



Capt Richard W. Sanders  
6761 N.W. 32<sup>nd</sup> Avenue  
Ft. Lauderdale, FL 33309  
(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 #25; JUNE 1991

The weather was almost perfect the middle of June at the SPA annual seaplane fly-in at Speculator on Lake Pleasant, New York. About seventy amphibians and float planes were lined up wingtip to wingtip along the beach by Camp of the Woods, the event headquarters where most of those attending stayed.

Two SeaBees were in the cove around behind the end of the beach, belonging to Chuck Bassett (N6138K) and sons Doug (also Member) and Dennis, and Herm Mau (N6429K), while Bob Redner's (N6283K) and John Randall's (N6302K) 'Bees were farther down the beach.

Richie Brumm flew his N283GM (sn227) from Long Island with Les Christianson. Les had his N6523K sold for him at Sun'n Fun. It is now in Las Vegas with new member Gary Halverson. Richie's 'Bee was nestled in the cove by the Gables Motel, where we also stayed.

Members Jay Frey (EDO) and Bob Dorr (Royce Report) were usually seen on the front porches of their waterfront cabins, and Donn Booth (N6397K), as SPA Field Director for New York, was everywhere. One can always recognize Donn by his orange jacket with the oval Republic logo on the back.

Jay's many contributions over the years to the Seaplane Pilots Association, and seaplane folks everywhere, was officially recognized with his becoming a member of the SPA's Board of Directors.

New member Waterman Brown stopped by on his way home to Rhode Island from Canada.

We gained a new member while there, Roland Soucy, aeronautical engineer from New York. He and a bunch of Club members and other seaplane folks gathered at the famous Zeiser's restaurant and bar in "downtown" Speculator for a convivial evening of vicarious SeaBee flying.

Other members there were Don Bellinger, our famous aviation photographer Bill McCarell, SeaBee history collector Don Jones (CF-JKC, sn241), Charles Kenzakoski (N28CB, sn940), Bob Stein (N6229K), Russ Darrow (N60CB, sn663), former republic employee Frank Strnad, Frank Surico (N6603K) and Bill Bardin (N6051K).

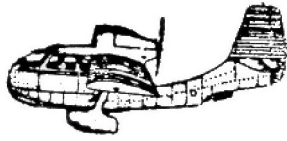
John Randall kindly invited me to fly his N6302K/Lyc. We flew around the lake enjoying the impressive Adirondack scenery provided. Aerial flightseeing sure beats the ground-bound view! Having no flying since last year's event, I found that the several water landings I made were very welcome indeed, but RUSTY!) Thanks VERY much, John. Next year?? That short flight brought my total time to 24,390 hours, with 1,060 hours Single-Sea, and 144 Multi-Sea).

Observation: No matter how many hundreds or thousands of hours one has, if you don't keep current you're apt to be "behind the power curve". DO NOT FORGET THAT. (Especially if you're flying a 'Bee, and by yourself.) 'Bee Careful! And remember that All-purpose CHECKLIST: "THINK"

Years ago I glued a red name tag" on the control wheel in our 58K:

THINK

(VERY IMPORTANT WARNING ON THE NEXT PAGE - - - PLEASE READ CAREFULLY !!)



WARNING !! FRANKLIN ENGINE CLUB !! DO NOT ENTRUST ANY WORK TO THAT OUTFIT !!

In the last few weeks, more letters and phone calls have come in, with horror stories about recent dealings with the above mentioned "club" and we would be glad to send copies of these very explicit letters to anyone who is interested in hearing about the, in our opinion, criminally obvious con job that has ruined the engines of a growing number of our Club members!

This must be the 5<sup>th</sup> or 6<sup>th</sup> such warning we've published in the last couple of years, and we're still learning of members who have not heeded the warning. We can be only so graphic in our attempts to keep you from being cheated, but if the newsletters are not read there's nothing else we can do to try to help.

THOUSANDS OF DOLLARS HAVE GONE TO WASTE, DOWN THE DRAIN, FROM DISREGARDING OUR WARNINGS.

Needless to say, it's VERY frustrating for us to learn of some of our members' blatant disregard.

As an example, we will quote from just one letter that we recently received. About a year ago a member in Canada had what he graphically describes as a Franklin Engine Club-induced near-disaster in flight.

His local overhaul shop decided to send the member's cylinders to that "Club" for overhaul:

"Several months and \$4,800 later, she was ready to fly again".

The engine ran smoothly with take-off power, with all gages normal, then climbing through 400' things got VERY bad. RPMs bouncing and engine surging, then failing. The Tower Controller cleared the area, for landing.

"I decided landing straight ahead would be sure suicide and murder (the innocent people of (blank) so, with nose down, flaps up, wheels down, blood pressure rising, old RC-3 and I, in a diving turn, screamed past the tower, heading for 31. Halfway there, SILENCE. I gently pulled back on the wheel and prayed. The wheels touched asphalt, we were down and in one piece, with the emergency vehicles everywhere.

"The emergency crew congratulated me on a job well done. I thanked them, but knowing in my heart that old (RC-3) ran just long enough to get me home safely before she died.

"Later the same day the engineer and I tore the engine down to pinpoint the problem. It was easy to see as ALL MY EXHAUST VALVES WERE FROZEN OPEN and the STEMS SCOURED. The latest word from that member is that the 'Bee now has 15 hours on a fresh engine, new paint, and is planning on a fun summer. The SeaBee Club will be looking forward to learning of the continuing enjoyment of 'Bee and Pilot.

BEWARE OF THE FRANKLIN ENGINE CLUB !!!

There IS an alternative: Contact Jack Wybenga in the Dallas area: 2129 Stonecreek, Plano TX 75075. Ph.214/342-2588. After 5 call 596-8607.

Jack got a lot of George Heinley's engine parts, and has been doing Franklins for some time. He's also an airline pilot, just recently retired, so that he now has the time to do Franklins.

In addition to the above warning about the Franklin Engine Club, we're still hearing complaints about dealings with FORMER member Mark Davis, who is still mis-representing parts and promises.

Several years ago we chose not to honor his membership renewal request because of just such dealings. BEWARE.

HELP!!! EDITOR NEEDS YOUR HELP!!!

We're still hoping that one of you will help us on a project that has been pending for some time, waiting for a few of the last pages of the (Republic) DEALER BULLETINS. TO complete the collection we need ONLY the following:

- (1) From Bulletin No.21: The "WIGGINS AIRWAYS" letter.
- (2) ALL of Bulletins No.23.
- (3) From Bulletin No.24: Mr SHEEN's letter.
- (4) From "THE LAST CALL": Mr CLEMENT's letter.

PLEASE HELP US COMPLETE THIS PROJECT

WHEN COMPLETE WE WILL HAVE IT AVAILABLE FOR MEMBER'S HISTORICAL REFERENCE.

For those of you who work on your engine (Franklin or Lyc) there are two superb Republic-designed items that considerably facilitate the work. (Ken, you, and Don W., could sure benefit from these helpful items:)



See Republic Service News No.1; WING PLATFORM (or see Club Newsletter #9, p.10). Built entirely of wood and plywood, these platforms fit the contour of the wing, and are positioned next to the engine, for ease of access, and can be carpeted for safety and comfort, and for protecting the wing. When I bought my 'Bee 21 years ago I made those platforms and have used them ever since. They're hanging by hooks from the back wall of our hangar.



In addition, Service News No.4 contains plans for building a three-piece "bridge stand", which bridges the hull, under and behind the prop, allowing one to work on engine or prop without standing on, and distorting, the aft hull. (See drawing on cover)



Here's a precautionary note, warning of an inherent catastrophe that recently occurred to a Member: Climbed into his 'Bee, checked panel, etc, prepared to start engine, but first checked electric bilge pump operation to evacuate any collected water. A resulting spark ignited fuel fumes from seeping fuel cell. Result: One more SeaBee died of "explosion", but the pilot survived.

(Remove the hull drain plugs, and a hand-hole cover, if you suspect fuel seepage.)



If you've phoned us recently and gotten no answering machine to talk to, it's because the machine died. We're shopping for another so that we won't miss your call.



As of this writing, 1<sup>st</sup> of July, there are still a THIRD of you who have NOT SENT THEIR DUES for Feb, Mar, Apr & May. We hate to have to bring this up EVERY year, but please consider the economics of this operation: The modest DUES just barely covers the cost of postage, printing, phone calls, mileage (may round trips) to Post Office and print shop. Very discouraging.

Our heartfelt THANKS to the majority, who are conscientious about getting the dues in on time.

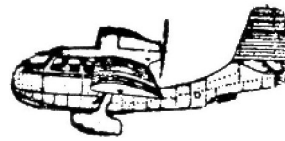
We would not continue to administer this club if it were not for our dedication to the care and preservation of the RC-3 species.

SOMEONE must do this. Anyone care to take over??? Many of you have, and will, contribute their more learned expertise from time to time, which we REALLY appreciate.

Don Kyte has contributed a very informative treatise on a following page, on engine/oil, containing answers to many of your questions on the subject.

REPORT OF LATEST SEABEE ACCIDENT: (From Fly Past, Jan'91) : CF-FLS, sn869 (former NC6596K), hit submerged log on landing and sank in Pitt Lake, BC, Canada, 3Apr90.





NEW MEMBERS who've shipped on are: GARY HALVERSON, Las Vegas; JOHN D BROWN, also from Vegas, and ROLAND SOUCY from Loudonville, NY.

WELCOME ABOARD. Please feel free to write or phone for any help or info. THIS IS YOUR CLUB.



OSHKOSH: The annual EAA fly-in will be held from July 26 to August 1, 1991, with the SeaBee Club Int'l holding its annual gathering at the SPA Corn Roast on Monday, July 29<sup>th</sup>. If Peggy and I can't make it this year, look for Grant Leonard (N6570K). Thanks, Grant, for your help each year with the mini-meeting and for keeping track of our 'Bee-family attending.

Another 'Bee is departing the U.S. John Bolding in Texas has sold his sn230, Lyc-powered, to Obi Jacobson in Sweden. A professional ferry-pilot is, right now, delivering her, with the aid of the magic "GPS". Global Positioning System is the latest, most accurate (within 3 feet!) world-wide navigational aid.

Like to have a new technology light weight starter? (Of course you would!) Bob Redner has one in his prize-winning sn496 (N6283K) and is sharing his experience with it. After a month's flying (35 hrs), hot or cold, it has worked perfectly, and weighs TEN Pounds less than the standard. "Voyager" was equipped with one.

B&C SPECIALTY PRODUCTS, 123 E 4<sup>th</sup>, Newton KS 67114. Ph.316/283-8662. Call Bob for more info. (See Directory)

Like to have LARGE (17x22") 3-View scale drawings of the RC-3 for your wall or hangar? \$9.500 will get the set, folded. Rolled, in a mailing tube: \$4 extra. Ph. 1-800/999-0141. (Aviation Heritage, Box 2065, Terre Haute IN 47802)

How about the latest, smallest (one pound!), handiest LORAN-C there is? Call Jerry (Tropic Aero/Loran) at 305/491-6355 (Ft Lauderdale Executive Airpatch) for brochure. Tell him you're "SeaBee Club" (he's a long-time friend). For about \$250 you get a 6.5"H x 3.5"W, 99-waypoint LORAN with cigarette lighter plug-in, carry case, charger and windshield mount antenna.

Here is a very welcome note to the Club from Bob Mills, SeaBee expert and proprietor of the Philadelphia SPB:

"Many thanks for the newsletter. Every time I receive mine I wonder how many SeaBee owner/operators realize how valuable it is in saving dollars and butts". Thanks for those kind words, Bob.

John Greef (N6267K, sn477) has sent fotos of, and recommendation for use of, the MAC Servo Trim (advertised in many aviation mags) interested in the rudder.

You've experienced the "worn out right foot" syndrome in a long climb to altitude, right? And you've resorted to using your LEFT foot to hold the pressure, while resting the worn out RIGHT foot over by the battery box, right?

Imagine how great it would be if you had a RUDDER TRIM TAB. No more worn out right foot on a long climb.

Phone us, or write, for a rough guide on installing. Purchase price is about \$115.

Hawkins Aircraft Tire Co, 446 Vernon Way, El Cajon CA 92022-1725, (619/579-9717) has our (retread) main tires; 700x6-6 & x6-8 for \$27. (no T/W)

Desser Tire, 6208 S Alameda St, Los Angeles 90001, (1-800/247-8473), has our 700x8, 6-ply mains and 10.00 SC 8-ply smooth or ribbed T/W & Tube.

If you know of a tire place, or any other SeaBee item that you can recommend to members please let us know. This Club attempts to be as helpful as possible for the benefit of ALL members.

We're sharing with you this letter from the progenitor of our water-borne wind-wagons, the venerable RC-3.

Ladies and gentlemen, Club member Mr. Percival H "Spence" Spencer: (quoting)

"Dear relatives and friends,

Here is one of those infamous form letters. I apologize, but there are too many of you for me, at 94, to write each one individually.

On April 20, 1991, I moved from my apartment at 8835 Woodman Avenue to my granddaughter's home. (See address below)

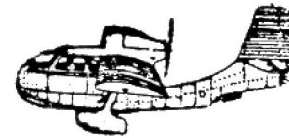
What a difference in my surroundings. Its so pleasant with lots of room, a big backyard, many kinds of birds and an orange tree loaded with large delicious tree ripened fruit. It's like getting out of prison and going to heaven.

I am scheduled to attend the Early Bird Reunion in Scottsdale, 25 to 29 September, 1991, and already have my hotel reservation. Of course Andy will be with me as he is Secretary of the Early Birds, so it is imperative that he be there. I am positive that of the eight Early Birds still alive only Glenn Messer and I will be present. There are 225 E.B. Associate members who do all the work.

My health is good, eyesight is 20/20, hearing is fine and appetite is horrendous. Cholesterol count is 205 and I devour ice cream like a kid, in fact TWO kids. My driver's license is good for two more years, but my car gave up the ghost a month ago so I won't drive any longer. Now I will be chauffeured just like I deserve. I am sure that at 94 it's time to quit working and be pampered.

Please drop me a note once in a while. I would like to keep in touch. I promise to answer.

As always,



/s/ P.H. Spencer"  
2065 West 231<sup>st</sup> Street  
Torrence CA 90501

Phone 213/539-1518

Please read our 1989 four page Summary of P.H. Spencer's Accomplishments. It spans the time from his first flight, in 1909, to the present. In a hydro-glider he designed and built himself, at age twelve, he flew off the Connecticut River, towed behind the family power boat operated by his father.

Only six years after the Wright brothers' first flight, this young man started an illustrious career in aviation that continued for many decades.

The Spencer wing of the New England Air Museum at Bradley Field, Windsor Locks, Connecticut, holds many of the treasures of his long career, the awards, plaques, papers and, of course, a SeaBee.

The Reference number for the four page Summary is "L61" and the price is \$3(+\$1). Also included is a list of his many Awards and Memberships.

The following is a very welcome treatise on engine oil, by contributing editor, Capt. Don Kyte, Seabee Club (N6144K), of Seattle.



\* \* \*

"Since I had attended a forum on engine lubrication at Sun'Fun, Dick asked if I would be willing to write a few words on some of the things I had picked up.

My primary concern was that my GSO-480 Lyc has been in the shop all winter, thus not run. Moreover, it still had the dirty oil in it from the last time it was flown, and due for a change anyway. I had planned for it to be changed before going into the shop but I didn't get the word to the mechanics in time.

Gary Greenwood, from Engine Components Inc, co-chaired the forum and what he told me would probably be of benefit to a lot of you whose Bees (Franklin or Lyc) have been idle for extended periods. As you can imagine, over a period of weeks, the oil will have drained off of cam lobes, valve lifters and other critical (and expensive) components of your engine.

Gary said that if you just fired up your engine at this point, galling would surely take place due to metal-to-metal contact, without the ever present oil film of a reasonably active engine. The metal worn off, in the brief time it is run without the oil having a chance to reach these critical parts, is the hardened outer layer of metal, leaving the ore vulnerable metal underneath exposed. That leads to very rapid wear and early replacement, ie, major overhaul.

The current quote for an overhauled GO-480 Lyc, from Carter Engines in Elizabethton, TN is \$27,500, and they add a note that "turbos, cylinders and gear boxes must be repairable. Service bulletins are extra, Engines which are unairworthy due to damage or abuse are subject to additional cost". Damage that I have described might come under that heading.

Now that we're all scared to death, how do we prevent such calamity? Gary advised to first drain the old oil, without running the engine to warm it, then pull all the top (easy to reach) plugs and spray some engine oil into the cylinders. Might be good to take a look inside if you can. Fill the oil tank with some mineral oil or your regular multi-grade ashless dispersant oil. If you're going to use the multi-grade to flush out your engine, and then drain it right away, why waste the money?

At this point I found a mixture of opinions as to the next step. For verification, I toured several of the engine booths and asked each what they would recommend in a case like mine. All seemed to agree on everything except the aspect of pre-oiling. While this is highly recommended for a new engine, never run before, some didn't feel it was necessary for an engine that had been idle for a long period, and that had already been broken in. My advice would be to check with your mechanic. The process is somewhat complicated and might not be worth the time and trouble.

If you have decided not to pre-oil, or if you have accomplished that, motor your engine with the starter until the oil pressure indicates that you're getting some oil up to those long-dry surfaces. Having the plugs out allows the engine to turn easier and faster, getting oil splashed on vital parts as well.

Having done all that, you can put the plugs back in and fire her up. If all is OK, and your 'Bee is flyable, give her a good flight, enough to bring everything up to operating temps, to flush all the old contaminants out. Flight is always better for an engine than just a ground run-up. Now you can drain the cheap mineral oil and put in your regular oil.

I must add that I am NOT a mechanic, so take everything I say only as a guide. Check with a good mechanic. My intention is to call attention to an area of concern and pass along what I remember from the forum and conversations with the experts. There is too much at stake NOT to verify everything, so don't sue me!" /s/ Don Kyte, SeaBee Club Int'l

\* \* \*

The SeaBee Club thanks Don very much for the research and information.

While we were at Lakeland/Sun'n Fun we couldn't help being drawn to the three SeaBees parked there among the hundreds of "ordinary" aircraft. (All three, Club members of course.) Only one had a SeaBee "tender", John Zornak, representing the owner of N6523K for its sale, Les Christianson, both from NY. John is a LONG time 'Bee pilot. We somehow seemed to talk only about RC-3s. The many folks who stopped by also wanted to talk "SeaBee", which suited all of us. After a couple of hours of 'Bee-ing, one man, from Las Vegas, began asking serious "I want this plane" questions. Within a few minutes he committed himself to the ownership and DELIVERY to Vegas of 23K, to which John agreed. He would deliver it.

Visualize how far it is by SeaBee from Lakeland to Las Vegas via Franklin power. RIGHT! It happened in Ozona. Only we Texans would know of Ozona, in the middle of nowhere-prairie, between San Antonio and El Paso.

To shorten this a bit, 23K was dismantled and trucked to Las Vegas and the anxious new member, Gary. N6523K, sn789, in this short time since Ozona, has had a few improvements: Lyc IGSO-540 to start with. New IFR panel and avionics, new interior including removal of the rear seat and bulkhead, replaced with two Cessna seats and a bulkhead where the upright stiffener was. LOTS of room.

Leading edge landing lights. PA speakers under each wing and extended drooped tips. Electro-hydraulic, and bilge pumps. Heater. In Vegas?? When you can cruise in the stratosphere one needs heat.

W.E. Aerotech, near Seattle, had a hand in the many improvements. Many other changes and additions are taking place in 23K that we hope to apprise you of when able.

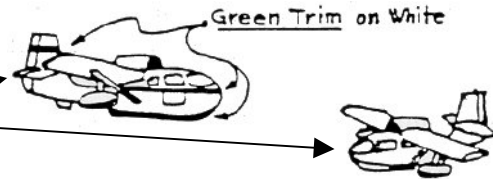
It is very rewarding for your editors to learn of the continuing and increasing emphasis on rejuvenating our 45 year old pampered pets.

- - - PLEASE TAKE GOOD CARE OF YOUR - - -

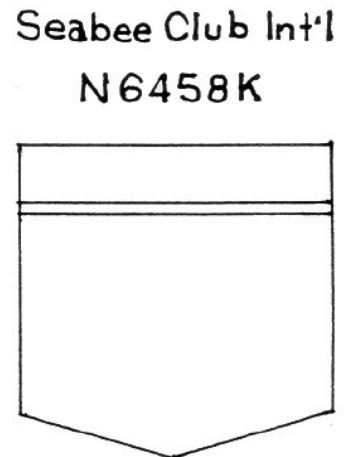
SHIP'S STORES

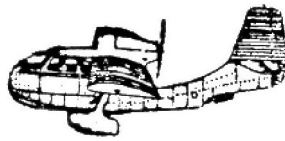
- All Newsletter BACK ISSUES, #1 - #24 are available for \$2.50 each.
- Need an EXTRA membership DIRECTORY to keep in your plane? \$5 each. (We will soon have NEW, 1991, Directories printed which will be sent with the News.)

- SeaBee PINS/TIE TACS (2 versions): The outline version, white with the original Republic green enameled markings, or the oblique silver or gold version. Either one in \$10 ppd.



- SeaBee Club GOLF/POO SHIRTS are available in your choice of red or navy, and in sizes from Small to Extra Large. "SEABEE CLUB INT'L" is embroidered in white, above the pocket. This is done on a computerized embroidery machine and lasts as long as the shirt. If you'd like your name and/or "N" number, or initials, it is only an extra \$2 per line. Specify if you want them above or below the Club name, or on the opposite side (\$4 extra). The drawing depicts our own shirts. Price per shirt is \$28 postpaid. The sizes are Men's, so order accordingly for your lady. The quality is excellent, the collar is non-curl, and it washes well. Also available without pocket if you prefer, with the lettering in the same place. We've seen quite a few members wearing them at various splash-ins and they really look great representing the Club.





### SHIP'S STORES continued

- The 6 1/2 by 9-inch dark blue REPUBLIC LOGO, with silhouettes (white) of three P-47s in trail, which were originally applied to the SeaBee's vertical stabilizer just above the "NC" numbers: \$14 each ppd, or \$26 for two. (One each side of tail or cabin, for instance)
- The "determined 'BEE IN FLIGHT'" LOGOS, same as Club News heading, comes in LARGE (2"x17") and SMALL (1x7) in the original red, black and yellow scheme on a white background, in matching pairs of LH and RH, so that the 'Bees are always facing forward if applied to cabin doors or "splates", etc. They are the same state-of-the-art, multi-layer configuration, sent with application directions.
  - SMALL is 1x7 inches and \$20/pair.
  - LARGE is 2x16 and \$39/pair.
  - The 6 1/2 by 9-inch dark blue Republic LOGO, with silhouettes (white) of three P-47s in trail, and "REPUBLIC AVIATION", were originally applied to the SeaBee's vertical Stabilizer just above the "NC" numbers, is \$14 each, or \$26/pair. All are POSTPAID. In addition to your applying the 'Bees to your RC-3's tail, fuselage, cabin, splates or droop tips, show them off also on your van, boat or pickup, etc.
- We have the recently required FAA EXTERNAL DATA PLATES for \$7 (only 1 req'd), engraved "REPUBLIC AVIATION CORP, RC-3 SN(709)", with your SN.
- ORIGINAL (blank sn) RAC DATA PLATES (mounted above the battery box): Available IF you are building up a 'Bee WITHOUT its plate. The plates are too scarce to use any other way. We will have the date and serial number engraved. \$12 ppd.
- KEEL (hull & float) DRAIN PLUGS (stainless): \$.60 ea. (+ 10¢, Can. & foreign).
- Drain Plug (Allen) WRENCH (stainless): \$1 ea. (+ 20¢ ea, Can. & foreign).
- PROP REVERSE SAFETY SPRING (Republic equivalent) Part #SK-18837-1, MANDATORY on FRANKLINS. Includes RAC Service Bulletin #21 (Oct '47), "MANDATORY - Installation of Prop Safety Spring": \$5 US & CAN, \$6 elsewhere.
- Fuel Filling Instructions Placard: MANDATORY Service Bulletin No.23 (3Jun49), "WARNING: DO NOT CHECK FUEL With ENGINE RUNNING OR WITHIN 5 MINUTES AFTER SHUTDOWN. ALWAYS INSERT DIPSTICK WITH CALIBRATED SIDE FACING GROUND".
- If you do NOT have the RAC SERVICE NEWS and SERVICE BULLETINS you are jeopardizing the safety and legality of your 'Bee and yourself. Those items, and more than 250 others, are available from the Club.
- Ask for the 1991 REFERENCE LIST of "Required", "Necessary", "Technical" and "Literary" items kept in stock for your edification: \$4, refundable with order of MORE THAN \$15. NOTE: This is a NEW LIST, just completed in July, 1991, but most items are the same listing, with many new additions.

### SERVICES TO MEMBERS:

- BHS VIDEOTAPE CONVERSIONS: NTSC to PAL or SECAM or vice versa; send \$30 per tape, plus blank tape and postage, regardless of length. Capt. Bob Gould, 44-365 Kaneohe Bay Dr, Kaneohe HI 96744-2609. Ph: 808/254-5242.
- Bob Redner is available for SeaBee advice, inspections and instruction. NOT a CFI or A&P, but has 300+ PIC 'Bee time. Taught by George Pomeroy - has George's tools used to overhaul Franklin cylinders. Bob Redner, 4751 Linwood, W. Bloomfield MI 48324 Ph: 313/682-7580.
- LIFE magazine offered for sale, June 18, 1956 (special AIR AGE) issue (article on SeaBee, mentioned in Newsletter #24). \$3.00 + \$2.90 postage. Gordon Myers, 4150 Schaefer Ave. #1, Chino CA 91710 Ph: 714/628-6539.





All 24 BACK ISSUES OF THE NEWSLETTER ARE AVAILABLE FOR \$2.50 EACH.

CLASSIFIED (Free to members

SEABEES FOR SALE

- N6501K, sn767, SIMUFLIGHT LYC GO-480, TT522 HRS, 18.3 SOH, Annual Oct'90, Prop Cuff AD complied with, new Narco Mark 12D, wing extensions w/droop tips, wide rails, newly sanded & painted white (waiting for your design choice).  
Richard E. Saunders, PO Box 1196, Bandera TX 78003. Ph: 512/796-3200.
- SEABEE sn428, N6229K, disassembled, 95% complete. Long wings, good B9F (apart), excellent hull. Also extra long-wings, landing gear, many other gear parts, struts, etc. Bob Stein, 914/292-4437. (NY)
- UC-1 TwinBee sn24 (last one), COMPLETELY equipped, June Annual, (Cost \$273,000) sell for \$197,000. George Tuttle, 763 Falmouth Rd, Hyannis MA 02601-2316. Ph.508/771-3535 or 800/869-3535. (NOTE: "We are not eager to put hours on her for speculators, so serious inquiries, please")

SEABEES WANTED

- Lionel Ladouceur wants a reasonably proceed ("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.

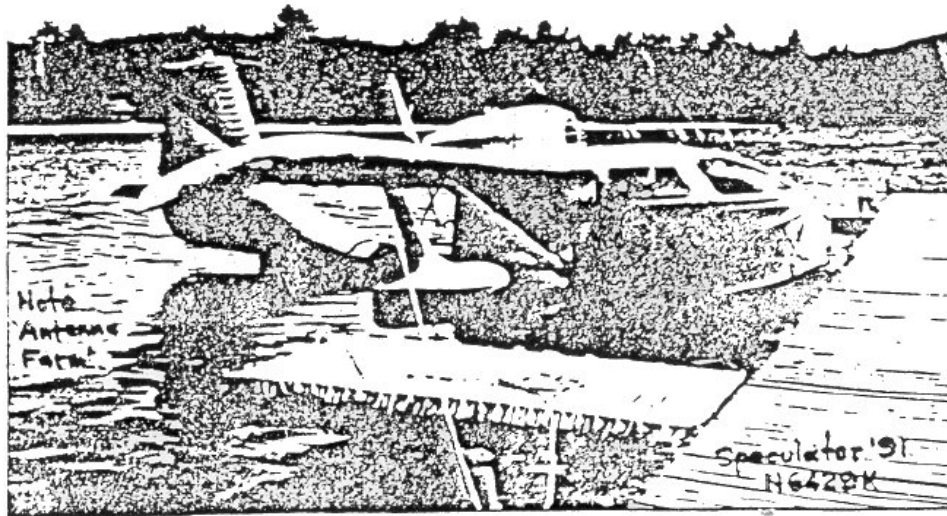
PARTS FOR SALE

- WING FLOAT STRUTS: Newly manufactured, unassembled but complete for \$175 each. Kit includes one skin, 2 closure angles & one channel.  
Richard Saunders, Box 1169, Bandera TX 78003. 512/796-3200.
- SeaBee HULL, almost complete, with wings, tail etc. Quite good condition, ready to hook up and tow away. Peter Lampasona, 58 Hurlburt Rd, gales Ferry CT 06335.  
Ph: 203/446-1488 or 464-7646.
- CARBURETOR AIR FILTERS, a very desirable addition to your FRANKLIN. Contact: Bob Mills, Philadelphia SPB, at 215/521-3633.
- 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 'Bee 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 Grossman, POBox 18357, 04699 Sao Paulo, BRAZIL.
- Complete Franklin B8F ENGINE, two-blade PROP, RH HORIZONTAL STABILIZER:  
Bart Napier, (Ft Worth) 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 (Se 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.

Herm Mau : N6428K

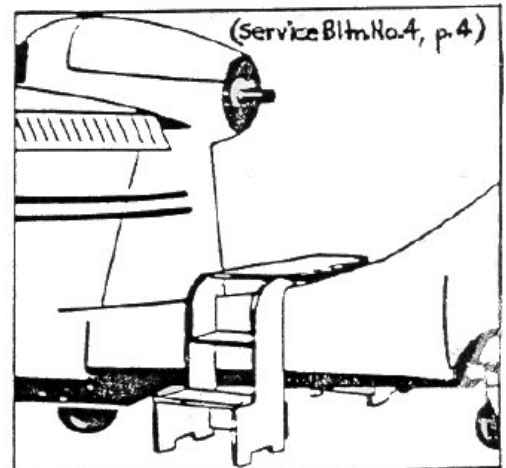
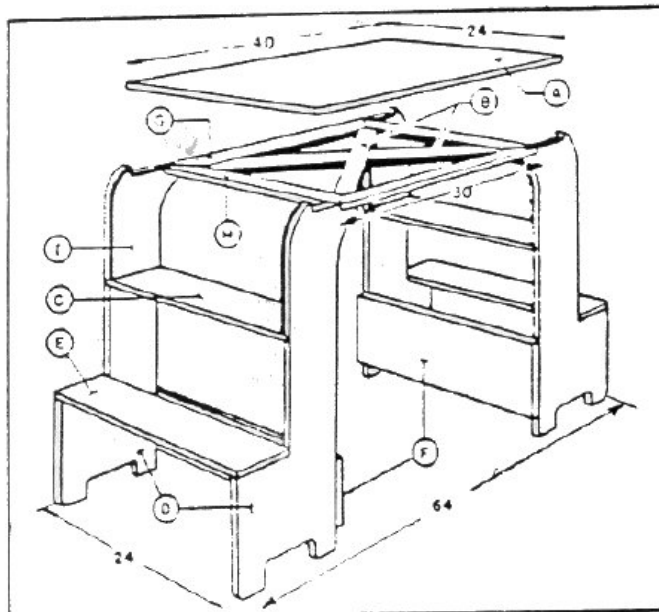
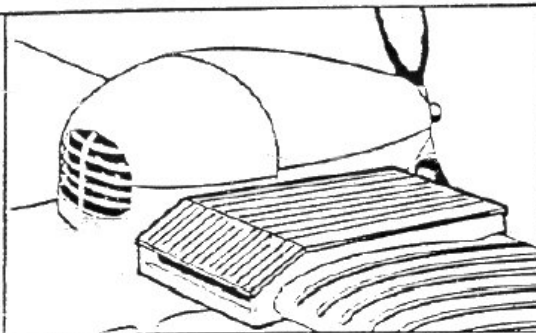


**WING PLATFORM:** (Service Bltn. No. 1, p. 4)

Easy and safe access to the Seabee power plant is assured by use of the Wing Platform sketched below. We found this platform essential in preventing the denting or scratching of the wings or flaps in our maintenance operations; it is extensively used as a wing protector by our factory as well as the hangars when working around the engine.

We recommend that you build several of these platforms in preparation for your Seabee operations. The design is simple and inexpensive. Plywood, pine, felt and paint in colors of your own choice are the only materials required.

Your next issue of Seabee Service News will have plans for an easily-built Engine Access Stand which will further streamline your maintenance facilities.



**BRIDGE STAND**

Some type of bridge stand is a "must" for access to the proper end of the engine. The type shown here has proved very successful; it is light, sturdy and simple to make. Try one at your factory. We're sure you'll find it helpful.