

*Last updated 20.6.16*

## REPUBLIC RC-3 SEABEE IN AUSTRALIA

Compiled by Geoff Goodall



Republic Seabee VH-BBJ (c/n 972) heads an interesting line-up at an airshow at Bankstown Airport, Sydney in May 1960. Behind the Seabee are Miles Gemini VH-WEJ with Lycoming engines, Avro Anson VH-ASM and Douglas DC-2 VH-CDZ.  
Photo by Roger McDonald

Quantity production of the RC-3 Seabee commenced in 1946 by the Republic Aviation Corporation at Farmingdale, New York with a view to breaking into the post-war civil market. It was a 4-seater amphibian powered by a pusher configured 215hp Franklin 6A8-215-B9F engine. 1,060 Seabees had been built when the production line was shut down in October 1947 when Republic abandoned civil sales to concentrate on military aircraft.

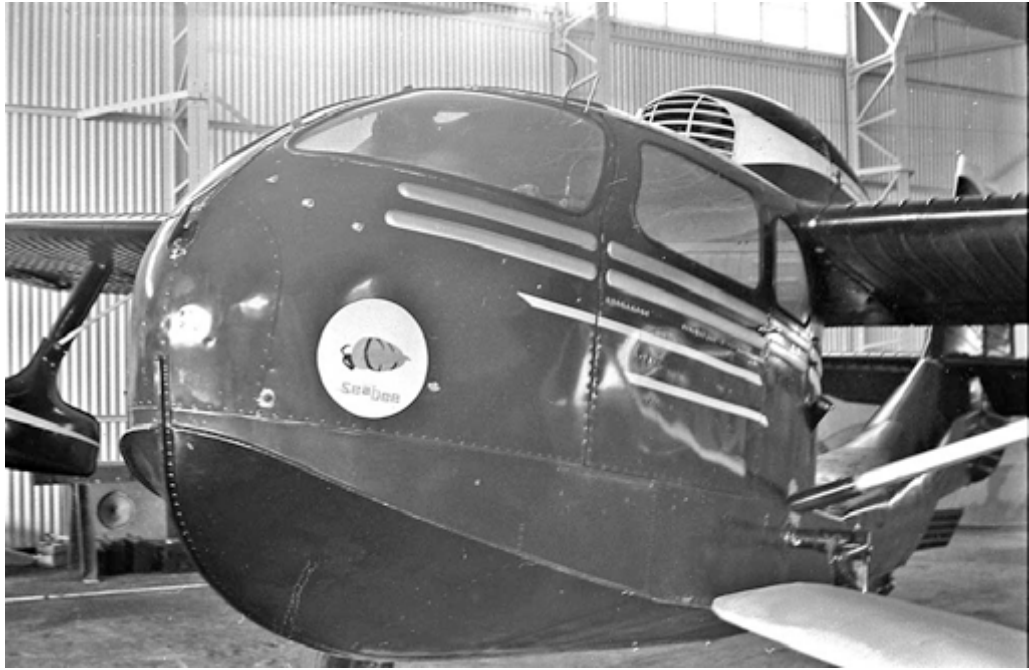
There were two early attempts to import Seabees to Australia by aviation agencies, but both were thwarted by Government restrictions on trading in US Dollars under financial regulations of the post-war economy. Applications to import a Seabee were submitted to DCA by Allison Gray Ltd, Sydney on 25 October 1946, and by Dowd Corset Co, Melbourne on 28 May 1947.

The first Seabee to operate in Australasia was N6213K, which was purchased in USA in December 1954 by the US financed World Wide Air Services at Port Moresby. This company was an associate of Bahamas Helicopters Ltd and World Wide Helicopters Inc in USA. N6213K was operated in Papua New Guinea in support of World Wide's oil surveys with Catalinas and a large fleet of helicopters, most of which were also initially US registered. A summary of World Wide Air Service's New Guinea operations by DCA PNG Superintendent of Operations, Ray Harris comments somewhat unkindly on the Seabee's performance: *"A single engined amphibious Seabee was imported, and, after trials, exported as quickly as possible"*.

**Five Seabees have been imported to Australia, the last aircraft being a surprise arrival in January 2016. They are listed below in order of their appearance on the Civil Register.**

RC-3 c/n 416		N6213K, VH-WWA, VH-MJO, H4-HSD, VH-WET
27.2.47	Construction date on manufacturer's plate. Built at Farmingdale, New York by Republic Aviation Corporation.	
2.47	Registered <b>NC6213K</b> : <a href="#">Department of Conservation, State of Alabama, Montgomery, Alabama</a> Purchased new and used primarily for fire patrols	
24.2.47	Republic delivery date to customer	
8.6.47	Log entry: Landed on water to rescue 2 women	
.49	Re-registered <b>N6213K</b> : <a href="#">Alabama Department of Conservation</a>	
	Later owner: <a href="#">Livingston Airways Corp, Waterloo Iowa</a>	
12.54	Sold to <a href="#">World Wide Air Services, Port Moresby PNG</a> Operated by WWAS in Papua New Guinea as N6213K, in support of oil survey work by WWAS Catalinas and helicopters.	
57	Retired by WWAS and stored at Port Moresby PNG, pending sale	
6.12.57	Application to import a Seabee submitted to DCA by P.K.Gerakiteys, Maitland NSW. He had acquired N6213K, which had been retired and stored. It remained stored in PNG pending Australian certification.	
25.7.59	Registered <b>VH-WWA</b> <a href="#">World Wide Air Services, Port Moresby PNG</a>	
16.11.59	Change of ownership: <a href="#">Peter K. Gerakiteys, Maitland NSW</a>	
	Royal Newcastle Aero Club veteran pilot Bill Hitchcock wrote in <i>Rag &amp; Tube</i> March 1979: <i>"Peter Gerakiteys purchased the 'Bee VH-WWA from World Wide in 1958 and he and another club member Gerry Backhouse flew it from New Guinea to Maitland. They suffered a keel landing on one of the grass strips in Queensland on the way down the coast but jacked the aircraft up and repaired the offending hydraulic pump and were on their way again without much delay. Peter repainted her a deep maroon because the paint was very faded and weather beaten when he brought her to Maitland. We used to fly from Maitland to Lake Macquarie nearly every weekend. It was a flying brick but we still had a lot of fun. I can remember Bill Winch beating us up in his Comper Swift (VH-ACG) on one of our trips back to Maitland. Peter also owned the Chrislea Ace VH-BRO at the same time so he had an unusual pair of aircraft in his hangar."</i>	
3.61	Sold to <a href="#">Commodore Aviation, Port Lincoln SA</a>	
1.4.61	Departed Bankstown on delivery to Port Lincoln SA to Commodore Aviation, flown by company founder John C. Douly. His log book shows Bankstown-Griffith-Hay 1.4.61; next day Hay-Mildura-Cowell-Port Lincoln	
28.4.61	Civil Register change of ownership to Commodore Aviation	
4.61	VH-WWA commenced tuna fish spotting for the Port Lincoln tuna fishing boat fleet	
7.7.61	noted Parafield, also 5.62, 13.9.62. All brown with white trim, <i>Seabee</i> emblem painted on the nose	
10.62	Traded to Dulmison (Australia) Pty Ltd, Sydney as part-payment for new Aero 145 VH-WWC being assembled at Bankstown	
12.10.62	Seabee ferried Parafield-Nhill-Moorabbin on delivery to Dulmison by John Douly. Left parked in the open at Moorabbin for the next year while Dulmison attempted to find a buyer	
19.10.62	Change of ownership: <a href="#">Dulmison (Australia) Pty Ltd, Bankstown NSW</a>	
22.12.62	noted Moorabbin	
5.1.63	noted Moorabbin	
20.1.63	noted Moorabbin	
22.1.63	noted Moorabbin, parked outside, brown with white trim, faded paint	
5.63	noted Moorabbin, same parking spot on grass, faded paint	
29.6.63	noted Moorabbin, same parking spot on grass, faded paint	
20.7.63	noted Moorabbin, parked at pine trees	
10.1.64	noted Bankstown	
9.2.64	noted Bankstown in small Aero Club hangar	
20.6.64	noted Bankstown, in hangar, brown & white scheme, very faded <i>Seabee</i> emblem on nose	
7.64	noted Bankstown, parked outside. Same faded brown and white paintwork	
12.64	Advertised for sale by Central Aircraft Exchange, Bankstown: CofA expired, brown scheme. Listed price £2100	
10.5.65	Reregistered <b>VH-MJO</b> : <a href="#">K. E. Olsen, Coolah NSW, changed to c/- Notley Aviation, Camden NSW</a>	
10.5.65	Struck-off Register (same day)	
24.6.65	Noted Camden still marked VH-WWA, had been moved by road from Banks town. Under maintenance for K.E.Olsen of Coolah. It is reported as having TT of only 400 hours.	
18.9.65	noted Camden in Notley Aviation hangar completing an overhaul. The new registration represents the initials of the owner's wife	
21.9.65	noted Camden, outside Notley Aviation hangar, all white, no registration painted on airframe	
24.10.65	VH-MJO noted Camden under maintenance in Notley Aviation hangar, soon to be airworthy again	
7.2.66	noted at Camden, all over white, parked outside	
12.2.66	noted at Camden, being repainted	
4.12.66	noted at Camden	

1.67	noted at Camden
c68	Struck-off Register
70	Sold to <a href="#">Gregory R. Board, 178 McCarrs Creek Road, Church Point, Sydney NSW</a> Based at jetty on river behind Board's house, to commute to Camden for his aviation businesses.
18.9.70	noted at Camden, taxiing after major inspection and repaint
17.12.70	Restored to Register: <a href="#">G. R. Board, Sydney</a>
4.71	noted at Church Point at jetty below Greg Board's house
20.5.71	noted at Mascot, parked near Flight Facilities, white with bronze trim. Also 24.5.71
2.72	noted at Mascot, parked near Flight Facilities, active
18.8.72	Change of ownership: <a href="#">William F. Suhr, Moorabbin Vic t/a Peninsula Air Services, Moorabbin Vic</a> MJO was purchased to operate a shark patrol along Melbourne beaches for radio station 3DB, painted in a variety of bright colour schemes as "3DB Flying Tadpole"
8.72	noted at Moorabbin
5.10.72	Damaged Moorabbin when landed with undercarriage only partly extended
9.11.72	visited Melbourne-Tullamarine "3DB Flying Tadpole"
18.5.74	noted at Moorabbin
26.7.75	noted at Moorabbin "3DB Flying Tadpole"
13.9.76	noted at Moorabbin, parked outside the Peninsula Air Services hangar, operated by radio station 3DB
8.1.77	landed on grass at Moorabbin when tailwheel remained locked up
4.12.77	noted at Moorabbin, large titles "3DB" only
24.2.78	noted at Moorabbin
2.11.78	Change of ownership: <a href="#">Peninsula Air Services, Moorabbin Vic</a>
78	Suhr claims to be the most experienced Seabee pilot in Australia
4.1.79	Accident, minor damage
11.2.79	visited Lillydale Vic airshow
4.8.80	Change of ownership: <a href="#">PAS Investments Pty Ltd, Essendon Airport, Melbourne</a> Operated by: <a href="#">Peninsula Air Services, Moorabbin Vic</a>
4.85	noted at Moorabbin in new paint scheme, no titles
11.3.86	noted at Moorabbin
3.10.86	Change of ownership: <a href="#">I. B. Baillie, Moorabbin Airport Vic t/a Ian Baillie Aircraft Sales</a>
11.86	Advertised for sale at Moorabbin by Ian Baillie Aircraft Sales, all new windows, freshly repainted, TT 1760 hours
19.2.87	Arrived Bankstown, departed same day to Port Macquarie to demonstrate to a prospective buyer
26.3.87	Change of ownership: <a href="#">Montchel Pty Ltd, Southport Qld</a> . Based at Coolangatta Airport Qld
31.1.92	Change of ownership: <a href="#">R. W. Grouse, Wulguru Qld</a>
5.3.92	Change of address: <a href="#">R. W. Grouse, Honiara, Solomon Islands</a>
6.3.92	Flew Townsville-Mareeba-Cairns on delivery flight to Honiara. Continued to Port Moresby 7.3.92, delivery pilot Brian "Blackjack" Walker
24.6.92	Struck off Australian Register
.92	Registered <a href="#">H4-HSD Pacific Air Services Ltd, Honiara, Solomon Islands</a>
8.1.99	Registered <a href="#">VH-WET Terence van de Graaf, Bowen Qld</a>
27.1.03	noted at Mackay Qld, parked in open, blue & white.
05/06	noted at Mackay Qld, parked in open, complete but paint weathered
6.7.06	Struck-off Register: no CofA issued
2.08	floodwaters over a metre deep covered Mackay Airport. Reported that VH-WET was immersed in these waters.
9.10	<i>no longer at Mackay airport. Fate unknown</i>



VH-WWA nose detail, Parafield June 1961.

Photo: The Collection



VH-WWA at Moorabbin, January 1963, brown and white paintwork.

The Collection





VH-WWA at Bankstown in July 1964 showing weather beaten paintwork.

Photo by Dave Eyre



VH-MJO at Camden NSW January 1967, white with red trim on tail.

Photo by Geoff Goodall



Church Point on Sydney's Pittwater at its owner's house, April 1971.

Photo by Roger McDonald



Parked at Sydney Airport in May 1971.

Photo by Dave Eyre



Moorabbin July 1975 flying shark patrols along Melbourne beaches.

The Collection



Moorabbin: another summer, another paint scheme.

Maurice Austin collection





Yet another paint scheme, at Moorabbin April 1985.

Photo by Mike Madden



VH-WET languishing at Mackay Qld in 2005.

Photo by Ian McDonell



RC-3	c/n 668	VH-KNA, (VH-CBZ) ntu
.47	Built at Farmingdale, New York by Republic Aviation Corporation.	
	Registered <b>NC6243K</b>	
15.4.47	Republic delivery date to customer <a href="#">Hughes Flying Service, Lansing, Michigan</a>	
.49	Re-registered <b>N6243K</b>	
12.7.57	Australian import application to DCA: W. H. Kenny, Sunnybank Qld	
57	Purchased by W. H. Kenny, Brisbane Qld	
57	Shipped from USA to Australia. Assembled at Tamworth NSW by Tamworth Aviation Services, who were Australian agents for Republic Aviation Corp	
9.12.57	DCA Registration application: <a href="#">William H. Kenny, Brisbane, Qld</a> Charter & Airwork category. To be based at Rabaul, New Britain	
31.12.57	Registered <b>VH-KNA</b> <a href="#">W. H. Kenny, Brisbane Qld</a> Harold Kenny traded as <a href="#">Kenair Air Services, Rabaul, New Britain</a>	
10.1.58	CofA issued. DCA Sydney recomend issue of CofA from 10.1.58. Head Office issues restricted CofA 10.1.58 to 24.1.58 while waiting for successful completion of water tests.	
21.3.58	DCA Charter licence issued to W. H. Kenny for operations in New Britain & New Ireland	
22.4.58	Another Australian import application to DCA: W. H. Kenny, Rabaul	
12.8.58	<i>DCA Import Permit issued to W.H.Kenny, Brisbane for a Grumman G73 Mallard. VH-KNB reserved. Identity not stated, believed to be J13, which did not arrive until 1962.</i>	
27.3.61	Struck-off Register as Withdrawn from Service	
17.8.62	noted at Archerfield in hangar, all over dark paint scheme	
23.1.63	noted at Archerfield, under maintenance in hangar, panels removed. All over dark scheme.	
23.1.64	noted at Archerfield, overhaul	
30.1.64	noted at Archerfield, major overhaul, all over dark scheme	
15.3.64	Purchased by <a href="#">T. S. Higgins, Perth WA and Yuna WA</a>	
2.4.64	arrived Perth Airport on delivery from Archerfield, via Kalgoorlie, red & cream colour scheme	
7.4.64	Restored to Register: <a href="#">W. H. Kenny, Brisbane Qld</a>	
15.4.64	noted at Perth Airport	
20.4.64	noted at Perth Airport	
.64	Change of ownership: <a href="#">Fred L. Connell, Geraldton WA</a> Connell was Director of the <a href="#">Geraldton Fishermans Cooperative, t/a Abrohlos Air</a> , carrying commercial fishermen from Geraldton to the Abrohlos island group.	
18.9.65	noted Geraldton	
15.3.67	F. L. Connell fined \$50 in Perth Court on DCA charges of having flown a private category aircraft (VH-KNA) on charter operations. Based on his charging a fee to cover his costs to fly fishermen and their families from Geraldton to Wallaby Islands.	
18.5.67	flew Geraldton-Jandakot	
19.3.68	Forced landing 9 miles NW Geraldton while en route to Geraldton from Wallaby Island, pilot David Gibson. Landed on water undamaged. Towed to port by fishing vessel <i>Little Season</i> . Left overnight tied up to the main fishing wharf at Geraldton harbour.	
6.4.70	Struck-off Register at owner's request	
15.6.70	noted at Geraldton, in back of Mike Sasin's hangar, complete but not airworthy. Covered in dust.	
9.70	Maintenance at Geraldton for new owners, to prepare for ferry flight.	
10.70	Ferried Geraldton-Archerfield	
4.10.70	noted at Archerfield, reported as just arrived from WA	
3.11.70	Re-added Register: <a href="#">Brian A. Cheras, c/o Cheras Industries Pty Ltd, Brisbane Qld</a>	
11.1.71	noted at Archerfield, new white colour scheme	
15.4.71	Change of ownership: <a href="#">M. I. Hawkins, Brisbane Qld</a> Graham "Fatty" Hawkins was a TAA pilot. At the time he purchased the Seabee he was based at Lae on F-27s. He flew the Seabee for private flights, mainly between Lae and Salamaua. Later he operated the Mission Beach Resort in Far North Queensland. He operated an Aero Commander by 1983	
18.3.73	noted at Lae PNG	
12.5.73	noted Mackay Qld, in hangar	
73	Hawkins transferred by TAA to Melbourne. He ferried KNA from PNG to new base Moorabbin late that year.	
13.4.74	visited Morwell Vic fly-in	
18.5.74	noted at Moorabbin, mustard yellow, dark green & black trim	
7.74	noted at Moorabbin	
8.12.74	visited Point Cook Vic fly-in	
23.2.75	visited Berwick Vic flyin	
6.12.75	visited Point Cook Vic fly-in, mustard yellow, dark green & black trim	
11.9.76	noted at Moorabbin, under maintenance. Reportedly has not flown much recently	
6.12.76	Struck-off Register as withdrawn from service	
3.10.77	noted at Moorabbin, dismantled in Schutt hangar	

7.3.78	Restored to Register: <a href="#">M. I. Hawkins, Melbourne Vic</a>
6.79	noted at Moorabbin, up for sale, parked in Schutt Aviation sales area
11.79	visited Lake Eildon Vic for "splash-in", blue colour scheme, operated on water
9.2.81	Struck-off Civil Register at owner's request. <b>VH-CBZ</b> reserved for its return to Register.
22.7.83	noted at Townsville Qld, dismantled in hangar
3.11.83	noted at Townsville Qld, dismantled in hangar, blue & white
.87	Purchased from "Fatty" Hawkins by a syndicate of 5 employees at Schutt Aviation, Moorabbin: <a href="#">Ron Lee, Les Coleman, John Burgess, Rus Smedley and John Wundersitz, Melbourne</a> Restoration commenced in Schutt hangar Moorabbin, under LAME Ron Lee. Aircraft painted all white. The rebuild stopped when Ron Lee left Schutts employment and engine was unable to be rebuilt due lack of spare parts worldwide.
7.90	Dismantled fuselage noted under rebuild in Schutt hangar at Moorabbin.
.99	Purchased less engine by syndicate: <a href="#">Graham Hosking, Brian Jones, Jon Burgess, Les Coleman, Tyabb Vic</a>
.99	moved by road from Moorabbin to Tyabb aerodrome Vic.
11.03	Noted in hangar Tyabb, partially rebuilt, VH-CBZ on the instrument panel callsign-reminder plate. A Franklin engine has just been installed in the aircraft: engine had been purchased on EBay from France and shipped to Tyabb, and stripped down for inspection. Reportedly only needs a few months work to make it airworthy
2.08	Nearing completion at Tyabb, owner reported as Les Coleman.
3.14	noted at Tyabb, complete in hangar, all white, no markings
3.16	noted at Tyabb, in hangar, all white, wings removed



VH-KNA Archerfield in January 1964, original Kenair colour scheme.

Photo by Mike Madden



VH-KNA at Kalgoorlie WA, April 1964 on delivery flight from Brisbane to Perth.

Photo by Don Ende



Perth Airport on arrival 2 April 1964.

Photo by Alistair Coutts





Retired at Geraldton WA and covered with dust, June 1970.

Photo by Geoff Goodall



Archerfield January 1971 in a new paint scheme.

Photo by Peter Kelly



Point Cook Vic December 1975, mustard yellow with green black and white trim.

The Collection p6450-0110



Lake Eildon Vic, moored among house boats, November 1979.

Photo by Mike Madden



Tyabb Vic March 2016, as a long-term restoration project.

Photo by Ian McDonell

RC-3	c/n 972	VT-CSU, VH-BBJ, VH-ECZ
5.47	Built at Farmingdale, New York by Republic Aviation Corporation.	
.47	Registered <b>NC6689K</b>	
24.10.47	Republic delivery date to customer: probably shipped to India	
8.48	Registered <b>VT-CSU</b> <a href="#">Sinclair Murray &amp; Co Ltd, Dum Dum Airport, Calcutta</a> (Republic Agents)	
1.4.58	Purchased in India by <a href="#">Gold Coast Pty Ltd, Sydney NSW</a> (also VT-CST)	
24.8.59	DCA Registration application: Gold Coast Holdings Pty Ltd, Sydney. Application for c/n 872 & 873, both imported from India. Both Private Category, based Sydney.	
9.59	Assembled Bankstown, dark red and silver scheme	
29.10.59	Registered <b>VH-BBJ</b> <a href="#">Gold Coast Holdings Pty Ltd, Sydney</a>	
29.10.59	Testflown. CofA issued.	
29.5.60	displayed in static park at Bankstown airshow, metallic and red	
	Photos of BBJ at Pelican NSW and Bankstown (no dates)	
7.6.62	Reregistered <b>VH-ECZ</b> <a href="#">East Coast Holdings Pty Ltd, Sydney</a> (same address as Gold Coast Holdings) address changed to <a href="#">Burleigh Heads Qld</a> Operated by <a href="#">East Coast Airways, Coolangatta Qld</a> Founded by Peter Ahrens with his DH.89 VH-ECW, which he had flown from Sweden with his family as SE-CBU, arriving Darwin 25.9.60	
14.8.62	Change of ownership: <a href="#">J. L. Edwards, Tamworth NSW</a>	
17.8.62	VH-ECZ noted Archerfield, "East Coast Airways" titles, "ECA" vertically on tail	
24.11.62	Landed heavily on Tweed River NSW, hole torn in hull, aircraft sank. (Pilot CPL TT 3800 hrs, on type 14: <i>probably Peter Ahrens</i> )	
20.9.63	Change of ownership: <a href="#">P. J. Hurn, Burleigh Heads Qld</a> (same address as East Coast Holdings)	
1.64	noted Archerfield	
22.9.64	noted Coolangatta, in hangar	
2.10.64	Change of ownership: <a href="#">W. K. Pearson, Hawrah Tas</a>	
7.10.64	Struck-off Register as withdrawn from service	
3.1.65	Re-added Register: <a href="#">W. K. Pearson, Hawrah Tas</a>	
3.1.65	Change of ownership (same day): <a href="#">P. J. Hurn, Burleigh Heads Qld</a>	
21.2.65	noted West Maitland-Rutherford	
28.9.65	Change of ownership: <a href="#">K. E. Olsen c/- Notley Aviation, Camden NSW</a>	
24.10.65	noted Camden in new colour scheme. Flew joyrides for Royal Aeronautical Society Picnic day.	
13.1.66	<b>Crashed during forced landing in grounds of a mental hospital at Rydalmere, Sydney.</b> DCA accident report: <i>"Engine power ceased due to fuel exhaustion while flying over a built-up area. The aircraft undershot the selected landing area, struck a power pole and came to rest of a road."</i>	
	The Seabee was being ferried Coolangatta-Bankstown by owner K. E. Olsen (also owns VH-MJO), who received only minor injuries. Engine failed due fuel exhaustion while flying over suburban area inbound to Bankstown. Wreck was trucked to Bankstown later that same day. K. E. Olsen held CPL with 3500 hrs, 50 hours on type	
13.1.66	Struck-off Register	



15.1.66	wreck noted at Bankstown in hangar
7.2.66	wreck noted at Bankstown
15.9.70	wreck noted at Camden, stored in alcove at rear of Skyservice Aviation hangar.
	Never rebuilt
00/03	Rear fuselage and parts stored in rear of Helicopter Resources hangar Tyabb Vic
22.10.03	Rear fuselage of VH-ECZ noted on grass outside a hangar at Tyabb



VT-CSU at Dinjan, Assam, India in 1956.

Photo by Phil Camp



At the same May 1960 Bankstown airshow as the heading picture.

Photo by Dave Eyre



VH-BBJ at Pelican airfield, near Newcastle NSW 1961.

Photo by Darryl Connell



VH-ECZ at Camden NSW September 1965, with VH-MJO behind.

Photo by Geoff Goodall



Camden October 1965, the striking new paint scheme completed.

Geoff Goodall collection



VH-ECZ's wreck at Bankstown on 15 January 1966.

Photo by Eric Favelle



RC-3	c/n 973	VT-CST, (VH-BBK) ntu
.47	Built at Farmingdale, New York by Republic Aviation Corporation.	
	Registered <b>NC6690K</b>	
24.10.47	Republic delivery date to customer: probably shipped to India	
9.48	Registered <b>VT-CST</b> <a href="#">Calcutta Jute Agency, Dum Dum Airport, Calcutta</a>	
49	In use with a British company in Calcutta to support their jute business	
	Change of ownership: <a href="#">Sinclair Murray &amp; Co Ltd, Dum Dum Airport, Calcutta</a> (agents)	
1.4.58	Purchased in India by <a href="#">Gold Coast Pty Ltd, Sydney NSW</a> (also VT-CSU)	
24.8.59	DCA Registration application: <a href="#">Gold Coast Holdings Pty Ltd, Sydney</a> . Application for c/n 872 & 873, both imported from India. Both Private Category, based Sydney.	
8.59	Registration <b>VH-BBK</b> allocated	
22.9.60	<b>VT-CST destroyed in hangar fire at Bankstown Airport, Sydney.</b> Tiger Moth VH-PCM & Auster VH-AHQ also burnt.	
	No Australian CofR of CofA issued	
60s	Forward hull section was salvaged and used to construct a home-made 4.5 metre aluminium 3 seat boat driven by an outboard motor at the rear. Wires and pullies from the Seabee were used in the boat's steering and control systems.	
14	The boat is displayed at The Lady Denman Museum, Huskisson NSW on board the Sydney Harbour passenger ferry <i>Lady Denman</i> .	



The hull of VT-CST, still with Seabee water vane on each side, rebuilt as a home-made boat. Photo by Dave Eyre

RC-3	c/n 354	N6166K
.47	Built at Farmingdale, New York by Republic Aviation Corporation.	
	Registered <b>NC6166K</b>	
11.2.47	Republic delivery date to customer	
.49	Re-registered <b>N6166K</b>	
63-64	USCR owner: <a href="#">John D. Nail, Greenville Mississippi</a>	
66-67	USCR owner: <a href="#">Tommy Arnet, Tampa, Florida</a>	
69	USCR owner: <a href="#">Fred Alter, Detroit, Michigan</a>	
72	USCR owner: <a href="#">Jan P. Jacobson, Tampa, Florida</a>	
21.2.90	Change of ownership: <a href="#">Bruce J. Hill, McAlpin, Florida</a> . Registered to him until 2016 Bruce Hill also owned Seabee N6294K and a Piper J3C Cub	
28.1.16	Struck-off USCR as sold to Australia	

**Another planned Seabee import:**

On 15 November 1957, a Melbourne private pilot A. V. Fruggle made an application to import an RC-3 Seabee. DCA approved the application, but no aircraft was listed against the application in the Import Application Ledger.

**Footnote:**

**Indian Seabees:** Simon Warrender's autobiography *Score of Years* describes flying his Percival Proctor G-AGSZ from England to Australia in May-June 1949. Among his business ventures in Great Britain, Warrender held an agency to sell the proposed British designed twin engined amphibian named "Sponson Tribian" (never actually flown).

*"While mechanics gave the Proctor a thorough going over at Dum Dum airfield, we toured Calcutta and inquired through the usual channels for potential Tribian buyers. We met some young Englishmen who were using Seabees in the course of their jute business. They seemed quite interested in our product....but generally our reception was only lukewarm."*

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