

# Seabee Club Intl.

Capt Richard W. Sanders  
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(305/979-5470)

Membership: \$18/yr U.S.; \$20 Canada; \$23 foreign, U.S. funds.

Dedicated to the preservation  
and enjoyment of our 45-year old  
water-borne wind-wagons, the RC-3.

Newsletter #24; April 1991

Sun'n Fun was great as usual, with many Club members present at both the airpatch during the week, and Friday at the lake. But only four Seabeasts were there. We had expected many more, especially from the Central Florida Wing of the SeaBee Club, near Daytona.

Unfortunately the notebook that I've been keeping SeaBee notes in for many years must've dropped out of my pocket at the lake shore. It contained all the "N" numbers and names of members there. Without it, I can't be sure that I have remembered everyone there and their 'Bees. Sorry if I forgot someone.

The club member who attended from the farthest was John Coleman, from just north of London, who comes over for this event every year.

The Sorensens, Big Jim and Dete, came out from California by airline, stopping for a visit at Antiquers' Aerodrome in south Palm Beach county to visit member Willie Ropp before the three of them went on to Lakeland.

Jim Poel and his wife Lovada flew their N6240K over from Daytona Beach, and Jan Bem brought his Lyc-powered N6356K from Miami Beach. Seen at the Sun 'n Fun airpatch were Jim Zantop's N451Z (sn584) from Whitmore Lake, Michigan, and Les Christianson's N6523K from New York, which was sold during the airshow to new member Gary Halverson from Las Vegas.

Jon Brown and his group from Brown's Seaplane Base in Winter Haven were at the lake with their TwinBee and the J-3s they use for instruction and seaplane ratings. As usual, they led the seaplane flyby which is part of the Friday airshow each year. Jay Frey flew his EDO C-206 over to the lake from his #1 exhibitor's spot at Sun 'n Fun.



Although there were only the three 'Bees and the TwinBee at the lake on Friday, some other interesting aircraft were there. The niftiest and most unique was Willy Ropp's beautifully restored little Travelair on amphibious L2260s. She's a 1933 Curtiss Wright 16E with a 165hp Wright J65 engine. The workmanship on Willy's recently completed project was greatly admired by the crowd.

Other members seen at the airport or the lake were Joe McHugh taking time off from Simuflight in Kent, WA, and B.J. Woody, over from Burnett, TX. Don Kyte stopped for a few days on his quest around the U.S. looking for a C-337 for his Part 135 operation in Alaska. Jim Bumgarner came in from Warrensburg, MO, and Henry Ruzakowski drove up from Miami, looking forward to flying one of his Bees in a month's time when his restoration project should be completed.

Mary Frances Silitch, formerly head of Seaplane Pilots Association and now doing her usual super job as Editor of Private Pilot magazine, and husband, Nicholas, flew over from Laguna Beach, CA, in their Debonair, but had to leave before Friday's lake festivities, as did some of our other Club members whom we may have missed.

It was great to see Dick Folsom and his family at the lake, down from Folsom's Air Service, Moosehead Lake, Greenville, Maine. Dick was named SPA's Pilot of the Year for 1990 and was featured on the cover of the Fall issue of Water Flying with the world's only DC-3 amphib. He was one of the leading forces behind the restoration of this historic aircraft.



One of the highlights at the airport was the display of the amphibious DC-3 that, on Friday, slipped the surely bonds of the airfield and landed on Lake Parker for us to see. Friday is always "Seaplane Day" for Sun 'n Fun. She flew quite close overhead for awhile, for photos, then did, in Texas parlance, a "dip 'n git", a half-mile away, too far for most photographers to record.

The "Dizzy Three" then went to St Augustine for refueling, etc, then back north to eventually get home to Folsom Air Service at Greenville's Moosehead Lake, and airpatch, Maine, for the Summer.



If you've just joined us and have not gotten Club News#23 you'll want to know about, and participate in, the seaplane extravaganza the weekend of June 14 thru 16 at Speculator, New York.

Beautiful Lake Pleasant, nestled in the foothills of the Adirondacks, will experience about one hundred seaplanes, including at least three 'Bees, and sometimes six or seven, taxiing up to the long sandy beach on the eastern shore. Nearly a hundred "wheelies" will land on the nearby airpatch, Piseco, with bus service to and from the beach.

For more info call Seaplane Pilots Assn, 301/695-2083, or call us.



Here in Fort Lauderdale, we have had some visitors from Sweden, first Hasse Forslund, looking for a Lyc-powered RC-3, then Bjorn Ek (sn120, SE-IIO) and his lady, Anita, vacationing on our famous beach.

We really enjoy meeting our Club members whenever we can.



Thanks to Bruce Hill, Hollywood, FL, member, who loaned us his copy of the "Air Age" issue of LIFE magazine. We were fortunate to be able to find a copy ourselves in a memorabilia shop that specializes in old magazines. It is a "special issue" devoted only to aviation, with the subtitle, "Man's new way of life in world reshaped by conquest of the skies". The Seabee article begins on page 99 and is titled, "Wings for Weekends" and tells, with pictures as well as text, of three Seattle 'Bee owners and the fun that their families have flying together to beautiful wilderness spots in Canada and Washington. We wish you luck in finding your own copy of this special issue of LIFE: June 18, 1956.

At some point in your SeaBee-ing you're going to have a water rudder POST problem. For example, you are going to land on ground, but the tailwheel, for some reason (I'm speaking from first-hand experience), will not lock down. The mains are locked down (the over-center "clunk" under the rear seat tells you that), but there will be no green light without the T/W microswitch continuity.

This is but one reason to have a mirror on the starboard float also, not just portside. No green light?? Check the mirrors for a silhouette of the wheel. Landing with tailwheel up? (Or not locked down) Consider the angle of the ship in that case, in relation to the water rudder. Result? Bent or broken water rudder post.

If the post is bent or broken you have Grade A problem. Visualize where that post is in relation to the only access to it. Right. A handhole only, on each side of the tail boom. Room for only one arm per side. Fill the hole with an arm and you can't see. Then someone else's arm must fill the other hole in order to work anything together, by feel alone.

Have a long flexible shop pick-up "fingers" to retrieve the dropped stuff from the bilge.

You can understand the problem.

The solution is to have a stronger, permanent tube in place, into which the replaceable, breakaway water rudder post fits. Then all repair work is accomplished outside the hull.

Years ago (see News #3, p6) George Pomeroy sent us instructions and drawing of that great idea. Let us know if you need that info.

NEW MEMBERS who've shipped on are: GORDON MYERS, CA; UZZ WAGNER, SD; CRAIG BELLERS, NY; MIKE GEARL, NJ; ART WIGGINS\*,VA; DAVE CHENAULT, KY; ED PORTER, CA; ROSS WATT, Ont; JIM RHYNE, NC; BOB FISHER, NV; RUDY NEWLON, CA; R C McLENNAN, UT; BART NAPIER (member #500), TX; ED BRITT, NY; DENNY ULLENIOUS, Sweden; CHRIS POLHEMUS, PA; "Action Products", NY; RAY MULL, MI; DAVID SHEPARD, Scotland and TYLER HENSHAW, CT. (\*Wiggins was a Republic employee during 'Bee production) WELCOME TO THE CLUB PLEASE FEEL FREE TO PHONE OR WRITE FOR ANY INFO OR HELP. This is YOUR club.



We've all acclimated ourselves to ol' RC-3's "low & slow", and realize that there's not much we can do about it. Even with the largest Lyc pushing us along she's not going to be what you'd call a speed demon. It's the hull-speed factor, right? Right.

Would you believe 189 mph?? Yes, in a 'Bee. More precisely, in a Franklin 'Bee. (Anybody care to make a wager?)

Let me entertain you with the details, outlined in Republic Dealer Bulletin No.2 (p.2 &3), 10Jul46.

"HOW THE SEABEE WON ITS NC' You who have followed the development of the Seabee from Spencer's original homemade model of cloth and wood on through Republic's first three-place prototype and then on to the present sleek and beautiful four-place production model know what a thrill it was when after six months of punishing field tests, the same Perce Spencer speaking for Engineering, Flight Test, Manufacturing and Sales on Wednesday, June 19<sup>th</sup> said: "The Seabee is ready for her N.C. tests. Let's call the CAA today."

"What followed was packed with drama, for let no one underestimate the thoroughness of the flight tests that CAA pilots give any plane seeking commercial license. We had run the tests ourselves. We knew the Seabee's wonderful performance. In our test models we had made endless refinements to ensure every phase of altitude climb, stalls, spins, changes in CG and so on through the 22 required flight tests of the CAA. Probably no personal plane ever had better engineering or a longer period of development, yet for all our complete confidence we were on ins and needles when we turned Number Seven over to the CAA.



"A grand chap, Henry Faller (CAA), came out Thursday to make plans for his test program. Friday it rained - Saturday and Sunday were not CAA work days but on Monday, June 24<sup>th</sup>, Mr Faller flew the Seabee for seven hours. On Tuesday he flew from early morning to darkness. He completed 18 of the 22 tests and we breathed a sigh of relief.

"Wednesday gusty winds prevented taking official movies of land and water takeoffs. Thursday, in dive tests made by our own test pilot, Carl Bellinger, the nose door came unlatched. Mr Faller made nothing of it. Incidentally, one dive registered an airspeed of 189 mph.

"Friday there was some unfinished business about climb tests with and without flaps - again no flying on Saturday or Sunday but at noon Monday, Faller climbed out of the Seabee smiling. He shook hands with Spence and all who were there waiting: "Congratulations Spence, you have your NC. Republic can start deliveries at once under temporary certificate which becomes final in 60 days unless review of our flight data causes us to ask you for some modification in planes already shipped".

"Announcement of the Seabee's getting its Approved Type Certificate was telegraphed to all distributors Monday, July 1<sup>st</sup>, and copies of the first news release were mailed to both dealers and distributors the same day." END

Now you know just how stout she really is, or was. She's probably a little creaky in the joints by now, though.

You'll remember that in the last Club News, No.23, we had an important last minute news flash, p.7, from W.E. AEROTECH re: their NEW Zero Time remanufactured SeaBeast program. Club member Don Wallace Jr started it and now has the able help of Merritt Kline.

IN order to give you the straight scoop, and to help in their promotion, we're quoting part of their brochure:



"The most reliable, high performance Seabees ever built are being produced by W.E. Aerotech Services, Tacoma Narrows Airport, Gig Harbor WA 98335. Ph.206/851-6461.

"Not just another pretty paint job, but a genuinely overhauled and improved aircraft. When a Zero Time Seabee rolls from our shop it really is ready for "Return to Service". Our aircraft deliver SERVICE and PERFORMANCE far beyond that provided by the original Seabees produced on Republic's assembly line.

"Our Seabee is built for the pilot who loves water, airplanes, boating and flying. The thorough restoration and modification accomplished by our company produces an aircraft that is truly NEW. Owners of our "new" Seabee will enjoy the same advantages and benefits accorded other new aircraft, at a fraction of the cost. Some of the more significant benefits are: NEW AIRCRAFT RELIABILITY, MINIMAL UPKEEP, FULL WARRANTY and STATE OF THE ART INSTRUMENT PANEL.

"As a new aircraft in 1947 the Republic RC-3 Seabee established itself as an all-purpose go-anywhere, do-anything machine. With its roomy comfortable cabin, fantastic visibility and superb water handling characteristics the Seabee became an instant winner. These qualities coupled with its unusually rugged construction have brought the Seabee through the past forty four years with an avid following of devoted owners and operators. The members of this fraternity continue to nurse their Seabees along despite the ever increasing maintenance required by these venerable machines. The lack of dependable, airworthy specimens has prevented many individuals from pursuing their dream of owning this uniquely versatile amphibian. Our "new" Seabees are here to make those dreams a reality.

"Completed conversions include 295hp Lyc/Simuflight GO-480 engine with 3-blade Hartzell, electro/hydraulic system, new IFR panel and avionics, extended wings (w/aileron moved outboard), new two-battery electrical system and longer, wider spray rails and bilge pump, among other things."



BEWARE OF DEALINGS WITH "FRANKLIN ENGINE CLUB", Rick Dion advises, which warning is about the fifth such report by members.

I met with Stinson Club president Bill Snavely at Sun 'n Fun and compared notes on problems with the Franklin Engine "Club". His experiences with them are the same as ours, with no apparent solution. He has ascertained that the "FEC" has NO certificate, NO repair station license, NO A&P on staff and NO Inspector of Aircraft (IA) available. Sounds as illegal as anything could be. How do they get away with it? We wish we knew.



As we were finishing this newsletter we got a call from Bob Woodberry, who told of his being cheated by the same Club: vital oil seal parts were omitted from the engine he had just received from them. So this warning is emphasized, being now the sixth such. TO make matters worse, that club refuses to acknowledge any wrong-doing.

How about all of you who've been shafted by them informing us, the Club, RIGHT AWAY, and then we'll pass the word back to each of you so that you all have the same common ground for possible legal action, as a group. DO IT !!!

Send me your name right now.



Also beware of ANY dealings with former members Joe Paruszewski, Don Mauk in California and Mark Davis in New Hampshire.

Club member Helena Clark is in a quandary that a bunch of us share: "Should I sell the 'Bee or keep it?!" That is the question.

She writes:

"Republic Seabee sn1054, N36WT, was Lew Clark's love of his life until his death in a helicopter crash in June '72. His "baby" was in pieces all over the hangar floor, as he had been in the process of tearing it down completely to clean every single nut, bolt, wire, etc. All paint had been removed leaving the main parts bare metal. "Therefore, after more than a year I had to make a decision as to the disposition of the collection. One person advised me to sell it for scrap. Another suggested restoration. I decided to restore it in memory of my husband.

"The 'Bee was built by Republic in June '47, license NC6764K, sn1054, which was the last 'Bee, technically, from Republic. Six more were in parts after production ceased, but were assembled later for a total of 1,060 RC-3s.

"Serial 1054 was the only 'Bee actually owned and operated by Republic, until 1958 when it was sold to Mattituck Aviation. In June 1971 sn1054 was bought by my husband, Lew Clark, who flew it to Bob Mills' Philadelphia Seaplane Base for complete dismantling and rebuild. Shortly thereafter Lew passed away. I bought out his disinterested partners.

"Without Bob Mills the project would never have been completed. He brought in Norman Corlett and between them they got sn1054 completely restored by Aug '73. After licensing it Bob and my son Larry completed the test flight. Larry designed the paint scheme and Charles Sanderson did the paint job in red, white and blue. (See fotocopy on back cover. Ed.)

"I gave 1054 the name "C-LARK" since she is both a bird, and a seaplane, of the Clark family. And since she is an Antique/Classic, with original Franklin, Bob Mills and I have exhibited her at nearby airshows to the delight of the crowds.

"In 1985 Republic Aviation celebrated their 50<sup>th</sup> Anniversary and sn1054 was invited to be part of the festivities, along with two other Club Members' RC-3s, representing all previous SeaBees built there.

"In May '86 we were invited to participate in the reenactment of the 1919 "NC-4", et al, flight of four to Plymouth, England. We were to escort, for a short distance, the two PBY-5As, one flown by Capt Lou Petersen, the Smithsonian's "Albatross" pilot, and Connie Edwards flying his own PBY. The flight left Rockaway Beach on time at noon, 6May86, for a ceremonial stop (a la NC-4) at Chatham, Mass. Republic SeaBee sn1054 has served well.

"Taking care of this Ol' Girl has been time consuming and expensive, but a pleasure, and a labor of love.

"In my possession I have an exactly marked scale radio-controlled model of the "Mother Ship", built by Bill English from a hundred fotos taken of "C-LARK".

"Serial 1054 has always been hangared and has the original panel, with Mode C added. There are no exterior modifications from original, except the metal prop. Additions inside: ELT, Mk 12 radio, transponder and encoder."

If you are interested in owning such a beautiful Classic, please call Club member Helena Clark at 215/566-5869, in Media, PA.

For further corroboration of the attributes of "C-LARK", or to see it, contact Bob Mills, Philadelphia SPB, 215/521-363.

**CLARK**

Going to sell your 'Bee?? (Personally, I can't stand the thought of selling our 58K) PLEASE give the new owner a GOOD, COMPLETE checkout. We all want to help preserve the remaining examples.

If you are BUYING a 'Bee, please get a GOOD checkout: walkaround, preflight, cockpit procedures, numbers, enough takeoff and landing experience to be comfortable, land and water and cruise, etc, then check for the necessary Ship's papers and manuals. (NOTE: The Seabee Club has ALL manuals and necessary reference material: more than 250 SeaBee related items available to members.)



Do you have an accurate DIPSTICK?  
 It's very important to know exactly how much fuel you have, which the panel gage does NOT show. That gage is only for reference in flight. Don't have a dipstick?? Use a standard wooden yardstick, reduced in width to 3/4", rounded edges sanded smooth then varnished. (See News #6, p5, for further details, particularly the part about the "NO TAKEOFF IN THIS RANGE", which denotes the 12-gallon mark, 5 1/4" from the rounded bottom of the stick.) This info is based on your having the "flush filler mod" with recessed fuel cap.

The dipstick fits perfectly into the aft transverse member of the front seat.

INSTRUCTOR'S CORNER:

CLIMBING AFTER TAKEOFF: (ground or water) Best climb may be 75 alright, but BEST GLIDE for an emergency landing (after T/O) is about 83 (79/80 w/extended wings). There is NO WAY to convert your 75mph to an 83mph glide speed in less than 4-500 feet AGL. Climb at least 83-85 for safety. Even at that speed, with sudden loss of power, you will IMMEDIATELY need a 45-degree pitch-down attitude to retain that speed for a safe GEAR UP landing.

Emergency landings on anything but firm, level ground should be GEAR UP. Water nearby after ground takeoff? Select Gear Up and start pumping.

NEED RUBBER WINDOW MOLDING??

Member Donn Booth keeps a supply, including the lock strip, on hand for members. Contact him at 607/753-0556 (NY).

If you are replacing the windows we highly recommend the green tinted variety, at least for the windshields and overhead glass. You'll be amazed at how much better you can see on a sunny day on the water. Also the cabin will be much cooler on a hot sunny day if ALL windows are tinted.

Please do not consider using bolts to secure the door windows, at least. They are your only EMERGENCY EXITS! Think about it.

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LIST OF SEALS & "O" RINGS USED ON THE SEABEE

BY George Mojonnier (re-copied by Donn Booth)

The number in parenthesis is the number required per assembly.  
 The "O" ring number in parenthesis is the replacement.

- |   |               |                                |                               |
|---|---------------|--------------------------------|-------------------------------|
| <u>* Main Gear Leg</u>                  |               | <u>* Hydraulic Pump</u>        |                               |
| Through bolt                            | (1) AN6227-07 | Valves                         | (8) AN6227-01                 |
| Inner                                   | (1) AN6230-10 | Seats                          | (2) AN6227-06                 |
| Outer                                   | (2) AN6227-37 | Piston                         | (1) AN6227-15                 |
|   |               | Reservoir                      | (1) ELB 20-13<br>(AN6230-13)  |
|   |               | Relief Valve                   | (2) ELB 19-5<br>(AN6227-05)   |
| <u>* Main Gear Cross Tube Seal</u>      |               | Plug                           | (10) ELB 19-6<br>(AN6227-06)  |
| (2) # 416956                            | (National)    | Bolt                           | (1) ELB 19-5<br>(AN6227-05)   |
| or # 2157                               | (Garlock)     | Retainer                       | (1) ELB 19-16<br>(AN6227-16)  |
| or # 47512                              | (Victor)      |                                |                               |
| <u>* Flap &amp; Tailwheel Hyd. Cyl.</u> |               |                                |                               |
| Shaft                                   | (1) AN6227-10 |                                |                               |
| Piston & Ends                           | (2) AN6227-19 |                                |                               |
| <u>* Master Brake Cyl.</u>              |               | <u>* Prop Cylinder</u>         |                               |
| Valve                                   | (1) AN6227-05 | Inner                          | (1) AN6227-44                 |
| Rod                                     | (1) AN6227-07 | Outer                          | (1) AN6227-67<br>(small cyl.) |
| Piston                                  | (1) AN6227-16 | Outer                          | (1) AN6227-72<br>(large cyl.) |
| Cap                                     | (1) AN6227-21 |                                |                               |
| On late Series Cyl. Only                |               |                                |                               |
| Mfg. By Precision Rubber Corp.          |               | <u>* Inspection Plate Ring</u> |                               |
| Unless otherwise noted                  |               | (1) 351-8327                   |                               |

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KEEL/FLOAT DRAIN PLUG & WRENCH SUPPLY (Plus Spares)

For those of you who are far from good hardware stores we, the Club, can supply you with the proper size plugs (allen screws) and (allen) wrenches: the standard SeaBee drain plugs (Republic Part #1361 equivalent) are only 50 cents each, and the wrenches 75 cents. For Canada and other countries please add 10 cents for each plug and 20 cents extra per wrench for the additional postage cost.

Our 58K spare parts box has several extra drain plugs and wrench, "just on case". That box, plastic, 5 ¾ by 8 by 3 ¼ high, also has a spare nav light, several panel lights, the ever useful WD-40 (small), several feet of safety wire, extra ignition and hangar keys, windproof cigarette lighter, small socket set and wrench, small reversible screwdrivers, an assortment of nuts and bolts, plug socket, dikes and needle-nose, tire gage, etc.

It fits under the rear seat, portside, between the seat frame and the side wall. Very comforting to know you've prepared for small emergencies. A squirt can of hydraulic fluid, accessible in flight, can be a landing gear saver. "Finger-tight" only, on the hyd reservoir plug.

You and your 'bee heading for water? Been some time since you've done so? Are all seven drain plugs IN? It's easy to forget.

If she's been sitting outside for the winter, with drain plugs out, of course it could be quite embarrassing, and quite expensive to retrieve.

Extra PROP SAFETY SPRINGS, SK-18837-1 equivalent, are \$4, including Service Bulletin #21, 14Oct47, showing the CORRECT installation of the spring. It is VERY important to have that spring installed correctly, pulling the pivoting lever FORWARD. Several SeaBees and pilots have died because that spring was installed INCORRECTLY. This is a warning that we feel strongly enough about to repeat periodically.

The subject of LOWER WING LIFT STRUT FAIRINGS has arisen again. Some of you do not have those important parts. Lower Wing Lift Strut FAIRINGS: Parts number 1068 (LH), and number 1403 (RH), are part of the aerodynamics of airflow over the tail, as explained to me many years ago by the designer, Mr Spencer.

Without them the designed stability of the 'Bee is compromised. WEAerotech will soon have those available, plus many other items that have been hard to find.

If your Bee resides outdoors, you may be harboring an unnecessary and unseen weight in the tail. Water and dirt can collect, forming a "dam" at the two drain holes by the tailwheel. Use a flashlight in the two handholes to ascertain the possible clogging of the drains. Over a long period of time, the dammed accumulation could be significant.

Same with ice collection there if you're up in the cold country.

Mike Machat reports that his award winning painting "Seabee On The Step", a picture of which was in News 10, p5, and was available to members at a discount has been further rewarded. It has been selected as one of 96 images, from 741 entries, to be published in a new aviation history art book, representing "Post World War II General Aviation".

Mike will advise when the book will be available, in '92, from Random House.

Capt Don Kyte has just sent a sad note: long-time Seattle 'Bee-keeper Sam Younker has passed on. He had owned N6167K, sn355, since the early fifties until the mid-80s, when Club members Bob Stravens, then Russ Mager owned her.

Mr Younker was a proverbial "pillar of the community", and a devoted 'Bee-keeper.

<p><u>REFERENCE LIST</u>: New 250-plus items of the <u>Required</u>, <u>Necessary</u>, <u>Technical</u> and <u>Literary</u> collection will be available soon for \$3, refundable with order of \$15.</p>
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Don Fox, in Connecticut, is looking for an equal partner to purchase a SuperBee. He is currently working in Tanzania, on the east coast of southern Africa. He does get back to CT for spells, but would like having a reliable partner to "exercise" the 'Bee in his absence. "Partner gets airplane for own use from Oct to Jun". Don's "offshore" address: POBox 3044, Arusha, Tanzania, SOUTH AFRICA. (All on separate lines)

Ted Lissauer has just had another adventure we'd like to share with members, paraphrasing:

"The Seabee, a lady and I took a little trip (from Louisville, KY) down south in January. Went through Lafayette, Brownsville, several places in Mexico and to Punta Gorda, Belize. Had several problems with starter and alternator. More later about the starter.

"In Belize we flew to a Caribbean cay (water) to visit a Mayan site I knew about. After some surface collecting we restarted and on takeoff the left float broke off. I put Judy on the right wing as a counterbalance and we taxied to retrieve the float. Without being properly balanced (poor Judy!), and the winds being so strong, I had trouble turning out of the wind, and so had trouble running downwind to catch the fast disappearing float. After a few tries, cutting the engine each time, the starter chewed up its gears and that was that.

"The rest involved emergency radio calls, the RAF (from Belize gov't), air search and rescue, almost being capsized by the helicopter which eventually found us, a tow for 15 miles(!), water in the bilges and over the top and a seven hour ride on the wing for Judy ("above and beyond the call!"). We had emergency food and water on board, so other than almost sinking, everything worked out fine.

(Comments in parenthesis are the SeaBee Club editor's)

"The next day we pulled Big Bird out of the water, over a beach and onto a country road. We desalted everything and I took the accessories off (must've been quite a tool kit) the engine. I didn't know at this point that it was the starter gears.

"After finding the problem I called the States, getting a starter on its way, with three-day delivery promise. Nine days later we located it, stuck in Customs in Belize City. It took an import agent to break it loose. Got the starter and a mechanic and put things back together. The NEW starter was bad. Tried to put the two together to make one starter. "Must be done in my shop in Belize".

"Afterward, he hand propped the 270hp geared engine, with pressure carb and no priming system. I sent Judy down the road, and the mechanic the other way, to warn pedestrians and stop traffic. The 'Be and I flew off the curvy road. Picked up Judy and luggage at the local airstrip and went on to Belize City where Joe did make one starter out of two, allowing us to fly back home. (Whew!)

"We had other, minor, problems: 40 knot winds at Brownsville, and towed from the active to Customs, radio and alternator repairs, and a week weathered in at Lafayette, etc.

"We had planned to go to Guatemala, Honduras, Nicaragua and Costa Rica. Maybe next year."

After reading this postscript from Ted: "If I ever decide to fly again (I always say this after a long, difficult trip).....", we learned that he has bought a place in Canada, and he and Judy are off on that 'Bee-trip just about now. Ted plans to get to the Otsego Lake Splash-In at Gaylord, Michigan, June 7-9, then possibly to Speculator/Lake Pleasant, New York, the following weekend, June 14-16. (For more info call SPA, 301/695-2083)

ADDRESS CORRECTION: REPUBLIC AIRCRAFT MANUFACTURING CORPORATION, 5120 MARINE DRIVE, WEST VANCOUVER V7W 2P7, BC, CANADA. PH: 604/922-8015



All BACK ISSUES of the NEWSLETTER are available for \$2 each.

CLASSIFIED (Free to members)



SEABEES FOR SALE:

- SEABEE sn428, N6229K, disassembled, 95% complete. Long wings, good B9F (apart), excellent hull. Also extra long-wings, landing gear, any other gear parts, struts, etc. Bob Stein, 914/292-4437. (NY)



SEABEES WANTED:

- Lionel Ladouceur wants a reasonable priced ("cheap as possible", he says) 'Bee to rebuild. RR2, Rawdon Quebec J0K 1S0, CANADA.
- Complete 'Bee in flyable condition. Denny Ullenius, IMU Trading AB, Box 42, 123 21 Farst, Stockholm, SWEDEN. Ph: +46 8 6057500.



PARTS FOR SALE:

- HULL SECTION: Portion of hull from keel up to main splice (above gear holes) and from nose back to step. Structurally sound and minimal corrosion, used briefly as a BOAT, but would require some work to make it airworthy. Needs only refurbishing to be used as an OUTBOARD RUNABOUT. Asking \$350. Stop by to see it and get a tour of the new Virginia Aviation Museum.  
Art Wiggins (former Republic employee during Seabee production). 804/276-1938
- Complete B9F ENGINE. No logs but turns free and stored inside. \$3500.  
Tim Holt, 318/424-7323.
- Three 8433L BLADES, \$2500 as is, or \$3000 yellow-tagged, overhauled.  
Don Wallace, Jr: 206/851-6461.
- Two GSO-480-B1A6 ENGINES, 550 and 900 SMOH, \$4000 each: Bob Gould at 808/254-5242 (Hawaii), or 206/851-6461 (Tacoma).

WANTED:

- Set of WINGTIP EXTENSIONS, Charles Turner at 715/369-3131.
- Two L8433 BLADES. Tim Holt, 318/424-7323.
- LOGS, 337s, or paperwork, etc, for N6229K, sn428. FAA has no records on this Downer RC-3 after 1953, and the logs are lost. Bob Stein, 914/292-4437.
- Set of standard B9F MAIN BEARINGS: Richard Bernard, 206/827-5869.
- Three Hartzell PROP BLADES: L93-33 or LV93-33N or 8433L, used, can be corroded.  
Jorge Grossmann, POBox 18357, 04699 Sao Paulo, BRAZIL.
- Complete Franklin B8F ENGINE, two-blade PROP, RH HORIZONTAL STABILIZER:  
Bart Napier, 817/293-2436, (work) 433-2901.
- BARE HULL without wings, instruments, engine, etc, but including gear and wheels, OR: COMPLETE HULL without wings or engine. Also need newly overhauled TWO-BLADE PROP for Franklin. Denny Ullenius (See above: "Seabees Wanted")
- New ANCHOR BAG, w/out fasteners. Don Jones, 416/467-0870, (office 669-6582).
- Ldg gear KNEE (connects cross-tube to strut assy): Dr Andy Chapeskie,  
Ph: 613/756-2320.



SERVICES TO MEMBERS:

- VHS VIDEOTAPE CONVERSIONS: NTSC to PAL or SECAM or vice versa; \$30/tape, plus blank tape and postage, regardless of length. Capt Bob Gould, 44-365 Kaneohe Bay Dr, Kaneohe HI 9674-2609. Ph 808/254-5242.
- Bob Redner available for SeaBee advice, inspections and instruction. NOT a CFI or A&P, but have 300+ PIC 'Bee time. Taught by George Pomeroy - have his tools used to overhaul Franklin cylinders: Bob Redner, 4751 Linwood, W.Bloomfield MI 48324. Ph 313/682-7580.



The COMPUTER CATASTROPHE that we had last month has delayed the Newsletter by weeks; when the computer stopped saving and printing, it added insult to injury by EATING the second half of the Newsletter. With new equipment, we have reconstructed as well as possible the Classifieds, etc, and hope that no one's ad was left out. Again, our apologies!

HAPPY 'BEE-ing, Dick & Peggy



HELENA CLARK'S N36WT, sn1054, and radio-controlled "twin"