert, FL; Eric Heins, MI; Mike Langford, BC and Dick Bernard, WA. We hope you all enjoy the Club. Please feel free to phone or write for any info or help. It's YOR club. HELP PRESERVE SEABEES!

CLASIFIED

SEABEES FOR SALE

- Capt Tom Holland wants to sell his sn673 (N6428K), B9F, 200 SMOH, prop AD 9/89, Annual 12/90, new paint, droop tips, wide rails, lots of spare parts: \$34,500. Ph 305/451-3910. 377 Bahia Ave, Key Largo FL 33037.
- N6208K, sn408. Contact John Domin Jr, RR 6, Box 6529, Moscow PA 18444. Ph 717/842-9653 (ofc 344-7533).
- N6501K, sn767, SIMUFLIGHT Lyc GO-480, TT 522 hrs, 18.3 SOH, Annual Oct'90, Prop Cuff AD complied with, new Narco Mk12D, wing Extensions w/droop tips, wide rails, newly sanded & painted white (waiting for your choice of design). Richard E Saunders, POBox 1196, Bandera TX 78003. Ph 512/796-3200.
- N75896, sn946, being rebuilt to like-new condition. LYC GO-480. For details: Henry Ruzakowski, 6791 Douglas St, Hollywood FL 33024. 305/961-5280

PARTS FOR SALE:

- Hartzell 3-blade reversible PROP for Franklin. Good blades with good clamps (serial numbers legal) - needs to be re-certified by prop shop. Henry Ruzakowski, 6791 Douglas St, Hollywood FL 33024. 305/961-5280.
- Three #8433L BLADES excellent condition, \$2500 as is, or \$3000 yellow tagged overhaul. Don Wallace Jr, 206/851-6461
- Wind damaged 'Bee w/wings and other miscellaneous parts, disassembled B9F and some 2-blade prop parts. Tom Holland, 377 Bahia Av, Key Largo FL 33037. Ph 305/451-3910.

PARTS WANTED:

- Thorleif Diesen (moshi moshi) needs WING EXTENSION KIT or PARTS, plus wing Strut LOWER FAIRINGS (upper fairings are only cosmetic), complete, or templates or description for duplicating. Also Lyc GO-435 conversion kit/STC. (Contact Joe McHugh or Henry Ruzakowski)
When the project is complete it will include the original 1946 Hallicrafters SKYPHONE Model CA-4, (See reference item "T40, 2p - \$3") presumably not operable. Thorleif's address: 3576 HOL, NORWAY.
- Bob Stein needs a LIFT STRUT & FITTINGS, Franklin CYLINDER, 4 EXHAUST VALVES, PROP CONTROL MECHANISM, FLAP CYLINDER, WING ROOT FAIRING. 914/292-4437.
- Tim Holt, 318/424-7323, needs 2 L8433 Hartzell PROP BLADES.
- Mitch Zehr needs ENGINE MOUNT PARTS #1308, 1 ea; #1307, 2 ea; and #1087, 1 ea; and WATER RUDDER. Phone 815/398-1107.
- Gene Letter, 47 Aspen St, Daytona FL 32124, needs an airworthy B8F OIL SCREEN Part #15276

Sorry about the month's delay in getting this out. Not only the Newsletter updates and interruptions, but 'tis the season for visitors to Florida, and much of our time has been spent with Club members at various airports. It is a joy to meet and talk with you all - just call when you're coming, we'd love to see you!

Happy 'Bee-ing,

Dick & Peggy