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

Dedicated to the preservation
and enjoyment of our 46-year old
water-borne wind-wagons, the RC-3.

NEWSLETTER #28; June 1992

Sun' Fun was great this year. This 18th annual event at Lakeland, Florida, was a big success, with beautiful weather and perfect temperature, just as advertised by the Chamber of Commerce.

Many new buildings have been added, including the new Sun 'n Fun Air Museum, and the access to them from the parking areas has been streamlined. It was all very impressive.

We, your editors, could not help but realize the vast difference between our first Sun 'n Fun attendance, back in 1978, and the latest one.
(Fourteen years!!? Doesn't seem possible.)

This year's airpatch attendance was right at 360,000! That contributed to the City an economic impact of more than \$244-million, which will in turn enable NEXT year's extravaganza to be even more extravagant.

Lots of Club members were there. Matti Mecklin, (sn679/OH-EGA), came from Finland, and John Coleman made his annual visit from London. Hoping that we have not neglected mentioning anyone, we were with Herm Mau (N6429K), Mike Holdridge (N6517K) ("HalMike Cards"), Capt Don Kyte (N6144K), Capt Tom Holland, with his N6428K, Bob Dorr (Royce Report), Capt Marty Bennett and his sn275/N9042N Lyc, Henry Ruzakowski and his sn946/N75896 Lyc.

Also Capt Jim Smith (N6604K), Capt Willy Ropp, with his 1931 biplane on the lake, a Curtiss-Wright TravelAire, Model 16-E on EDO 2425s, Big Jim and Dete Sorensen (N6179K/Lyc) from Modesto, CA, Bill Floten (N87583) and Capt Joe McHugh (sn248/N32264), both from Seattle.

A newer, and beautiful, "relative" was also there on display, and probably garnered an award: a Spencer S-12 AirCar, N17WH. We've contacted the owner for membership in our Club. We've already had an AirCar member for some time: Pat Fedorowicz, building one in Aurora, CO. (Suburb of Denver) Haven't heard from Pat about progress on the S-12 for some time. (Subtle hint).

Bill Bain has sent us a note about some 'Bees that could possibly be made flyable, or at least have serviceable parts.

He's a member of the Canadian Museum of Flight, so is vitally interested in salvage and restoration, or at least parts. Needless to say, many 'Bees have landed gear down in water, where they've remained for years. One in particular that Bill has helped salvage sank more than thirty years ago. It still had air in the tires, and is in very good condition. He's going to send us the serial number, etc, for our files. The damage is only a flatter nose and wing root leading edges.

Great news, Bill - keep up the good work.

NOTE CHANGES OF ADDRESS:

- Richard K Earnest, 7121 Bloomsbury Lane, Spotsylvania VA 22553.
- Douglas Campbell, Gen'l Delivery, Sorento BC V0E 2W0, Canada.
- Charles E Cummins, Van-Aire Skyport, 15848 Fortune Ct, Brighton CO 80601.
- Edward D. Kacura, 245 W 600 N, Spanish Fork UT 84660



We welcome these NEW MEMBERS (& Seabees) since the last News:

- CHARLES GAGE, Gaithersburg, Maryland.
- SAM WHITE, sn193/N6023K, Poquoson, Virginia.
- Capt PAUL LORTIE, Ste.Scholastique, PQ, Canada.
- WES HUNT, W. Fargo, North Dakota.
- JOE WEBER, Baldwin Park , California.
- ROBERT THERIAULT, West Palm Beach, Florida.
- ROBERT LITTLE, Pelham, New Hampshire.
- MEL BARTHOLOMEW, sn799/N6533K, Terra Bella, California.
- DAVID PRITCHARD, Friday Harbor, Washington.
- JOHN WHITEHORSE, sn1034/N990JW (formerly N6746K), Vero Beach, Florida
- BRUCE BEECROFT, Wentworth, South Dakota.
- KENNETH KUNZ, sn442/N6239K, Port Roberts, Washington.
- ERNEST SHIMKUS, sn570/CF-ECW, Birch River, Manitoba, CANADA.
- JOHN HARMS, Virden, Illinois.
- JASON DOWNER, former RC-3 TYPE CERTIFICATE Holder to whom Republic sold the Seabee rights. He's in Edina, MN.
- ROY CHESTER, sn844/CF-OXP, Penticton, BC, CANADA.
- RAYMOND GAGNON, sn871/CF-FSC, Dolbeau, PQ CANADA.
- DEAN STORMS, (just bought a 'Bee), Alma MI.

New Member GEORGE BROWN had his spectacular silver Lyc 'Bee, sn464/N62544, at Speculator, Lake Pleasant NY, at the annual seaplane event there in mid June. He's from Lewiston, NY.

The weather was so bad - low ceiling - that only a very few, perhaps twenty, seaplanes were able to attend. Peggy and I came in by car from Watertown.

Despite the low ceilings, Chuck Bassett and son Doug managed to sneak their SeaBee (sn324/N6138K) under the weather, to the lake from STORMville, (aptly enough!) NY. Chuck has a decided advantage in that regard. He's a retired PanAm Captain who started his career as a young copilot on the Atlantic run in the Boeings. That's Boeing, as in "314". Yes, the 74-seat, 180 mph FLYING BOAT of the Forties. You remember - triple tail, sponsons, four Wright Double Cyclones, President Roosevelt's secret war-time transportation.

Anyway, Chuck and Doug in 38K arrived at the lake, making the 'Bee population TWO. The following day Richie Brumm increased the RC-3 population to three, flying in from Long Island.

In spite of the weather, the following members (and perhaps others whom we may have missed) were able to enjoy everything anyway:

Our staunch supporters, Donn Booth, Bob Dorr (Royce Report - you should be on his mailing list), Les 'Spike' and Char Vipond, Jay Frey, Roland Soucy, Bill McCarrell (you've seen his beautiful, professional foto albums), the Bassetts, Bob Stein, John Randall, Ron Kent, Don Jones, Don Bellinger, Bob Andrews, Herm Mau, Waterman Brown, Rudy Newlon, Vic Ludmerer and George Brown.

Both Spike Vipond and Jay Frey were featured speakers at seminars Friday and Saturday. Spike is an aeronautical engineer with the FAA in Washington (Flight Standards). On Friday, he spoke about aircraft corrosion, including its prevention and what materials were best to use, and fielded many questions from the crowd in the auditorium. Jay, V.P. of EDO Corp., spoke on aging aircraft (not only the SeaBee Club members were a rapt audience) and the problems and solutions to owning an older plane. After the Friday seminar, Donn Booth, who is the SPA Field Director for New York state, chaired the annual meeting of the New York Seaplane Pilots forum.

Saturday morning, the panel discussion on float flying was led by Spike and Jay as well as a few other seaplane experts. Then in the afternoon, the mandatory briefing for the various flying contests was led by Jay who has had years of experience in this sort of thing from Greenville, Maine, to Speculator and other seaplane gettogethers. We were proud of the participation of all the SeaBee Club members who were there.

We saw Bob Richardson, Executive Director of the Seaplane Pilots Association, at Speculator and he told us that the fly-in at Otsego Lake State Park the previous weekend was great, as usual. Bigger and better than ever, it had beautiful weather and drew the largest crowd yet. Former SeaBee owners Randy and Nancy Rhodes did a spectacular job organizing and running the event; Bob also said that he couldn't run the SPA Corn Roast at Oshkosh without their very welcome help.

The annual Corn Roast will be held at a different site, different day and time. The fun will start on Sunday, 2 August, at 3 P.M., so that those attending can have a front row seat for the entire afternoon Air Show. Dinner will start at 5 P.M. and end at 8. Beer and soft drinks will be available all five hours, included in the cost of your ticket (\$11 prepaid, \$13 at Oshkosh). The price also includes your SPA/OSH '92 mug and your ticket in a special drawing for grand prizes.

ATTENTION FRANKLIN OWNERS - IMPORTANT NOTICE

If you have joined the Club within the last year you may have missed an important SAFETY REMINDER: Republic MANDATORY Service Bulletin No.21, 14Oct47.

That specific bulletin, which was published more than a year after SeaBee production started, addressed a recurring SeaBee problem that had damaged or destroyed several RC-3s, and injured or killed a few people.

The title of that bulletin: INSTALLATION OF PROPELLER SAFETY SPRING.
Reason for Change: To install a safety spring to prevent the propeller from inadvertently going toward REVERSE PITCH in the event of failure of the reverse control cable.

Airplanes Affected: SeaBees serial Nos.5 and ALL subsequent airplanes. That bulletin has a full-page drawing of the prop control area and the [prop safety spring's CORRECT position, plus instructions to accomplish the change.

That Republic Service Bulletin has been available for 46 (that's right - forty-six) YEARS! Failure to address that problem has taken MAY lives over all these years.

The most recent one was a Club member in South Africa about three years ago. He and three passengers and sn132 were demolished. His wife, watching the takeoff, and sudden loss of thrust, saw it all.

You're asking: "Why hasn't something been done about it?"

Republic DID do the correct "fix", by making mandatory the installation of that Prop Safety Spring, Part No. SK-18837-1.

(THE SEABEE CLUB DOES STOCK EXACT DUPLICATES OF THAT SPRING, PLUS THE SERVICE BULLETIN)

TEN YEARS AFTER REPUBLIC FOLDED: Hartzell, on 18Jan57, published their "Bulletin No.40", which was an all-purpose bulletin (to Stinsons, etc, NOT considering the lone "pusher" prop configuration of the RC-3, though Hartzell even included "Republic RC-3 aircraft"), advising, with a drawing, to install a spring, positioned to ENSURE that, in case of control cable failure, the spring WILL BE PULLED TOWARD NEUTRAL/REVERSE!!!

That accounts for many (more than a dozen) unexplained and inexplicable RC-3 accidents over all these years.

It's quite possible that YOUR Franklin 'Bee spring is installed BACKWARD in the unsafe position.

If you'd like to have that 4-page bulletin, and the spring, send \$7(\$8 overseas).
NOTE: This notice has been previously included in Newsletters #3,5,8,10,17,23 and 26.
IF YOU ARE FLYING A FRANKLIN, YOU HAD BETTER ASCERTAIN WHETHER YOU'RE SAFE. THE SPRING SHOULD BE PULLING FORWARD, TO PREVENT THE PROP PITCH FROM GOING TOWARD NEUTRAL/NO THRUST.

We've recently made contact with the design engineer of the SeaBeast's hydraulic system, from 1946, Mr John Motrie. He kindly loaned us some of the original drawings, information, sales brochures and manuals. We have duplicated those so that you can have them also. (see below)

The Electrol Corporation, Kingston, NY, was the source, and design, of ALL Republic hydraulics.

The Company also bought SeaBee sn68/NC87515, delivered to them on 17Oct46, as their Company's executive transportation for many years. It is still alive and well (according to my research) and is living in Florida.

Mr Motrie was intrigued enough by the nostalgia of "SeaBee-ing" again to join us on the beach at Speculator. He was quite pleased to see his hydraulic engineering still alive and well and living in RC-3s.

- "The ELECTROL POWERPAK, Model #430, Maintenance Manual" is a 16-page booklet including the Powerpak Data, Description, Trouble Shooting, Disassembly and Reassembly Cautions and Hints, Sectional Disassembly and Reassembly, a 2-page (centerfold) diagram/schematic, Parts List, and Part Nos./Names of all Seals and Snap Rings. It's 16 pages: \$8(+\$1 overseas). Reference Item "T160".
- "SEABEE Hydraulic Assemblies and Spare Parts and Price List" (1Jan48), with Part Nos. for L&R Landing Gear Oleos, Retracting Mechanism, Gear Cylinder, Flap Cylinder, Tailwheel Cylinder, Check Valves, On/Off Valve, Powerpak and Brake Cylinder. It's 8 pages: \$5(+\$1). Reference Item "T159".
- ELECTROL Corp. Technical Treatise; "PACKAGED HYDRAULICS FOR SMALL AIRPLANES", by John Motrie, Design Engineer: 5p - \$4(+\$1). Reference Item "T158".
- FAA List (Jul'89) of SUPPLEMENTAL TYPE CERTIFICATES (STCS) For RC-3: 3p - \$4(+\$1). Reference Item "T157".
- Also available now is the UC-1 TwinBee CHECKLIST (only): 1p - \$2(+\$1). Reference Item "T153".
- SeaBees RESURRECTED by Northwest MOD SHOP, W.E. Aerotech, Details of ZERO-TIMED Overhaul: 2p - \$2(+\$1). Reference Item "L118".
- REPUBLIC AVIATION HISTORICAL SOCIETY Chronology of Republic Airport History from 1917 to 1985: 5p - \$3(+\$1). Reference Item "L120".

The above reference items are just a few of the continuing additions for your delectation. We hope that your interest in the species "SeaBeast" extends to proper appreciation and study.

TRAVELING IN BRITISH COLOMBIA?

Capt Rick Dion (CF-DKA/sn515) has offered advice or help to any members traveling in the area, which is a very nice gesture. He's at 4927 4th Ave, Delta BC V4M 1G3, Can. Phone 604/943-4340.

Rick passed on this RC-3 research info: There were 34 'Bees delivered to Canada before 1950; in '83 there was a total of 85, and in Mar'90 there were only 81 on the Canadian Registry.

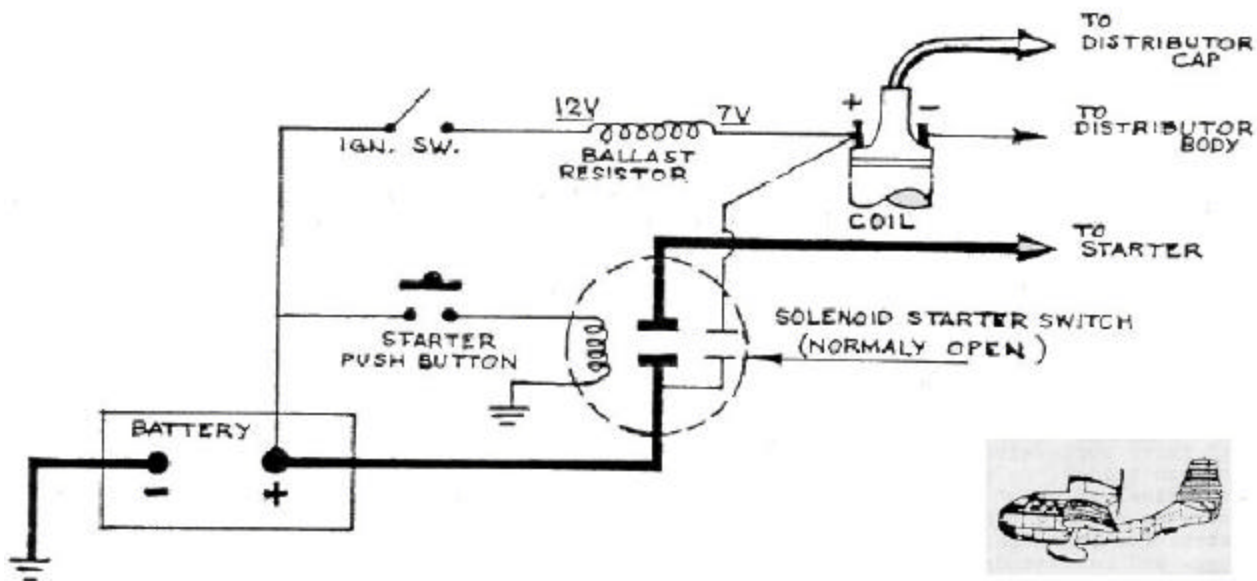
The number of SeaBeasts is dwindling gradually, from the 1,060 built, so please take care of yours. "THINK": the best checklist.

Don Jones, CF-JKC, sn241, in Toronto has found for us an interesting TECHNICAL treatise on a seldom addressed subject: FUNCTION OF THE BALLAST RESISTOR.

Although not shown in original SeaBee wiring diagrams it is necessary to install a ballast resistor in the ignition circuit due to the design of MODERN coils. The ballast resistor (approximately $\frac{1}{2}$ ohm) is connected in the circuit between the ignition switch and the coil's primary winding. Ballast function is to drop battery voltage to a lower potential allowing favorable ignition coil design without excessively high current in the primary winding.

As the engine warms up, the ballast resistor in turn warms up, increasing its resistance, thus automatically furnishing lower voltage to the coil, and resulting current demand in the primary winding. Upon initial start the ballast is at its lowest resistance (cold) allowing a higher primary voltage and thus a hotter spark for starting.

Usually however, the ballast resistor is by-passed out of the system while the engine is being cranked by the starter. A shunt is actuated by the starter circuit, usually by an auxiliary contact in the starter solenoid switch, which allows direct battery voltage to go to the coil, thus maximizing primary voltage, and generating hotter spark during the starting period, when the battery voltage is severely decreased by the starter motor's enormous current demand.



Thanks, Don, for extracting that esoteric, eclectic, and electrical essay.

On a necessary related subject, brought to mind by a member recently, here's the straight scoop on the VOLTAGE REGULATOR. It's in your Franklin Aircraft Engine manual, SeaBee Club Reference item "N4", p48. (For MODEL 6A8-B8F & B9F ENGINES, from Aircooled Motors, Inc.)

"The voltage regulator is a device that regulates the generator current and voltage output to the battery and electrical units. It protects the generator from overload and the battery from overcharging. It also acts as a reverse current relay to prevent battery current from flowing back through the generator when it is not operating, causing the battery to discharge and the generator to burn out. The regulator used on the model 6A8-215-B8F and B9F engines is the Auto-Lite model VRX-4401A.

(Continued)

"If the generator is not charging properly, all connections and wiring from the generator to the voltage regulator and the battery should be checked. The connections should be dry and tight and the wiring should be free from frayed spots or cuts. If the wiring and general condition of the generator is satisfactory, the trouble may be in the voltage regulator. Ordinarily, the voltage regulator is not serviced but is replaced by a new regulator of the proper type. A low charging rate and a fully charged battery indicate normal regulator operation. A discharged battery will normally produce a high charge rate.

"The electrical accessories may be serviced in an engine shop that has complete electrical repair and testing equipment. Usually, the most satisfactory procedure, however, is to take the accessory needing service to a registered service station that handles the make of equipment involved." END

Here's the latest (Jun'92) scoop on the FRANKLIN ENGINE PARTS availability from the Carl F. Baker Co. of California.

"For several months Carl F Baker Co has been moving to a new location, still near Los Angeles. In order to finalize, we'll be closed for the month of July and open again in Aug with new address, phone and hours. Here's the schedule:

- Closed 26Jun - 2 Aug. Re-open for orders 3 Aug.
- Hours: Mon thru Wed, 9-5.
- New address: 3541 Old Conejo Rd, Unit #120, Newbury Park CA 91320. (About 12 miles east of Barstow, on I-40.)
- Phone: 805/376-2340 (M-W 9-5).

"Thanks for your patience. We look forward to serving you." /s/Rick Hoffman.

If you are flying a Franklin 'Bee, and do not have the Franklin manual, you are jeopardizing yourself and your 'Bee. When you encounter engine problems, and take her to a maintenance shop, without the manual, then what?

SeaBee Club Reference Item "N4": 56p - \$22(+\$4 overseas). "Inspection, Operation, Maintenance and Overhaul Instructions".

Red Jellison, aka "Capt Redbeard", has been doing 'Bee-biz for many years, with three successive 'Bees, selling rides to folks in Lake Michigan, near the Mackinac Bridge. He's retired from it now, but gives credit to George Mojonnier for "priceless help" in teaching him how, many years ago. Over the years Red made some modifications that enhanced his sight-seeing fun. Wing-tip spill plates, for instance. And he was very particular about having clean, slick wings, and recommends that we all do the same, which is VERY good advice.

"While flying with heavy loads every day we washed the top of the wings and tail every morning with soap and wax solution. Dust and dew would settle on them at night. If I failed to wash them because of a rush of business (not unusual) it raised the takeoff speed by 10 mph, and also the stall speed.

"Standard procedure was to have one of the kids walk along the wings trailing a mop with the solution, then Red sloshed pails of lake water over the wings, which cleaning process took only ten minutes, for aerodynamically clean wings."

Each spring, beginning their "season", he removed the main gear and tailwheel. A water rudder was then bolted into the tailwheel fork. The mains were inactivated so that putting the "gear" (tailwheel only) down put the water rudder below the keel, giving much better steering. (Bear in mind that procedure was done many years ago, before the Feds got so picky.Ed.)

"All docking and reverse maneuvering was done at a fixed 1200 RPM, using the reverse knob for fore and aft control. The LH door had Cessna hinges, allowing better passenger boarding and egress, (to the dock) while another five gallons of fuel was being added, every three "hops". Weight saving. The flight-seeing trips were either 7-8, or 12-14 minute trips over Mackinac Island." Thanks, Red, for sharing with us.

You've seen mention of (wheel) "BEARING SAVERS" in recent newsletters, but we never knew exactly how they work. Our contributing editor Don Kyte, who has had them installed in his sn330, has contributed more specifics.

"About the bearing savers, I can't give you very much technical data on them. They are based on bearing savers used on boat trailers. What it amounts to is machining a cylinder about as big as your fist. One end bolts to the outside of your wheel over the axle. The other end is open, and inside is a Teflon plug with a zerk fitting in the middle, and 3 or 4 small heavy-duty springs around the outside that keep the plug snug against the wheel. The wheel itself is sealed so it will hold the grease. Then you hook your grease gun to the zerk and pump it full of grease. As the wheel is filled with grease, and more is pumped in, the springs start collapsing as the grease is forced out into the cylinder. You continue pumping grease until the cylinder is full.

"The idea, of course, is that the springs keep a constant head of pressure on the grease in the cylinder, which acts as both a pressure dome and reservoir for the grease, which is constantly fed into the wheel as needed. At first it takes several fillings of the cylinder to replenish the grease until it is in every nook and cranny, but after that the zerk stays out in full view, and you know everything is full of grease. No water can get in against the pressure of the grease, which is constantly fed into the wheel as needed. I used to have to replace my wheel bearings about three times during the summer, but didn't have to touch them this summer. They should last a long time, with no contaminants able to get to them. All of us who have them have had no problem getting a Form 337 on them. For more information, contact Ken Thompson." (See your membership Directory.)
Thanks very much, Don, for your welcome input.

WATER RUDDER OPERATION SAFETY REMINDER: when in reverse thrust (slowly!), keep your rudder pedal differential at a minimum so that the force of the water will not over-torque the water rudder post.

That post is hell to work on inside the hull!

Suggestion: to prevent over-travel of the water rudder, secure light stainless cable (on a thimble) to the upper aft corner of the rudder, ascertain the nominal limit of rudder travel, about 30 degrees from center. Attach the other end to a drilled-out rivet hole in the aft hull, at the point that accommodates that limit, which point would be just two or three inches aft of the water rudder.

Our 58K had that done many years ago. I've never had ANY worry about over-torquing the water rudder.

HYDRAULIC PUMP RESERVOIR REINDER:

Fill only to screen level (have you cleaned the screen lately?), and replace the threaded plug FINGER TIGHT ONLY, so you can replenish in flight if necessary. You do have a squirt-can of hydraulic fluid handy in flight, right?

PERSONAL FLOATATION DEVICES ("PFD"s)

We all cherish and enjoy the water capability of the ol' SeaBeast. That's why we bought her, right? Despite her age, the Beast is still the best single-engine amphib around, right? We are drawn to the water. And we like to be safe in doing so. Why then are we being Unsafe by not wearing a PFD!

Before you slip the surly bonds of earth, and plan to fly to a body of water, don your approved PFD BEFORE you take off. Without it on, and after you land in the wet stuff, and have a possible emergency, you and your passengers probably will not have time to put them on. As pilots we think SAFETY, right? AND YOU WANT YOUR PASSENGERS TO BE SAFE IN YOUR HANDS TOO. It's the pilot's responsibility. Everyone on board should be wearing their PFD. A good one costs around \$100, and better ones almost \$200.

(Continued)

Landing in the water: THINK. "Gear Up" (?) Look over your shoulder to visually check that you see the wheel. Check that wheel again JUST BEFORE TOUCHDOWN.

It has happened (this is the voice of experience!) that, in testing a far-off member's 'Bee, we did the usual pre-lading check and everything was okay: "Got a wheel in sight, gear-up light". I pumped down the flaps and started pulling some back pressure for a nice smooth water landing. Peggy called out that the gear was DOWN! Full power and back pressure. What happened!!!?

Apparently the FBO that annualed the SeaBee had not completely checked the hydraulic system, specifically the over-center gear locking. In our flight, the gear was held up ONLY by the hydraulic pressure was relieved, releasing the gear. A CLOSE ONE!!!

Without my trusty pilot-wife, Peggy, holding down the right seat, we would have landed in the lake with the gear just hanging. The water force on the hanging wheels probably would only force them backward, IF the gear selector was in the UP position, to minimize any "over torqueing". (Any voice of experience on that aspect ???)

No, we were not wearing PFDs. That was a long time ago, before they were readily available.

The subject of equipping the 'Bee with skis comes up occasionally, because back in "The Old Days" quite a few 'Bees up north were so configured. There are probably some working 'Bee-keepers in northern Canada who still use them. But they're so far from civilization that they have probably not even heard of our Club. Not only that but some speak only French.

While on the subject, for your edification, the main skis are Federal Model #A-3500, and the tail ski is Model #AT-3500, manufactured in Minneapolis. They've been out of ski biz for many years, but before they folded they sent me the full-scale drawings, rather than throw them away. NOTE: "Floats may be removed with skis installed - remove 30 pounds of ballast."

John Randall, N6302K, of Buffalo, New York, is interested in putting skis on his 'Bee next winter. If anyone has any experience or expertise in this, or even any ideas, would you please lend a hand to help him? 716/542-2707.

Here's a helpful hint from way back in Club News #9: Subject: TAILWHEEL TOWBAR. If you hangar your Beast, and we wish that everyone could protect his 'Bee that well, the towbar is one of the most useful items you could have.

A friend made one for me, copying the one for his own 'Bee, many years ago. I cannot imagine having to do without it. In fact, when I moved here from the Ft Worth/Dallas area, I brought the towbar with me in the 'Bee so as to have it when we arrived.

The towbar is 9' long, long enough to extend beyond the rudder's trailing edge, and made of pipe. Weighs 20 pounds. How did I get it in the poor ol' 'Bee? I sectioned it. Does that emphasize its importance? If I ever make one myself it'd be of MUCH lighter material, and sectioned to fit athwartships in the hold. (See News #9, P10, for the drawing.)

The rather simple drawing will give you an idea of what's involved. Two-inch aluminum tubing would probably reduce the weight by less than half. Try it - you'll like it.

Member Bob Dorr, Editor/Publisher of The Royce Report (free sub to airplane-owning members), has in the June '92 issue, p.24, the first part of the report of the Sioux City accident, written by Capt Al Haynes himself. It's fascinating, to say the least. The second part will be in the next issue. GET THEM!

We really appreciate Bob's literary efforts, and especially his penchant for seaplanes and SeaBees.

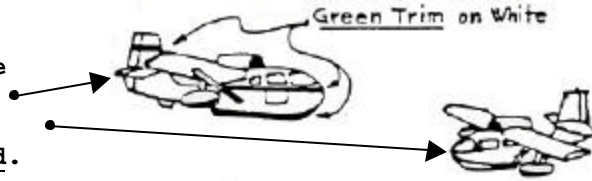
Royce Report, Box 2357, Danbury CT 06813. Ph 203/792-5800.



SHIP'S STORES

- All NEWSLETTER BACK ISSUES, #1 - #27 are available for \$2.00 each.
- Need an EXTRA MEMBERSHIP DIRECTORY to keep in your plane? \$5 each. (The 1992 Directories have been sent to members.)

- SeaBee PINS/TIE TACS (3 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.

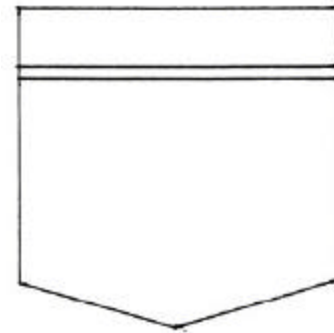
If you'd like your name and/or "N" number, or initials, it is only an extra \$2 per line. (Specify if you want them above or below the Club name, or on the opposite side: \$4 extra). The drawing depicts our own shirts.

Price per shirt is \$28 postpaid. U.S. & Can.

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.

Seabee Club Int'l
N6458K



- The "determined 'BEE IN FLIGHT" LOGOS, same as Club News heading, comes in LARGE and SMALL 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: \$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.
- Old style (Republic) HARTZELL LOGOS for prop blade application: \$15 pr.
- AMERICAN FLAG logo, 4x6", LH and RH: \$7 pr.
- 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 REPUBLIC 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.

SHIP'S STORES cont.

- KEEL (hull & float) DRAIN PLUGS (stainless): \$.60 ea. (70¢ ea, Can. and 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, ppd.
- 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": \$5. The decals are original size, 1 1/4 x 4 1/4", white w/red border (see dwg, bulletin 23), to be applied near the fuel fill.
- 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" or Required, Necessary, Technical and Literary items, kept in stock for your edification: \$4, refundable with order of MORE THAN \$15. This is a NEW LIST, just completed in July 1991; most items are the same as the previous list, but there are changes, and many new additions. Please state REFERENCE NUMBER and ITEM NAME when ordering.

SERVICES TO MEMBERS:

- VHS 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 have 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.
- Gene Letter [CFI] is giving instruction in his own SeaBee (sn 244, N5090J) at Sunrise Aviation, Ormond Beach Airport, Florida, for \$96/hr. Ph 904/677-5724.
- KENAIR, member Ken Thompson, is offering SeaBee Club members free advice on Simuflight installations/conversions, wheel bearing savers, which Ken has installed on Ron Lyall's 49K, also on Don Kyte's and Bill Gentry's 'Bees, plus may other 'Bee goodies. Ken recently replaced Don's hull bottom, with extra stiffening, etc. An authorized Simuflight installation center, Kenair has lots to offer, but no parts or paint shop.

CLASSIFIED: (Free to members)

SEABEES FOR SALE

- C-FDLs/sn627, completely assembled, Clevelands, wing ext, wide rails, no corrosion. B9F disassembled, new sleeves, 0-time prop June'91. Garage full of misc. spare parts (mostly engine). Best offer over \$30,000. Canadian. Claude Hansen, Maniwaki, P. Que.; home: 819/449-6725; work: 449-6633.



SEABEES FOR SALE cont.

- sn68, fair shape: B8F engine needs prop housing; logs missing but has clear AOPA title. Some hull damage & corrosion, promising rebuild project. Asking \$18,500, come by & make an offer. Gene Letter, 47 Aspen St, Daytona FL 32124.
- UC-1 TwinBee N77GT/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.)
- N6428K/sn673, B9F 750TTAF, 210SMOH, prop AD 11/'89, Annual 3/'91, new paint & fuel cell, droop tips, wide rails, \$34,500. Tom Holland, 377 Bahia Ave, Key Largo FL 33037. Ph 305/451-3910.
- N87507/sn60, Cont.IO-470P (no prop), 20 hrs since overhaul. Has primer coat only, plus engine mount STC. Mac McCarthy, 707/894-3627
- N6005K/sn175, B8F 796hrs, 1,396 hrs AF, 97SMOH+prop, electric fuel pump and two engine-driven pumps, Cleveland disc brakes, steerable T/W, Miller wing ext and droop tips, 3-year old paint & interior, 97 hrs on metal prop: \$55K or best offer. Capt Alan Watson, 619/488-3255.
- C-FFCG/sn887, B9F:94hrs SOH, 1003 TT, wing extensions, painted 1982, \$45,000 US. Andre Belanger, Quebec, phone 418/543-3609.
- N6298K/sn511, B9F, 650 TTAF, 190 SMOH. Everything new: King 165, transponder w/encoder, M1 Northstar loran, Cleveland brakes, electric fuel pump, retractable landing lights, bilge pump system, oil filter, wing extensions, all STCs & Field Approval complied with. (See Jan'91 Trade-A-Plane cover) Extra set of wings, extra engine w/lots of parts. \$65,000. Bill Gentry, 430 Bolero Dr, Danville CA 94526. NEW: 510/837-8037.
- Seabee N6302K, sn518. Completely rebuilt 1980 w/"STC Bee" Lyc. 208 hrs since conversion, 1,030hrs TT and 630hrs engine. Has II-Morrow loran, new nav/com, encoding altimeter, automatic bilge pumps and fuel cell at last (Jun'91) annual. Will provide complete equipment list. John Randall. (See following ad.)
- N6164X, AERO COMMANDER 500B; For information and complete equipment list, please call John Randall, Buffalo, NY. Ph. 716/854-1925.

WHEN YOU SELL YOUR 'BEE LET US KNOW SO WE'LL HAVE THAT SPACE AVAILABLE

PARTS FOR SALE

- Franklin ENGINE PARTS: 7 good jugs, all with valves (excellent, some new), some w/rockers, pushrods & springs. Will sell individual pieces. H.C. Leydecker, 12711 Tannehill Pkwy, McCalla AL 35111-9054. 205/477-6342.
- WING FLOAT STRUTS: Newly manufactured, unassembled but complete for \$175 each. Kit includes one skin, 2 closure angles and one channel. Richard Saunders, Box 1169, Bandera TX 78003. 512/796-3200.
- SeaBee HULL, almost complete, w/wings, tail, etc. Good condition, ready to hook up and tow away. Peter Lampasona, 58 Hurlburt Rd, Gales Ferry CT 06335. 203/446-1488 or 464-7646.
- CARB AIR FILTERS, a VERY desirable ADDITION to your Franklin. Contact member Bob Mills, Philadelphia SPB, at 215/521-3633.
- 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.
- Complete (disassembled) B9F (\$2500), good mag plus some wheels and brake parts, one float, prop valve, and fan SPINNER w/Form 337. Capt Sam Richardson, (new address© 23115 Airport Rd.NE POBox 12 Aurora CO 97002.)



PARTS WANTED:

- TAILWHEEL SHOCK ABSORBER COLLAR Assy, Part #1126. Keith Mitchell, 363 Geneva St, Apt 603, St Catherines, Ontario, CANADA L2N 5S6.
(Ed. Note: W.E. AEROTECH SERVICEAS, INC stocks that and many more parts.
1302 26th Ave, Gig Harbor WA 98335. Ph 206/851-5057.)
- NEW member David B Johnson needs FRANKLIN B9F PARTS: exhaust valves, pistons, rings, connecting pins and valve guides/seats. POBox 298, Vineburg CA 95487.
707/935-6818. David has RC-3 sn868/N7171Z.
- FUEL PUMPS FOR YOUR FRANKLIN: Find a well-stocked automotive supply house and ask for "Carter Fuel Pump #P60378, Model 12V2401". Probable cost, about \$50+ ea. They are exact duplicates of the old (defunct) Delco pumps. Bob Redner confirms that the info is correct, as he has been buying those pumps direct from the manufacturer through the company he works for. HE says that there are a number of NECESSARY CHANGES though:
 1. Install the Franklin actuating arm.
 2. Drill and tap the boss for the drain fitting. Use the restrictor in the drain fitting.
 3. Install set screws at each end of the arm pivot pin to prevent oil seepage.
 4. Replace the stock oil seal with a different type that is more durable. They are good pumps after these changes are done. I can do the pump and cylinder work for others - "airboats". Thanks, Bob, for your help.
- Bogert Aviation, Rt1 Box 1676, Prosser WA 99350, offers to build FAA approved BATTERY AND STARTER CABLES for SeaBeasts. You may have already ascertained that those items are difficult to acquire.
Bogert needs only the length of the cables and the size of the terminals at each end of the cable to duplicate them for you.
"For those who help us gather the information, we will build up a set of our famous "LOW LOSS" (and high quality) cables, and reduce the price to 60% of the regular cost."
Those interested contact Richard Bogert at 800/627-8088 (USA), and 509/786-4004 outside the US. FAX 509/786-4300.

Capt. Chuck Basset reports that Windham Aircraft Inc, in the Connecticut/New York area, did an excellent job on his connecting rods and cylinders. Shot peened and re-sized, etc.

He and Richie Brumm, Franklin expert par excellence, have utilized Windham's shop, and specifically Henry Bouley, in accomplishing some very fine work on manufacturing vital parts for ol' Franklin.

Efforts like those will keep us "Frank-ophiles" flying for many more years.

We have mentioned in previous newsletters that we have a small supply of the ORIGINAL Republic Data Plates (secured on the vertical wall, above the battery box), but wish to emphasize that they are scarce.

If you are building up a 'Bee, and don't know what serial number it is, we can help you determine the correct serial number, and date of manufacture, for us to have the plate engraved for you. Those original factory data plates are \$12 ppd.

Airframe serial numbers are found engraved on the bow keel strip, below the cleat. The numbers may be obscured by paint. The numbers are also in the top forward corner of the RH door frame.

On that subject, each of the primary flight controls: wings, elevators and rudder, have the same serial number as the airframe, engraved in the trailing edges of each. Those too may be filled with paint, but hopefully readable.

However, over all these years since RC-3s left Farmingdale, most have had occasion to have replaced, for one reason or another, those primary flight controls, so it's fairly rare to see a 'Bee with ALL numbers matching. Our own sn709 is one of those "intact" ones.

" QUEEN BEE "
1947 REPUBLIC SEABEE

COLOR: WHITE CRÈME WITH CHARCOAL AND RED STRIPES
INTERIOR: CHAMPAGNE GOLD, RED AND BLACK WITH POLISHED
ALUMINUM TRIM. CARPETS RED AND BLACK WITH RED TRIM

TOTAL TIME: 200 HOURS ! THE NEWEST SEA BEE ON THIS
PLANET.

THIS QUEEN BEE SPENT 15 YEARS AND LOTS OF MONEY BEING
COMPLETELY RE-WORKED.

THE FOLLOWING ARE SOME OF THE FEATURES, CHANGES,
AND/OR MODIFICATIONS WHICH WERE MADE.

ON THE PANEL: TWO FUEL WARNING LIGHTS, AND ONE OIL
WARNING LIGHT. SEPARATE TAIL WHEEL DOWN GREEN LIGHT.
POST LIGHTS, AIR SPEED, RATE OF CLIMB AND ALTITUDE
INSTRUMENTS CAN BE LITE SEPARATELY SO THAT ALL OTHER
PANEL LIGHTS CAN BE OFF FOR NIGHT WATER LANDINGS.

MAP LIGHTS, PANEL FLOODS, CABIN AND BAGGAGE LIGHTS IN
CUSTOM MOLDED OVERHEAD CONSOLE.

DUAL PANEL LIGHTS FOR DUAL FUEL PUMPS; PANEL LIGHTS
FOR OIL PRESSURE

EXTRA LANDING GEAR LIGHT FOR TAIL WHEEL SO YOU KNOW
WHEN EVERYTHING IS DOWN AND LOCKED.

ALL CUSTOM ETCHED, PRINTED AND ANODIZED INSTRUMENT
PANEL, AND CENTER CONSOLE CIRCUIT BREAKER PANEL
LABELS. (COST \$3,000)

CENTER CONSOLE CIRCUIT BREAKER PANEL HAS QUICK
DISCONNECT.

RUDDER PEDAL TUBES HAVE A CUSTOM ALUMINUM BOX
STRUCTURE COVER WHICH IS CARPETED AND HAS SPECIAL
CUSTOM MADE BOOTS FOR THE RUDDER PEDALS.

THERE ARE TWO OVERHEAD 5" X 5" SPEAKERS. CLEAR AS A
BELL.

THE TOP OF THE INSTRUMENT PANEL HAS A CUSTOM MOLDED
COVER WHICH ENCLOSSES A CABIN FAN AND THE SAFE FLIGHT
INDICATOR.

THE SECOND CABIN FAN IS LOCATED IN A CUSTOM BUILT
PANEL ON THE RIGHT FRONT SIDE OF THE CABIN. THE FANS
ENABLE TAXIING WITHOUT HAVING TO LEAVE THE DOORS OPEN
IN THE SUMMER. NO WINDOW FOGGING.

THE CABIN ALSO HAS FOUR AIRLINE TYPE "WEMAC" WINDOW
VENTS.

THE PANEL HAS: ALL ELECTRIC HORIZON, DG TURN & BANK,
RATE OF CLIMB, HOBBS, 2 STALL WARNINGS, SAFE FLIGHT,
ALL ENGINE INSTRUMENTS, CARB. TEMP, CYL. TEMP.
ELECTRIC TACH, DUAL ALTIMETERS, "G" METER, OMNI, DGO-
12, THE RADIO STACK IS AN EXCELLENT SPECIAL SETUP
DIRECT FROM NARCO. AUDIO PANEL, COM 12, NAV/COM NAV
14 TRANSPONDER, ELT WITH SPECIAL HIDDEN ANTENNAS,
DUAL COM DORNE & MARGOLIN ANTENNAS ON TOP OF THE
WINGS. ONE EACH SIDE OF THE COWL 4/5 FEET OUT FOR THE
BEST GROUND PLANE POSITION. MUCH BETTER THAN CABIN
TOP AND NO INDUCED CABIN NOISE. REAL QUALITY RADIO
SPEAKERS IN OVERHEAD.

CESSNA 310 CUSTOMIZED YOKES.

WE EVEN MADE A PATTERN THEN CAST ALUMINUM TRIM
HANDLES AND MACHINED THEM TO THE PROPER SHAPE. SAME
FOR THE PROPELLER REVERSE CONTROL KNOB.

THE CONTROL COLUMN HAS A TEFLON SLIDE COLLAR IN THE
PANEL.

THE RUDDER PEDALS HAVE TEFLON FILLED DELRIN GUIDES
FOR SUPER SMOOTH CONTROL ACTION.

THE ENGINE CONTROL PUSH PULL CABLES ARE ALL SPECIAL
ORDERED WAVY WOUND AND SEALED CABLES

ALL CONTROL CABLES RUN THROUGH SPECIAL TEFLON/DELRIN
GUIDES.

NEW FUEL TANK AND NEW FUEL PICK UP.

THE CENTER CONSOLE CIRCUIT BREAKER PANEL IS
REMOVEABLE.

THE INTERIOR OF THE SEABEE IS SUPER SOUNDPROOFED.

..... ETC. ETC. ETC. ETC.

EXTERIOR: SPECIAL WING ROOT FILLETS.

LEADING EDGE LANDING LIGHTS WHICH ARE ADJUSTABLE.

TAXI LIGHTS

ROLLED COWL FRONT OPENING.

STAINLESS STEEL EXHAUST PROT TRIMS WITH A CLOISONNE'
FINISH.

TWO FLUSH RIVETED SMOOTH PLANING PANELS. ONE EACH
SIDE OF THE KEEL TO REINFORCE THE BOTTOM AND PROVIDE
SLICK PLANING SURFACES.

STATION 80 HULL STIFFENER.

THERE IS A 12 - 24 VOLT SYSTEM THAT WORKS PROPERLY.

ALL NEW WIRING

ALL NEW STAINLESS STEEL PRE-STRETCHED CONTROL CABLES.

RE-ALIGNED ALL CABLE GUIDES.

THE TAIL WHEEL RETRACT HULL CONTACT AREA IS
REINFORCED.

CHROME PITOT TUBE ON THE LEADING EDGE OF THE WING.

SPECIAL STREAMLINED TUBING AND FITTINGS FOR THE FLOAT
STRUT BRACES.
HEAVY WALL FLOAT STRUTS.

ALL OF THE HULL INSPECTION COVERS ARE FLUSH.

HEAVY WALL WATER RUDDER SHAFT WITH SPECIAL SPACERS.
NYLON COLLAR AT THE HULL AND UNDER TOP QUADRANT.
BOTTOM TUBE SPACERS HAVE ROUNDED CLOSED ENDS FOR NICE
SMOOTH APPEARANCE.

RE-DESIGNED THE TAIL WHEEL STEERING ARM & PULLEYS FOR
MUCH NICER CONTROL AND OPERATIONS. WORKS BEAUTIFULLY!
JUST LIKE A TRICYCLE GEARED AIRPLANE. MUCH REDUCED
RUDDER PEDAL EFFORT.

THE HUB CAPS ARE SPUN ALUMINUM WITH THREE STAND OFFS
TO PROPERLY HOLD THEM IN PLACE.

BEHIND THE HULL STEP IS THE SPECIAL TANK DRAIN SYSTEM
WHICH OPERATES FROM THE SIDE OF THE HULL - NO MORE
CRAWLING UNDER THE HULL TO DRAIN THE TANK !!

THE ENGINE IS BEAUTIFULLY PAINTED WITH CHROME PLATED
ROCKER COVERS.
SILVER PUSH ROD TUBES.

SPECIAL OIL FILTER SYSTEM.

ROUND ALUMINUM OIL COOLER THAT PROPERLY FITS THE
AVAILABLE SPACE.
SPECIAL ENGINEERED 4130 STEEL BRACKETS.

MOTOROLA ALTERNATOR - SPECIAL 6061 T4 BRACKETS.

ENGINE, RODS, PISTONS, FAN, ETC. ARE BALANCED TO 1/2
GRAM.

INTAKE MANIFOLD INTERIOR CLEANED UP, CYLINDERS
PORTED.

ALL CYLINDER BASES SHOT BLASTED 320 A SCALE.

THE LAST DIFFERENTIAL COMPRESSION CHECK WITHIN 1 NEEDLE WIDTH ON ALL CYLINDERS. COMPRESSION 140'S.

ALL PLATINUM SPARK PLUGS WITH PLENTY OF EXTRA PLUGS.
STAINLESS STEEL IGNITION WIRE STAND OFFS.

EACH FAN BLADE IS AIRFOIL SHAPED FOR GREATER EFFICIENCY.

CARB HEAT DOOR SEALS PROPERLY (NYLON SHOT BUSHINGS AND HIGHER LOCK SPRING PRESSURE)

NO SAG ENGINE MOUNTS.

40% LARGER AIR FLOW SYSTEM TO CARBURETOR.

CORRECTLY RE-DESIGNED BLAST TUBE LOWER CYLINDER COOLER TUBE ASSEMBLYS.

ALL NEW HYDRAULIC CYINDERS

HEVY DUTY MAIN GEAR HYDRAULIC CYLINDER CLEVIS

GEAR CENTER TUBE CONNECTOR COLLAR HAS PROPERLY REINFORCED LEVER ARM.

NEW PROPELLER CYLINDER WITH NEW SLIDE RODS - NO OLD BANJO FITINGS, NEW VALVE AND PROPELLER HAS LATER PIVOT TUBES, CLAMPS, BEARINGS

..... ETC. ETC. ETC. ETC.

ALL THE TAIL FEATHERS WERE DISASSEMBLED, CLEANED, ANODIZED, ZINC CHROMATED AND RIVETED BACK TOGETHER

WINGS REFINED, OPENED, CLEANED OUT AND ZINC CHROMATED INSIDE WITH "RICE" EXTENSIONS AND SPAR CAP REINFORCEMENTS.

WINDOW HOLDS WERE CUSTOM MADE AND NEW WINDOWS MOLDED SO THAT WINDOWS REALLY FIT THE HULL CONTOURS.

NEVER IN SALT WATER !!!!

GROUND HANDLING EQUIPMENT:

THERE IS A MAHOGONY WITH OAK TRIM RAMP AND ELECTRIC WINCH STAND (SEE PICTURE)

THERE IS A SPECIALLY DESIGNED TAIL WHEEL STEERING BAR (SEE PICTURES)

TAIL WHEEL STEERING ARM AND PATTERN TO PRODUCE MORE OF THEM.

SPARES: (PARTIAL LISTING) 40' FRUEHAUF OVER THE ROAD TRACTOR TRAILER 1/2 FULL OF SEABEE SPARES THAT CAN BE RAIL OR ROAD SHIPPED TO PURCHASERS LOCATION.

TWO ENGINES PLUS..... 2 NEW FLOATS.....FLOAT STRUTS
TAIL WHEEL SPINDLES.....TAIL WHEEL COLLARS.....TAIL
WHEEL FORKS.....INTERIOR CARPETS.....SEAT CUSHIONS
WINDOW MOLDING
LIGHT MOLDS AND FINISHED PARTS
INSTRUMENT PANEL MOLDS AND PARTS FOR "EYEBROW" &
RIGHT SIDE EXT. "X" FITTINGS.....HYDRAULIC
CYLINDERS.....NEW HEAVY DUTY WATER RUDDER
TUBE.....STREAMLINE TUBES FOR FLOAT STRUT
BRACES.....ETC. ETC..ETC.....

We've just received this GOOD NEWS from Gene Letter, who was, among many others, a victim of Skaggs "Franklin engine" shoddy work. Thanks, Gene, and thanks, FAA. The Consumer Alert below will explain in detail the encouraging progress.

The Aviation Consumer - April 15, 1992

(SeaBee Club Int'l)

Consumer Alert

A purveyor of Franklin engine parts who has been variously identified with the Franklin Engine Club, Diversified Aeronautical Network and most recently Skagg Aero, located in Underwood, Indiana, has been penalized by the FAA for making unauthorized repairs and improperly issuing yellow tags.

An order assessing a civil penalty of \$16,000 was issued by the Des Plains, Ill. FSDO against Robert Skaggs. But because of his poor medical and financial condition, the penalty was waved. His son, Dan Skaggs, is now head of Skagg Aero and the Franklin Engine Club, which continues to operate, repairing and selling Franklin engine parts.

The FAA order listed a number of repairs and alterations made by Robert Skaggs in an unauthorized manner. Included were repairs performed by automotive machine shops on Franklin engine camshafts and crankshafts, production of nonconforming cylinder liners and improper installation in engine cylinder assemblies, along with

grinding down and knurling valve stems and installing them.

The FAA also asserted that Robert Skaggs never held a Mechanic Certificate with Powerplant rating or Inspection Authorization. And it said he does not hold a Repair Station Certificate or Parts Manufacture Approval (PMA).

However, Dan Skaggs told The Aviation Consumer that the organization now has PMAs on valve guides, cylinder sleeves and wrist pins. Pending are other PMAs on pistons, rings, valves, bearings and gaskets. He said they had applied for the PMAs 10 years ago, but got their first one only in September of 1991. In response to an inquiry by the Aviation Consumer to corroborate the PMAs, the local Manufacturing District Inspection Office at Vandalia, Ind. said because the matter was involved under investigation, they could not give out that information.

Dan Skaggs said they were not an authorized repair station but had an IA (Inspection Authorization) who could issue "yellow tags," which are issued to identify repaired or overhauled parts that meet FAA airworthiness standards.

Asked to explain the various company names, Skaggs said that Skagg Aero is the corporate name, but they do business as the Franklin Engine Club. The Diversified Aeronautical Network, he said, is a nonprofit corporation being used to set up a small airplane museum for antique aircraft engines.

The Franklin Engine Club has been the subject of complaints in the past by members of the Seabee Club Int'l. and the National Stinson Club, who questioned the quality of engine components the Skaggs had sold them, and who questioned their earlier claims that they dealt in FAA-PMA-approved parts.

Incidentally, prospects for obtaining legal, new Franklin engine parts are not great at this time, according to Melex USA, the Raleigh-Durham, N.C.-based U.S. marketing arm of Pezetel, the Polish owner of the Franklin engine rights. A Melex USA spokesman told The Aviation Consumer that despite letters sent by the Polish company to various OEMs (original equipment manufacturers) and kit builders touting their products, Melex USA has nothing to sell.

Capt. Dick (Frontier), Capt. Jim Smith (Pan Am), Capt. Don Kyte (United), Capt. Joe McHugh (Northwest), Bill Floten and Henry Ruzakowski at Lake Parker, Sun 'n Fun, Lakeland



"FIRST EXECUTIVE SEABEE DELIVERED TO ELECTROL"

"The first of the famous Republic Seabee amphibians to be delivered to a corporation for company business, being turned over to Benjamin N. Ashton (left), President of Electrol Incorporated, of Kingston, New York, manufacturer of a wide variety of hydraulics for aeronautical and general industrial applications, including all the hydraulics on the Seabee. Electrol uses the airplane for research on aircraft hydraulics as well as for executive travel. Electrol units on the Seabee itself include the complete landing gear assembly, the master brake cylinders, wing flap cylinders, tail wheel retracting cylinder and the Powerpak by which the power is supplied for raising and lowering the flaps and landing gear."

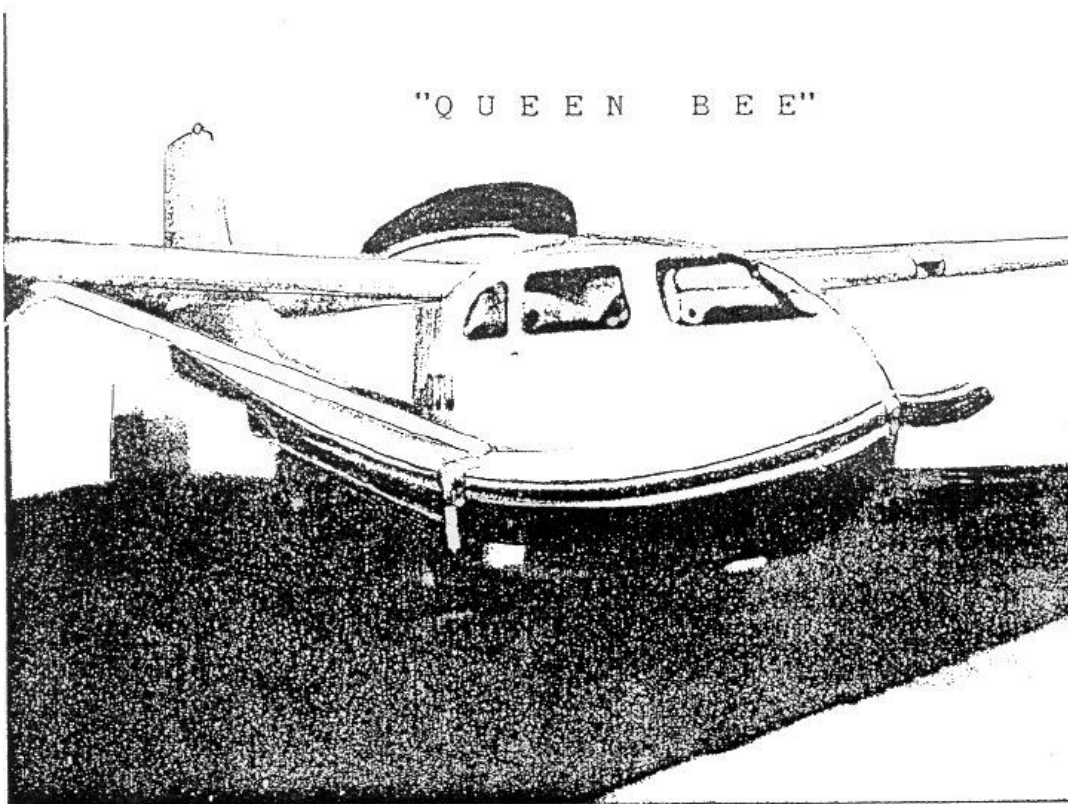
From: Charles H. Gale Associates
515 Madison Avenue
New York 22, N.Y. (Plaza 5-3211)

For: Electrol, Inc.
85 Grand Street
Kingston, N.Y.

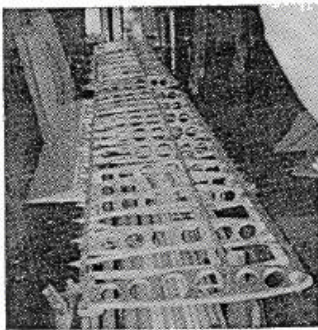
(Republic RC-3 Seabee; Serial number 68; NC87515; 1946)



Electrol Inc. corporate SeaBee, sn 68,
NC87515. Pres. Ben Ashton (L) and
John Motrie, Design Engineer.



ALL OF THE RESEARCH & ENGINEERING DONE ON THE "QUEEN BEE" MADE POSSIBLE
THE DESIGN & DEVELOPMENT OF THE "ADVENTURER SERIES ONE"

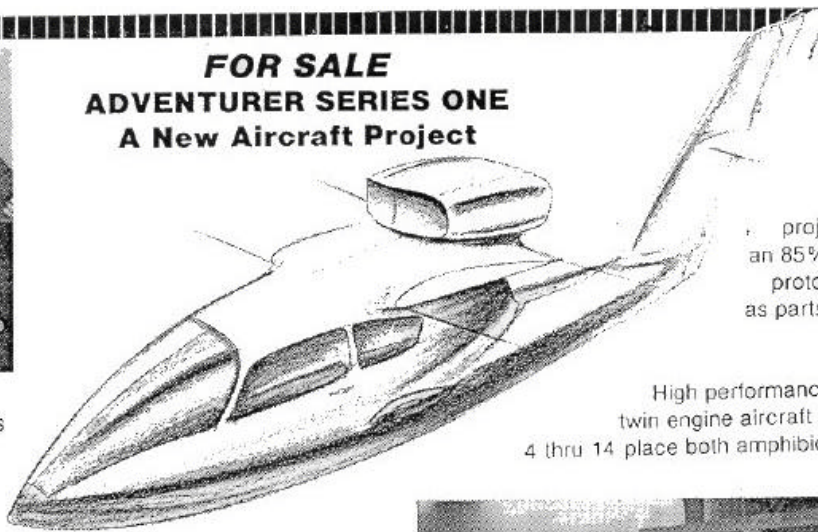


Complete moulds, tooling jigs
and fixtures capable of pro-
ducing the first 100 aircraft.
Various machines, specialty
equip., etc. included.

This is a professionally managed high performance aircraft pro-
ject (not a home-built) with many patentable features and full
engineering optimization for low cost production.

For further information contact:
Capt. Richard W. Sanders
(305) 979-5470

FOR SALE **ADVENTURER SERIES ONE** **A New Aircraft Project**



This aircraft
project includes
an 85% completed
prototype as well
as parts set for 2nd
aircraft.

High performance single and
twin engine aircraft concepts —
4 thru 14 place both amphibious and land
base.

