

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

June 1: MEMBERSHIP DUES: \$20/yr U.S.;
\$22 Canada; \$23 foreign, U.S. funds

Dedicated to the preservation
and enjoyment of our 47-year old
water-borne wind-wagons, the RC-3.

NEWSLETTER #30, APRIL 1993

We've had many responses to the "Pilot-in-Command" article in last month's (News 29) issue. Member Bob Dorr, the Editor/Publisher of Aviation Digest magazine, asked to reprint it as a guest editorial, which we feel is an honor, to be featured in his excellent general aviation newsmagazine and buying guide.

Hopefully more pilots will act accordingly in their "airporting". It's nothing new, however. Been that way since, well - forever. That's the way it was when I started flying in high school in 1944, and MANY MANY years before that.

It's obvious that too many pilots do not read the fine (CAA/FAA) print.

Capt Chuck Bassett (NC6138K), who used to fly the Boeing 314s, and all subsequent airliners for PanAm, has just responded:

"I don't know how many times my copilot has asked for "instructions". Whenever that happened I would pick up the mike and correct the controller for "advisories" or "conditions", not "instructions". I am happy to see someone like you put it in print. Looking forward to seeing you and Peggy at Lake Pleasant."

We're certainly planning on it, Chuck!

Reminder from News #29: SEABEES/SEAPLANES WILL BE JUDGED for the first time at SUN'N FUN, (18-24 Apr), on Lake Parker's NW shore.

Quoting from SPORT AVIATION:

"Three judging categories have been set up: Best Fabric Float Plane, Best Metal Float Plane and Best Amphibious Aircraft. Other categories will be added in the future when warranted. All seaplane owners wanting their aircraft judged MUST register at one of the Sun'n Fun Aircraft Registration Centers at the Lakeland Airport fly-in site.

Pure floatplanes will be judged at Lake Parker on Wednesday, Thursday and Friday of the fly-in week. Amphibious aircraft that park at the airport can be judged there. Seaplane judging will be done by a team headed by Joe Hindall, a long-time seaplane pilot, IA, and a specialist in antique and classic restoration and float plane conversions. HE has been a vintage aircraft judge at Sun'n Fun for the past 3 years."

The gauntlet has been thrown down.

We welcome these NEW MEMBERS who have joined since News 29:

- TONY HOSKINS, sn311/N6125K, Grass Valley, California. (NOTE: There are still about 60 flying 'Bees OLDER than his sn311.)
- JOHN MCGINNIS, Ft Lauderdale, Florida
- BETH ANNE BUEHL, Langhorne, Pennsylvania.
- Capt. ONOFRE SEGURA, Palma de Segura, SPAIN.
- DAN AKERMAN, sn467/SE-AXM, Alsvjo, SWEDEN.
- JOHN HORN, Jackson, Wyoming.
(John has the distinction of being our 600th member!)
- DAVE LOW, sn475. N6265K, Pinedale, Wyoming.



NOTICE: PLEASE MAKE ALL CHECKS TO: "Seabee Club Int'l".

* * * Capt TOM HURD, where are you!?!? * * *
The Postal people (mail manglers) returned your newsletters to us.
* * * Please advise new address * * * (address was "POBox 30895")
Richie, do you know??? Pass the word please.

New members please be advised that the Club has ALL Republic manuals, technical papers from many sources, bulletins, ADs, literary articles (from magazines, etc.) and references to ANY aspect of pertinent knowledge of the RC-3 and UC-1 TwinBee.

These various items of reference are available to you from the Club at very reasonable prices in order to help you, the new member, have the knowledge necessary to help preserve the species "SeaBee".

We have in stock (or reprint) about 400 different reference items for you. There's a 12-page list of Required, Necessary, Technical and Literary items that is referred to as the "RNTL list", which costs only \$4, refundable with an order of more than \$20.

We, Dick and Peggy (she's a "99" and water-rated also), are always available by phone or letter to answer questions or do Seabee research to help you. (Not before 1000 hours Eastern, please)

Or we will refer you to a member whose technical knowledge of a subject is greater than ours.

This way we all help preserve the species. Thanks.

NOTE: ALL BACK ISSUES of the newsletters (#1-#29) are kept in stock for your reference. They're only \$2 each, ppd.

MEMBERS' LETTERS OF INTEREST:

George and Mary Mojonnier (N6723K/Lyc), through the newsletter, have found an old friend they had lost track of:

"It sure was nice to hear about John Motrie. (Ed.note: Motrie is the design engineer of all the 'Bee's hydraulics.) There has always been some question in my mind about the "O" rings specified on the Republic drawing for the valves in the power pack. The "O" ring number in the government manual for the Beaver doesn't agree with that specified by Republic. I tend to feel that the manual is correct, and now, quite possibly, John can straighten me out on this. (Ed.note: his address is POBox 317, Port Ewen NY 12466. Ph.914/338-65445.) I will let you know how I make out as I feel that this just may be the source of trouble we have had with the power pack."

Please note Mojonnier's NEW address:

11246 Airpark Lane SE
Yelm WA 98597. (Ph.206/568-7180)

PLEASE NOTE:

Some of you may not be aware of the DUES NOTIFICATION system we use for your edification.

Every note, every letter, every card, every newsletter that we send you, ALL have your DUES EXPIRATION date right beside your name. Example: "Mrs Josephine Blowe - May '93." All on the same line as your name.

Followed, of course by your address.

Your cancelled checks will have your dues expiration date also.

PLEASE KEEP TRACK OF YOUR DUES EXPIRATION DATE so that we don't have to send reminder cards, which in turn costs us more money which means we have to increase the dues which we certainly do not want to do any more than necessary.

SPEAKING OF DUES: most of you will need to renew your membership in May. (That's the anniversary of our first newsletter, May '84.)

DUES INCREASE NOTICE: The economy factor is catching up with us again, necessitating a small dues adjustment of two dollars more; \$2 for U.S., Canada and foreign, effective May '93. (U.S. membership \$20; Canada \$22; foreign \$25.)

Pay your dues by June 1 at the old rate before at least another five years. Thanks.

WOULD YOU LIKE TO HAVE AN EXTRA 1992 MEMBERSHIP DIRECTORY?

We have some extra ones that we'll relinquish for only \$3 each, ppd. Keep one in the plane and/or car for "those" times when you're far from help, and there is another Club member nearby.

Here's an item from member Bob Door's AVIATION DIGEST that'll interest you airline types:

"Washington, DC - The federal government should bar former airline executive FRANK LORENZO from starting up a new carrier, 21 House members said.

The members said in a letter to Transportation Dep't Secretary Federico Pena that Lorenzo "is not fit to own and operate another airline - given his previous management record".

A Transportation Dep't spokesman said Pena would study the request and had no immediate comment."

(Ed. Note: "Hooray!!!" and "Sock it to him!")

REPLACING WINDOWS, by Club member Bob Redner, N6283K/sn496.

(EAA 224713, Air Classics 11052)

"During the restoration of my Republic Seabee I found it necessary to replace all the plexiglas windows. The Seabee uses a heavy rubber molding to hold the windows in place. I thought it would make the 47-year old airplane look a bit more modern if I could flush mount the windows. Having seen a number of different ways of flush mounting, most involving what seemed like hundreds of small machine screws per window, I thought there might be a simpler way to do it. I've noticed how large plate glass windows in commercial buildings are often held in place with clear silicone adhesive. I thought this idea could be used.

"I used a standard all-metal anchor nut (AN362-6-32) installed upside down against the inside of the plexiglas window. Then I used a 6-32 flat head machine screw of the proper length to make the assembly after applying the silicone sealer to one side of the mating surface. A 6" spacing was used for the fasteners. For appearance the spacing should come out even. The hole in the window for the center portion of the anchor nut should be drilled oversize to prevent the window from cracking. The aluminum skin should be dimpled to allow the flat head machine screw to sit flush. The window may also have to be countersunk a small amount so the dimple clears the window when the assembly is made. The machine screws should not be over-tightened.

"After about 200 hours of flying my 'Bee, I have not had any windshield problems."

ALABAMA FLY-IN NOTICE: 29May93.

EAA Chapter 941 is sponsoring their 5th annual fly-in at Decatur Pryor Field (DCU), inviting ALL aircraft to participate.

Call Nancy Swanner for info: 205/232-1736.

We will assume that Club Member Willie Ropp will win the Best Fabric Float Plane award at Sun'n Fun.

You SPA members will recall the Water Flying News of Fall 1991 (p.12). Willie and his plane won the SPA PILOT OF THE YEAR award. (At that time he was only 79 years old.) Needless to say, Willie is our hero (and neighbor).

Watch for a blue tandem seat biplane on floats. That's a 1933 Curtiss-Wright Travel Air, Model 16E, sn3520, NC12380, on EDO 2425s. Engine is a Wright R-540, J6-5. Beautiful aeroplane!

Quoting from SPA's Fall '91 WATER FLYING issue:

"At the September 7 International Seaplane Fly-in, held in Greenville, Maine, Jack Gilson, SPA 12475, stepped to the microphone and introduced the SPA selection for its Pilot of the Year. Jack nominated the winning candidate, Weldon "Willie" Ropp, SPA 4407, and did an excellent job of researching what has to be a remarkable background in aviation and a major contribution to water flying.

Jack pointed out that his candidate meets both criteria for consideration for the award, inasmuch as in the short term, he completed a remarkable seaplane restoration project in 1991, and over many years, he has contributed to water flying to qualify long term.

The Seaplane Pilot of the Year for 1991 was born in 1912 in Fostoria, Ohio. Eighty years later, he is still actively involved in flying - primarily in seaplanes. HE grew up on a small farm near Fostoria and got his Private Certificate in 1937. His first plane was a C3 Aeronca. This airplane, which later crashed, was used as a marquee display when an aviation movie was shown in his hometown. HE worked as a projectionist at this theater and, in his spare time, rebuilt the engine in the projection booth. His best friend during this period was Steve Wedge, who later went on to become Vice President of National Airlines. Willie did a clown act at the old race track, playing a drunk, and was once stopped by a cop who really believed that he was tipsy. He worked for Mike Murphy's Flying Circus and flew an upside-down airplane fitted with wheels top and bottom.

He wrecked his C3 during a 1930s air tour in Tennessee on his way to Miami. The engine quit on takeoff, and he hit a fence post. The logbook in his pocket saved his life when it helped deflect a structural part. Doctors told him he wouldn't walk again. That's why he is bowlegged. It is not from being a cowboy or flying a Texas Taidragger.

Willie wanted to fly and didn't stop. HE ran a flying service and an airport at Kokomo, Indiana, until World War II, when he went into the Air Transport Command and was in former Senator Barry Goldwater's squadron at Wilmington, Delaware.

During World War II, while in the ATC, he flew every aircraft in the U.S. Army Air Corps and delivered them to England, Africa, India, etc.

After the war he went to work at National Airlines with his friend, Steve Wedge, where he flew Lockheed Lodestars, Convairs, DC-4s, DC-6s, DC-7s, Electras, and DC-8s, retiring as a captain at the age of 60.

All this attention to airplanes was also a key factor in his children's careers - his son, his daughter, and his son-in-law are all airline captains for major airlines today.

Willie got into seaplanes after retiring from National Airlines in 1972. Irv Woodhams of Kalamazoo checked him out and sold him an Aeronca CA3 on EDO 1320 floats, which he still has. For an old boat racer and boating enthusiast, this was the perfect combination.

HE is well known as an announcer at EAA fly-ins. After more than 20 years, he is still active at Oshkosh and Sun'n Fun, speaking mainly about and for seaplanes."

Since Willie retired, he has been totally wrapped up in seaplane flying - his 12-month calendar includes summer months on Drummond Island, Michigan, flying his Aeronca; the splash-in at Otsego Lake, Michigan, in June; Oshkosh, Wisconsin in July; Greenville, Maine, and Clear Lake, California, in September; and Sun'n Fun in Florida in April. These events are always on his calendar.

That represents a long-term history of the Seaplane Pilot of the Year. This year ('91), short term, he accomplished something he has been wanting to do for many years - put floats on his 1933 Curtiss-Wright Travel Aire, Model 16E. Eleven were built, only three are still flying. This plane is, to the best of our knowledge, one of the two existing antique biplanes on floats. The other one is a Waco belonging to Hank (SPA 2255) and Alice Strauch. It was used in the opening scenes of the movie "Raiders of the Lost Ark".

We've just received very welcome news from member, whose name we're protecting, who has just written to us about a recent event that the Club has been eagerly awaiting: the apparent demise of the infamous Franklin Engine Club.

At last the authorities have managed to shut down that club's shoddy workmanship and the long-time cheating of our members.

Here are excerpts:

"I have dealt with all of the Skaggs lately and can therefore update you. I couldn't find any sleeves for my Franklin anywhere, so I decided to give Skaggs a very cautious try. I got burned, as you and everyone else had warned - fortunately, with that warning, I was spared any financial loss. Thanks!

Last December Bob Skaggs Jr, who was operating Skaggs Aero, was hauled off by the Indiana State Police, undoubtedly because of his bad business dealings. So Bob Sr. took over in an attempt to liquidate the shop and its remaining assets.

I tried to get a list of items being sold but it didn't pan out for anything worthwhile. Bob Sr died of health problems in Feb'93, and his wife Joy is in charge of the assets. (Phone 812/752-7883)

I don't know the fate of Bob Jr, but your (the Club's) report of the other son, Dan, is correct. Dan is operating "Blue Sky Aero" and is apparently just slightly less crooked than the rest of the family.

In a phone conversation with Bob last year, he told me of the Franklins he majored and how he replaced pistons with flat headed pistons, replacing the cams, boosting the engines to 250hp. He said they were all illegal, however all five were still in operation.

I talked with Franklin's former Flight Test engineer for the original flight tests. HE indicated that the engine was designed for 215hp, and the more costly concave pistons were also designed into the engine for a reason. SO, Bob Sr may have done an easy retrofit, but it may not be a safe one.

I have a report for anyone wishing to chrome their Franklin sleeves: Don't! I attempted to solve the infamously slow break-in of ol' Franklin by chroming the advertised NuChrome, a similar process of CermaChrome. They assured me that it was no problem, having done them before. I sent the jugs. Not only did they find it impossible for the chrome to adhere to the Franklin sleeves, they ruined all six sleeves in the process! I asked them to replace the sleeves. They could not find replacements. Nickson's Machine Shop replaced mine with some stock sleeve material, which worked like a charm.

Aerochrome is refusing to refund the replacement cost. I suspect that Aerochrome swapped my jugs, with new valve guides, installed by Nickson's, with a set of worn out jugs.

So, with all of that hassle, Nickson's has just been added to the list of repair stations that will no longer deal with a Franklin part, which is unfortunate as Nickson's had done such a tremendous job on my jugs. That's the news for now. Keep up the good work. I for one appreciate them immensely."

Thanks very much for all the good info, and for the kind words re newsletters!

Speaking of the name Skaggs, we have a valued Club member named Jay Skaggs. Jay and his wife Sandra live in Boynton Beach, Florida, and have absolutely NO connection with the above bad Franklin engine people.

How would you like to have a HEADS-UP DISPLAY (small version of the device in the "big iron") in your 'Bee?

Club member Wayne Garner has perfected such a device and is selling them now all over the world.

Yes, he does have a 'Bee (sn68/N87515), and several other wind-wagons.

By now all aviation magazines are carrying the ad. You're wondering about space in the Beast. The HUDIS even fits in kitplanes.

It's real magic in a small package. Tell him we, the Club, referred you.

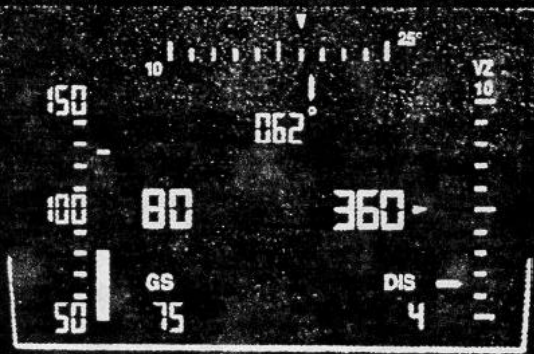
We were in the Ft Worth Civil Air Patrol together about 38 years ago.

Don't miss the

HEADS-UP DISPLAY

at booth # 78 (outside) SUN 'n FUN '93

HUDIS... Tomorrow's technology, today!
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* COMPLETE AND AFFORDABLE HEADS-UP DISPLAY DESIGNED SPECIALLY FOR THE MODERN KITPLANE. FEATURES ALTITUDE AND VERTICAL SPEED SCALES, DIGITAL ALTITUDE, DIGITAL PITOT, DIGITAL AIRSPEED, DIGITAL RATE OF CLIMB, DIGITAL TURN RATE, DIGITAL TURN RATE, DIGITAL TURN RATE.

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ADDITIONAL INFO

MEMBERSHIP NOTICE:

Francis and Mary EINARSON have a new address:
13915 60th Ave North, Plymouth MN 55446.

He literally, grew up in his father's 'Bee, and is now flying Metroliners for Mesaba Airlines. That SeaBee, sn709/N6458K, was bought by us in 1970. We are the third owner. The second owner had her for a bit more than one year. So, in effect, 58K has flown for all of these 47 years for only two families.

Several SeaBee members still have the "Bee they bought from the company. Family heirlooms. Several daughters have inherited them.

Whenever someone asks, "Why a SeaBee??", the standard reply is, "one either loves them, or hates them!" Right? (There's no "in-between")

INSTRUCTOR'S CORNER (REMINDER):

CIMBING AFTER TAKEOFF: (ground or water) Best climb may be 75 alright, but BEST GLIDE speed for an emergency landing (after takeoff) is about 83 (79/80 with 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 ANY speed for a safe GEAR UP landing. Don't even think of putting the gear down from that low altitude.

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

"The SeaBee may not climb very fast, but she sure can come down in a hurry!"

Do you have an accurate DIPSTICK?

It's VERY important to know exactly how much fuel you have before you slip the surly bonds. The panel gage is not very accurate. 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 and bottom, sanded smooth, then varnished. (See News #6, p5, for further details) A yard-long dowel will do the same job. 5-1/4 inches from the rounded bottom (don't push very hard on the cell's rubber bottom) is the 12-gallon mark: "NO TAKEOFF IN THIS RANGE".

The dipstick fits neatly in the aft transverse member of the front seat. A 2-inch split-ring in the top end prevents the dipstick's loss out the starboard side of the seat frame.

UPDATE on "our" SUNDERLAND FLYING BOAT mentioned in News 29, bottom of page one: (from Sport Aviation, Apr '93)

Kermit Weeks will be flying his newly acquired Shorts 4-engine 'boat to the EAA convention; she will be moored in Lake Winnebago, and will participate in several fly-bys during the convention. She's 85 feet long, with a 112 foot wingspan and her tall tail is 33 feet.

As we said in #29, years ago we, Peggy and Dick, spent more than two weeks getting acquainted with her in San Juan in preparation for our flying her to England when she was finally restored to flying condition. Her non-flying owner at the time hired us to deliver her.

Unfortunately, the owner could not get all of his ducks in a row to accomplish the journey.

We were disappointed of course. Many months later she did finally get back to the UK. She's quite an impressive aquatic flying machine!

We want to recognize and congratulate all 117 of you ORIGINAL Club members who are still with us today. We started in Nov '85 with a nucleus of Glenn Feit, Jim Sorensen, P H Spencer, who was instrumental in the design of ol' SeaBeast, with his pal Col Andy Anderson; Gene Harned, Capt Chuck Bassett and Jay Frey, VP of EDO Floats. Many more stalwarts are in the following alphabetical list:

Richard Abraham, John C Anderson, Art Angelos, Bill Bain, Gene Balon, Bill Bardin, Dr Larry Becker, Don Bellinger, Jan Bem, Capt Marty Bennett, Ben Blacket, Bryce Blanchard, Bill Bolling, Donn Booth, Harry Brady, Tom Brenizer, Richie Brumm, Jim Bugarner, Dr Andy Chapeskie, Ed Clark, Helena Clark, Don Coban, Jim Cochran, Tom Danaher, Endicott Davison, Col Les Dennis, Hugh Donahue, Capt Rich Earnest, Francis Einarson, Jr, Richard Essery, Gerald Fenton, Bill Floten, Dick Foote, Ed Freeman, Bill Gentry, Capt Bob Gould, Capt John Greef, Bob Greene, Steve Gross, Tom Guntly, Dave Hazlewood, Cy Hetherington, Mike Holdrich, Capt Tom Holland, Dick Huish, Al Hundere, Capt Tom Hurd, Howard Irving, Bill (Redbeard) Jellison, Taylor Johnson, Paul Kilgour, Capt Don Kyte, Peter Lampasona, Capt "Drum" Laviolette, Grant Leonard, Vic Ludmwerer, Capt Court Lundquist, Herm Mau, Henry Maxwell, Bill McCarrel, Mac McCarthy.

Randall McDowell, Capt Joe McHugh, Bob Mills, George Mojonnier, Joe Monroe, Capt Skip Neidhardt, Gene Nesic, Bernie Nowlen, George Panker, George Papich, Ben Paschall, Capt Hunter Perkinson, Col Jean Pitner, Lou Planera, (George Pomeroy left us 25Sep90), John Pykosz, Capt Sam Richardson, George Rowswell, Henry Ruzakowski, Capt Dick Sanders and sons West and Rand, Marcel Sansregret, Richard Saunders, Capt Jan Shaffer, Carl Shull, Mary Frances Silitch, Stan Sinn, Dave Smith, Capt Jim Smith, Len Solomon, Big Jim Sorensen, Joe Speidel, Dave Spencer, Walter Stephens, Jim Stevens, Bob Stravens, Dr Robert Taylor, Dr Ken Turnbull, Don Venton, Spike Vipond, Capt Alan Watson, Jack Whitehouse, Bob Woodberry and Brian Woodford.

Thanks, guys (and girl)!!!

We, Dick and Peggy, really appreciate your loyalty and help.
GO SEABEASTS !!! (LONG MAY THEY WAVE!!)



WEIGHT & BALANCE, RELATED TO FLIGHT CHARACTERISTICS.

New member John Horn, with Dave Low, conferring with Technical Experts Steve Gross and Ted Lissauer, concurred that Horn's sn475 was nose heavy.

"We removed 67 pounds of ballast and found that the ship handled very well on the landings and flare. With one person, the trim indicator is centered, and stall characteristics are very well behaved.

The engine is using only a quart every five hours, using Aeroshell 15/50 multiviscosity oil."

IMPORTANT UPDATE on the Skaggs and FRANKLIN Engine Club/Blue Skies operation:

FAA GENERAL AVIATION AIRWORTHINESS ALERT, March, 1993: Unapproved Franklin Engine Repair Facility.

(The following article was submitted by the FAA's National Investigation Team, Suspected Unapproved Parts (AFS-511-B) located in Washington, DC.):

"A recent discovery disclosed that the Franklin Engine Club, of Underwood, Indiana, (which has no FAA certification to perform aircraft engine maintenance) overhauled a Franklin engine and approved it for return to service. The subject engine contained improperly installed connecting rod caps, hardware store and automotive variety hardware, tractor and truck engine main and rod bearings, a misaligned and loose propeller shaft, missing crankcase through bolt seals, improper valve spring tension, improperly installed cylinder liners and valve guides, and an oil gallery plug was left out. The approval for return to service for this engine was signed with a fictitious mechanic name and number.

(Continued)

"The workmanship in this case rendered the engine a hazard to operate. The engine would have suffered catastrophic failure if it had been put into service as received from the Franklin Engine Club. It is believed that this group of people (who sometimes use the Franklin Engine Club as one of their many names) has performed maintenance on, or manufactured parts for, Franklin engines for a considerable number of years and may have operated under other individual and/or organization names in the past.

"To date, five FAA violations against the group have failed to curtail their activity. The organization continues to advertise in aviation trade magazines and continues to conduct hazardous aircraft engine maintenance.

"It is recommended that anyone who has a Franklin engine which may have undergone maintenance by this organization (or individuals associated with this organization) contact their local FAA Flight Standards District Office or FAA Manufacturing Inspection District Office for assistance in determining the airworthiness of their engine."

Your Seabee Club has for MANY years tried to expedite the FAA's attention to that "club" in order to stop the deliberate cheating of Club members.

Thousands of dollars have been wasted by members who have disregarded, or who saw too late, our many warnings over the years.

It's certainly a relief to now that the Feds finally responded to our, and others, repeated attempts to "cease and desist" that disastrous operation. Our thanks to all those who have helped to bring these people to a legal and hopefully final stop.

CLASSIFIED (Free to members)

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 Pky, 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.
- WING and TAIL BUTTON PLUGS: total required: tail (large) 15, wing 32. Contact Donn Booth for more info and price: 21 Otter Creek Pl, Cortland NY 13045. Ph.607/753-0556. Check how many you need before ordering.
- Two main WHEEL ASSEMBLIES complete with new 7.00x6 8-ply McCreary AirTrac tires, tubes, brake drums & bearings, new Goodyear TIRE & TUBE (no wheel). Also brown/beige LH leather DOOR PANEL. Make offer. Lionel Ladouceur, 514/834-4795 or 834-3458, FAX 834-6860. (Canada)

WANTED:

- Certified Seabee 2-blade Hartzell PROP and serviceable BOW DOOR, (with or without glass). Matti Mecklin, Keriharju 3, 00 430 HELSINKI, FINLAND.
(See Membership Directory.)



CLASSIFIED cont't: (Free to members)

SEABEES FOR SALE

- N6449K/sn700 SIMUFLIGHT LYC 1100TT, 125SMOH, IGSO-480, 340hp. All mods, 3-blade prop/reverse, HIS etc. \$135,000. Capt. Ron Lyall (CA) 408/429-5539
- sn416, Air Transport Ltd's own operating Seabee, for information please contact: Capt. Dick Grouse, PO Box 766 Honiara, (Guadalcanal) Solomon Islands. Ph: 677-30033. FAX: 677-30713
- N6298K/sn511, B9F, 220 SMOH, TT 6685, prop TT 20 SMOH, KX165 Navcom, KI202 VOR/LOC, KT76A Xponder w/encoder, Norhtstar M1A loran, ELT etc, much more. Always hangared, new "rainbow" paint scheme, spare engine, wings and parts. All Ads complied with. Asking \$65,000. Bill Gentry, 430 Bolero Dr, Danville CA 94526. 510/837-8037. (Work: 820-6216//FAX: 820-2477)
- N6657K/sn934, MUST SELL. IRS on my back. Loran, comm, txpndr, encoder. Many spares, inc. case & cysls. \$30,000 w/fresh annual. Gerald Fenton, Churchton MD 20733-9709. 301/261-5195.
- C-FDLS/sn627, completely assembled, new sleeves, 0-time prop June '91. Garage full of misc. spare parts (mostly engine). Best offer over \$30,000 CDN. Claude Hansen, Maniwaki, P. Que.; home: 819/449-6725; work: 449-6633.
- N6501K/sn767, SIMUFLIGHT LYC, TT552 hrs, 18.3 SOH, Annual Oct '90, Prop Cuff AD complied with, new Narco Mk 12D, wing extensions w/droop tips, wide rails, newly sanded & painted white (waiting for your design choice). Richard E Saunders, POBox 1196, Bandera TX 78003. Ph 512/796-3200.
- N6229K/sn428, disassembled, 95% complete, long wings, good B9F (apart), excellent hull. Also extra landing gear, many other gear parts, struts, etc. Bob Stein, 914/292-4437. (NY)
- 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.)
- 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 AP, 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.
- N6302K/sn518, rebuilt 1980, 20hrs on STC'Bee LYC conversion (1,030 hrs TT), Annual Jun '91, loran, new nav/com, encoding altimeter, fuel cell and automatic bilge pumps. John Randall, Buffalo, NY. Ph. 716/854-1925.

Just a reminder that we have available for you a 13-page list of Republic SeaBee reference items: "Required, Necessary, Technical and Literary" (magazine articles, etc). It's an expanded, and continued, list that started with the enclosure in News #17. The 13-page list is only \$4 (refundable with order of more than \$20) plus a self-addressed, stamped, business-size envelope (that is at least 4.5x11).

There are three REQUIRED items that should be kept in your SeaBee: CAA/FAA approved FLIGHT MAUAL, the OWNER'S (flight) MANUAL, and the WEIGHT and BALANCE (Republic) form. The Necessary items are those that are very useful to have for proper care and maintenance, such as the various manuals, (hydraulics, Hartzell, etc), wiring diagrams, overhaul instructions, etc. There are 178 items of a Technical nature (with many more becoming available eventually) and 139 magazine and book articles, etc, in the Literary list.

"Everything you always wanted to know about - - "

LEGALLY SPEAKING

BY LAND OR SEA

By ALFRED L. WOLF

This interesting article about seaplane operation and the law regarding it was written by Alfred (Abby) Wolf, one of the five founders of AOPA and a Seabee Club member until his death in 1985. Abby was a Seabee fan, and owner, who delivered six 'Bees from the factory to Central and South America in the days before he became a world-famous lawyer/pilot.

Seaplanes have been around since the earliest decade of powered flight. Seaplane pilots have adhered to the rules of the sea while their craft remained on the water's surface, not only for possible legal reasons but also for a far more logical and impelling reason; to achieve uniformity and not confuse boat traffic.

Aviation has had to emerge from recurring sieges of inconsistency at every political and governmental level. The late 1920s marked a rush to regulate flying at the state level, in conflict with existing federal regulation.

At an international level, the AOPAs of a multitude of nations more than 20 years ago joined to form the International Council of Aircraft Owner and Pilot Associations (IAOPA). Its purpose is to try to bring some uniformity to national rules of flight that conflict badly in many instances. One can go on and on with illustrations of the need for a single, understood set of rules governing aircraft operation.

In the May 1979 AOPA Pilot, your attention was called to an aspect of a case before an administrative law judge (ALJ) of the National Transportation Safety Board (NTSB) that arose from the passage of two seaplanes under a bridge. This case was appealed and finally reached the United States Circuit Court of Appeals (*Blackwell & Strand v. Bond, U.S. Court of Appeals, 5th Circuit, June 16, 1980*). In a footnote to its recently published opinion, that august court has uncovered a gray area that can affect the safety of water traffic: "The record is inconsistent as to whether [the first] airplane was 'on the step' or actually airborne as it passed under [the] bridge. The record states consistently that [the second] airplane was 'on the step' as [it] passed under the bridge. This factual issue is irrelevant, however, since the regulations in question refer to the operation and not only the flying of aircraft."

The regulations referred to are Federal Aviation Regulations 91.79(c) and 91.9.1 see no great vice about the latter regulation, which governs careless or reckless operation of aircraft, as this might pertain uniformly to the water surface operation in question here.

Alfred L. Wolf is secretary general counsel and a founding member of AOPA.

But Pandora's box is opened by the Circuit Court's construction of 91.79(c) governing operation. I quote the subtitle (with emphasis):

"Over other than congested areas."

Are seaplane pilots operating on the step now to abandon what has been the law, at least since an early case reported in 1921 in which Judge Cardozo, before his ascent to the U.S. Supreme Court, pointed out that seaplanes on the water are governed by the rules of the sea? Are they to construe, as the Circuit Court has done, that when their aircraft slide along the water on their keels, they are over the area? Are seaplane pilots supposed to avoid taxiing on the step within 500 feet of any person, vessel, vehicle or structure? No other water vessels, even those that "plane" (on their steps), dare to abandon the rules of the sea.

I believe the Circuit Court has created a danger that must be laid to rest before it results in a more dangerous incident than that giving rise to this decision. The question is not limited to what rules govern separation while taxiing, but includes those covering rights of way, priorities of passage and all other possible conflicts.

For years I loyally have tried to defend lay judges trying technical cases. But it may well be that in the cited litigation their expert assistants let them down by failing to point out that seaplanes are as maneuverable as many classes of boats and that all traffic at sea level must act consistently or crash.

Often a lay appellate judge relies on the expertise of the lower echelon administrative boards from which the appeals are taken. But here the ALJ and the NTSB failed to guide the Circuit Court so as to avoid this trap.

What is left for AOPA members? First, the seaplane pilots among us must proceed at their peril when conserving fuel or performing any other maneuver on the step (the easy way to taxi), until this newly arisen confusion is laid away. Secondly, the Seaplane Pilots Association, (currently managed by AOPA) can urge the Administrator of the Federal Aviation Administration to regulate that seaplanes maneuvering on water are subject to only a single code till airborne, to wit, the rules of the sea. That is good law, makes good sense and averts peril. ■

Seabee

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