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SEABEE CLUB INTERNATIONAL

NEWSLETTER

Vol. 1, No. 6 (July '85)

Dedicated to the preservation  
and enjoyment of our 38-year old  
water-borne wind-wagons, the RC-3.

This issue is delayed beyond what we'd planned. For one thing, we spent a week full of interesting happenings in the Adirondacks which included the annual Seaplane Pilots Assn Splash-In at Speculator NY hard by the appropriately named Lake Pleasant. It was great despite the bad WX - low ceiling and vis most of the time. Even at that, we had nearly 70 seaplanes all on one beach, and maybe 40 ordinary planes at the airport, making the attendance slightly more than a thousand seaplane aficionados registered. Unfortunately the WX kept away nearly all the SeaBeasts I'd hoped would get there. Herm Mau, s/n 674, with Donn Booth, s/n 42, aboard, flew in after an hour and a half trip from home base. Richie Brumm, s/n 227, arrived from Long Island only to have beaching problems with the landing gear. More in a later paragraph about the lesson learned, the gist of which is: have a spare landing gear clevis in your tool box.



Chuck Bassett, s/n 324, and sons Doug, Dennis and Greg, flew up from Connecticut, Captain Chuck did the pioneering effort of using the beach in the lagoon for parking. This in response to the problem of sandblasting the adjacent cabins on the main beach. The amphib that normally taxi up onto the beach, and turn around to be ready to taxi into the water, have to pivot in very soft sand, necessitating nearly full power to continue the turn. You can imagine the amount of sand displaced and blown into adjacent planes, people and cabins. So it was decided to try the beach in the lagoon. Same sand and softness. But it's relatively uninhabited beach, so it did work better in that regard. Bob and Barbara Greene, s/n 967, got in from New Jersey and tried the lagoon beach, with some difficulty, but did get parked. That made a total of only four Bees attending.



It was Bob's first attempt at beaching, so the result was what he had hoped for. Digging him out required a lot of digging, and huffing, and even puffing by a lot of Seabee folk to extricate his Bee later when he wanted to get back out into the water to play. I took that opportunity to give him some land and sea dual when we flew to the airpatch to refuel. One of the things we learned while fueling: his tail boom leaks. 84K left quite a sizable puddle behind. One of the many neat mods he has in his newly-acquired Bee is bilge pumps. A small one in each tail compartment. Another is the 295 Lyc. A most impressive addition, and one of the least expensive, is the Sherman Aero Depth Sounder (see Newsletter # 2. P.4 & 8). More about that later.

After doing some circuits and bumps at the 'patch, we landed on the lake and practiced some step turns out of the wind, etc, then back to the beach. Bob admitted that he'd never had any instruction in beaching. Maybe others of you need a refresher course in basics like that.

As we taxied toward the beach, we could see by the depth sounder that the bottom was getting shallow to get the gear down. If you force it down, as with the hydraulic pump, you could break the clevis. Which is what happened to Richie Brumm's gear.

(continued on next page)



With a broken clevis, you can't get the gear up or down, other than manually. (You can tie the gear up to the strut.) Anyway, we were taxiing in and just about to do a 180 for deeper water for getting the gear down when the depth sounder suddenly showed 12'. We stopped and got the gear down and locked and continued to the beach. The sounder registered 15' deep for awhile, shoaled out to 2½ suddenly, and then we rolled on the mains the short distance remaining. Really a super addition to any seaplane. Mount the rectangular version of the depth sounder on the top of the panel (the coaming) right in line with your view forward.

The proper technique for beaching is, generally speaking, to get the plane out of the water, turned so that you're at least aimed downhill, and close to the water, for subsequent departure. If space and beach surface allow, taxi onto the beach at a 45° angle, make a wide enough turn to keep the inside tire from pivoting, which can dig a hole, then stop the turn when you're at least 45°, or more, to the water. One of the obstacles in achieving that goal is soft sand. It takes a helluva lot of power to keep your momentum in that turn. And it takes a lot of will power to put in as much power as is necessary. Despite my instruction and urging, and body english from the right seat, he eased off some power just as we were about 45° up from the shore. Stuck. Firmly. Very. Took quite some time to shanghai enough helpers, steal a shovel, find some boards and towing line to extricate that suddenly-ten-ton Beast. The Bassetts got their hefty line for lifting at the tail wheel, several folks lifting on each end of the line on each side of the tail boom. Lots of digging a level track for the mains, lots of folks behind the lift struts (in this case, push struts) near the upper fitting, then lots of power through the prop, and she finally got aimed back at the water. Ah, the joys of Seabee-ing!!

A brand new Club member was there also, with newly acquired sense of the joys of Seabee-ing, but without his Bee. Jay Brennan of Peekskill had just bought Harold Thomas' s/n 544 the month before (that's the "Potter Wing" Bee) and was doing the best he could in becoming familiar with flying it by himself when the Franklin disintegrated. Fortunately he was right over the Hudson, so alighted safely, but severely underpowered. Coast Guard rescued him and the Bee and got them ensconced at the Peekskill SPB. He is, despite that, an avid Bee-keeper and wants to get back into the air as soon as possible. He had planned to fly into Speculator. Desperately needs a good Franklin to continue. If any readers can help him, please let him know. Jay Brennan - 914/737-6747. (Address is in the new membership list.)

Other members we met at the lake were Bob Andrews, s/n 582, Bill Bardin, s/n 226, Don Bellinger, S/n 606, Harry Brady, s/n 398, Chuck Cary, Carlos Font, s/n 38 !, John Pykosz, s/n 137, Harold Thomas and Maureen Van Doren. Mike Holdrich and Tom Hurd joined the Club there. Chuck Cary is in the aviators' accessory biz and sold many Seabee (and ordinary seaplane) T-shirts etc. See his ad in the Classified. Sure did expect to see Glenn Feit and his s/n 952, but I guess the press of lawyer-biz precluded his joining us. If I've omitted any Club members from the Speculator attendance, it's only due to "old brain".

We were expecting to see Club member General Alfred "Abby" Wolf at that Pleasant lake. In past years, he enjoyed the splash-in from the vantage point of a canoe, went everywhere in it. He had owned s/n 889 for 19 years, after buying it new from Republic. Earlier, in 1939, he and four others founded AOPA. He had told me that he was AOPA member # 5 because when the five conceived the organization, they established their seniority numbers in alphabetical order. We didn't see him at the lake, then Club member Mary Frances Silitch, Executive Director of SPA, told us that Abby had passed away two weeks before the splash-in. He was a remarkable gentleman and aviation stalwart.

One of these years we hope to get Capt Lou Petersen and the Smithsonian's Albatross at the lake, but that 32,500 lb (water operation) amphib has a five foot draft, so couldn't get very close to shore. It is also equipped with the Sherman Aero Depth Sounder through my recommendation. I hope to be able to fly another two-week marine biology research mission in that Albatross in the Caribbean in November (See Newsletters # 2 & 3 for my previous trip.)

Even wonder about the literal translation of the name you've seen every time you read about your Franklin? "Franklin Aircooled Motors, Syracuse 8, New York". Back in the early days of those newfangled contraptions called "horseless carriages", even into the 'Thirties, driving in the cold winters of the North was complicated by the water in radiators freezing. We take anti-freeze for granted now, but it's' relatively new. In the 'Twenties, Franklin designed and produced a fine automobile and an engine that didn't use water for cooling, hence no freezing up. It had widespread automotive use, then adaptation to several different aircraft. As Paul Harvey says, "And now you know the rest of the story."

#### Cautionary Notes:

Some unexplained water accidents may have occurred because of experimentation with touchdown at higher than normal speeds. Testing has been done in the Bee, and other seaplanes, with the consensus that a touchdown in water, which implies, of course, relatively calm conditions, at a speed close to 90, can be deadly. With that much speed, contact with water creates a tremendous, sudden amount of drag, which can induce a catastrophic water loop, among other things. And they happen fast. I realize that you don't normally touchdown at much more than 55, but in case you or someone you know is curious about experimenting, or just skimming across the water to leave a nice wake, be forewarned of the possible consequences. A normal max should be about 70.

Sometimes when it seems like you're not getting full power, the problem could be as simple as a clogged fuel filter. The finger screen. Should be cleaned at least every ten hours.

Don't forget that if you have an engine fire either in flight or starting, the first action should be to pull forward the fuel shut-off control located under your seat. It will extend 2¾ inches. Check its free travel on the next preflight. As I recall from testing mine years ago, it was a matter of only 2 or 3 seconds before the engine stopped from 2,000 rpm (yes, I was on the ground). Quoting from the Approved Airplane Flight Manual from Republic: "In the event of electrical malfunction, the following procedures are applicable. (Assuming you still have the standard configuration. Ed.)

1. On airplanes with split ignition (i.e. ignition switch marked bat-mag-both). in event of malfunctioning of battery ignition, turn switch to magneto ignition; in this position, ignition is taking place on one set of plugs only; therefore, land as soon as possible.
2. On airplanes up to s/n 1050, turn master and battery switches off; this will cut out electric supply to all circuits except the ignition circuit which is independent of the master and battery switches.
3. On airplanes starting with s/n 1051, the master and battery switch are combined in a single switch marked "BATTERY". Turning battery switch off cuts out electric supply to all circuits except the ignition circuit which is independent of the battery switch.
4. On later airplanes, the battery and master switch is marked "MASTER"; function of this switch is identical to the switch previously marked "BATTERY". Turning this master switch off cuts out electric supply to all circuits except the ignition circuit."





Be aware of the landing gear warning light/microswitch configuration. You already know that the mains indicate up or down, depending on which micro sw has made contact. Did you realize though, that there is only one micro sw for the tailwheel? As long as contact message signals to the panel that the circuit is complete. But that doesn't necessarily mean that the mains and the T/W agree. The mains can be up and locked, and the T/W could be still locked down, but you would see a gear UP light. Conversely, if you pump the gear down and you hear the "CLUNK" of the over-center lock, and the green gear DOWN light comes on, you assume the T/W is down also, because contact is made and the circuit is complete. But, there's only the one micro sw on the tailwheel. The T/W could have remained in the locked UP position and still complete the circuit for the gear down indication. Hence the need for mirrors on the floats so you can see the T/W. The gear lights only show the mains locked up or down. Check that T/W in the mirror. And just before every touchdown, even though you've already done your pre-landing check, look over your shoulder to see the main wheel up beside the rear window. It could've dropped down out of sight after getting the gear up light.

All-Purpose Emergency Instructions:

1. Grab your coat; don't forget your hat
2. Leave your worries on the doorstep.
3. Just direct your feet to the sunny side of the street.



Capt John van Andel sent this first-hand experience info on the trim tab business. He had a tab failure of one side only and says that even with the remaining side functional, it was very difficult to fly the plane. Check your trim tabs! (See previous issues for more about the problems.) The above instance of only half the trim system available would be the ideal occasion to apply Francis Einarson's suggestion: put the flaps down. It decreases the elevator's response to trim, or lack thereof.

Out of more than a hundred of you whose membership has expired, I've gotten only a dozen renewals. Is it just the Summer Doldrums? Whatever the reason, we hope all of you hang in there with us. Remember, this is your Club - to help all of us and all the SeaBees. Feel free to phone for whatever help or info you need or can give. Membership is not just newsletters - it's the Bee-keepers' Club. Our fraternity.

This issue contains the latest membership list which is meant to be confidential and for use of members only. There are some who desire anonymity and who are not on the list. We've had requests for the phone numbers to be listed also, but privacy is a concern. If you can't get someone's number from Information, call us and we'll supply the number, judiciously. We want the Club to be as helpful as possible for all of us.

We've all seen many Bees, including my own, that have the inboard wing root fences, which means that they also probably have the "splates" (spill-plates). In doing some research in older magazines, I learned more about the rationale behind the wing root fences. Ostensibly they appear to only smooth out the airflow around the cowling, and the flaps when they're down, so that "better" air gets to the hardest working area of the prop blades. The article "The Good Ship Seabee" by O'Hara is in Sport Aviation of Sept '67, p.22. Club member Nick Flynn's modifications are highlighted. He's the Seabee expert in the North Country where many Bees, like mine, were put to good use. (continued)



Quoting from that 1967 article, "...increasing the water planing area of the hull (extended spray rail. Ed.), the addition of nine inches of airfoil (to each wing) and then adding on wingtip (spill) plates. The extra 18 inches gives a lot more lift and the plates keep it firmly on the wing. The old 'Bee has a built-in settle that occurs when the throttle is applied during a gliding approach. The prop "sucks" the lift off the wing. This effect has been countered by the installation of wing fences near the engine nacelle. These fences limit the swath of air robbed from the wing during sudden bursts of power."

Pictured in that article is s/n 674, which is now Herm Mau's NC 6429K, shown in the factory forest green trim paint scheme. That same Bee had been owned by the US Army for evaluation, and designated YOA-15 - a "Warbird"! Another pic shows N6516K, s/n 782, which may now be in Tennessee (not a Club member).

Several Bee-keepers have kindly sent accurately calibrated fuel dipstick measurements, with only slight differences, so I've averaged the readings for you to be able to duplicate or to compare with your own. An ordinary wood yardstick can be as good as anything else - IF you have the flush fuel filler door, and IF you cut the yardstick width down to no more than  $\frac{3}{4}$  inch, and smooth the edges. (A yardstick is not long enough to reach the bottom of the tank if you have the unmodified original protruding fuel neck.)

Starting with 5 gallons, which will measure 3  $\frac{3}{8}$  inches from the rounded bottom end of the stick; then 10 gal = 4  $\frac{7}{8}$ ". The "NO TAKEOFF IN THIS RANGE" limit is 12 gal (5  $\frac{1}{4}$ "). Paint that range red and label it as above. The fifteen gallon mark will be 6  $\frac{1}{4}$ "; 20 = 7  $\frac{1}{2}$ "; 25 = 8  $\frac{1}{2}$ "; 30 = 9  $\frac{1}{2}$ "; 35 = 10  $\frac{1}{2}$ "; 40 = 11  $\frac{1}{2}$ "; 45 = 12  $\frac{1}{2}$ "; 50 gal = 13  $\frac{5}{8}$ "; 55 = 14  $\frac{3}{4}$ "; 60 = 15  $\frac{5}{8}$ "; 65 = 16  $\frac{7}{8}$ "; 70 = 18  $\frac{1}{4}$ "; and 75 gal = 19  $\frac{1}{2}$  inches from the bottom.

As you can appreciate, this method is infinitely more accurate than the fuel gauge. When you stick the tank, compare the result with what the gauge is reading, then continue to use that difference showing. The plane's attitude, whether on the ground, in flight, or in the water, makes very little difference in the reading. The normal stowage of the dipstick is in the rear transverse channel of the frame of the front seat. I realize that this is all elementary knowledge for you experienced Bee-rasslers, but think of the newer owners, and of the many who don't have, or know of, the art of dipstick-ery.



Of which, here's even more: when you stick the tank, gently tap the stick against the bottom several times. If you hear and feel solid resistance, that's great, the way it should be. But - if the tapping feels spongy, you've got a potential problem. There's liquid between the rubber fuel cell and the metal bottom. Is the liquid fuel? Or water. Put a container under the keel at the step, remove the drain plug, and examine the liquid. Chances are it'll be a combination of both, depending upon the age of your fuel cell. If it's water only, your cell is OK, but the hull may have a leak. Or, if you keep your plane outside among the elephants, and it's been raining a lot, it's only rainwater. Which reminds me: do you check your floats for water? It's easy to forget them. You've got 7 drain plugs. Rain washes down the float struts and into the neck of the floats. Run a bead of silicone sealant around the neck.

Have you ever heard of anybody who actually flew in the RC-1 Thunderbolt Amphibian? Club member John Domin got a demo ride with The Man himself, Mr P H Spencer, in NX 41816. By the way, the RC-1 was completed on 22Nov45. John was impressed enough then to plunk down money for the as-yet un-named and un-made SeaBee. That was in September of '45. The first hand-built Bees were being cobbled up. HE took delivery of s/n 408, NC 6208K, in Jan '47. (continued)



John still owns that Bee and is doing some restoration, to continue flying her and add to the 900 hours in her already. I gave him Spence's phone number so he'd call and tell him how effective the demo ride was. Spence certainly appreciated that.



I checked with Air Service Caravan (they have manuals for just about any plane there is) about their supply of Seabee reading stuff for you. It's very important for you to have reference material from Republic to guide your efforts in caring for the Beast. They have Owners Manuals for \$10. Weight and Balance data for \$9. Servicing and Parts Manuals for \$6.50 and Distributors Bulletins (very helpful and necessary) for \$25. See Newsletter # 5, p.5. I cannot emphasize too much the benefits of having and studying these factory-originated documents. Air Service Caravan, Municipal Airpatch, New Bedford MA 02747. 617/992-1500. They also have retired their own Bee and are parting it out.



If you need the Franklin Engine Manual, we can supply them for \$12 ppd. For you high-powered Bee-keepers, I strongly recommend that you get the Lycoming Operator's Manual on the GO-480, which also covers the GSO-, IGO- and IGSO-480 engines. It's only \$5. Order from your FBO or from Avco Corp, Williamsport PA 17701. Everything you want to know and should know about your big buzzer, including the all-important power settings and cruise charts. Having instructed in several Lyc Bees lately, I find that no one really knows the correct operating procedures. They're all different, something most folks aren't aware of except for those like Henry Ruzakowski, s/n 946, who have the manual. I have one of my own now. The manuals should come with the conversion, right? You'd certainly think so, for that price.



Two months ago Abby Wolf sent me the word on a new seaplane book just published. I've read it and have nothing but the highest praise for retired Pan Am Capt William Masland's book "Through the Back Doors of the World in a Ship that had Wings". He began with owning an S-56 Savoia Marchetti, became a Naval pilot, then joined Pan Am in the 1930s. Worked his way up from S-39s through S-42s, then the Martin and Boeing Clippers, etc. Retired from 747s. Great book! Details of the flying and handling and navigating that only a seaplane pilot writing for the enlightenment and enjoyment of other pilots could do. Our Club member Chuck Bassett (Pan Am, Ret) used to fly with Bill Masland on the Boeing 314s. (See the SPA Water Flying Annual # 3, [1981] pages 4 to 17 for Chuck's writing of that era. Bill's book is available for \$14.95 ppd from Vantage Press, 516 W 34<sup>th</sup> St, New York NY 10001.

Abby Wolf had also sent me his copy of the April '85 OX5 NEWS, which featured Spence in a full, front page biography. I think I've mentioned before that you history buffs would be familiar with the importance of the Spencer repeating rifle during the Civil War. That was "our" Spencer's father. Christopher Miner Spencer. The senior Spencer had told Spence of his visit to the White House and his impromptu shooting match with Mr Lincoln in the cornfield in the "backyard" of the White House. Boggles the mind, doesn't it. To save you the mental gymnastics of reconciling that time interval (from the Civil War) with Spence's age (88), his father was 63 when Spence was born.

I was given a fantastic first edition written by Roy Marcot called "Spencer Repeating Firearms" that is the pièce de résistance of my firearms library. (I was a weapons instructor and MP in the Marine Corps for seven years before hiring on an airline in '54.) What does all this have to do with Seabees? History. Spence's inheritance of the inventive trait that led up to our Bee.



Subsequent to my having the honor of presenting SPA's highest accolade, the Henri Fabre Award, to my friend and hero, Mr Spencer (SPA # 633) at last year's Clear Lake Splash-In in Northern California, he wrote this letter to SPA:

"The Henri Fabre Seaplane Pilots Association Award was a complete surprise. I was admiring and discussing the handsome trophy they had just given me for being the oldest pilot at the Clear Lake, to my friend and wasn't paying much attention to Dick Sanders' relating my life history, so when he asked me to come up, I thought it was to take a bow. I must admit I was almost speechless when I learned it was for the Fabre Award. What an honor! Thanks for your efforts and to the committee who decided I was worthy of this prestigious award."

/s/ PH Spencer, Pacoima, California

We all know of the designing/building/flying team of Spence and Andy, usually spoken as one word: SPENCENANDY, but modest Andy hardly ever gets his just recognition. Col Dale Anderson (USAF, ret), has an impressive aviation background that we never hear of. I've said to him several times over the years that we should publicize him once in awhile. He replies, "Well, I appreciate the thought, but I'm content just to bask in the shadow of Spence.". Andy was a test pilot and combat fighter pilot in WW II, and has flown just about everything they had, and even some that you didn't know the USAF had - like the Widgeon. He's had some interesting experiences testing the Widge. Andy's no kid any more, of course, but he still is, figuratively, when it comes to the duo of SPENCENANDY. Quite an impressive team.



Here's an innovation that'll twist your prop: a turboprop Seabee! Never happen, you say. There's one near Montreal that has accrued many hours of flight testing in hopes of certification. S/n 1025 is flying with a Turbomeca Astazou, which weighs, with prop, only 352 pounds. Puts out 523 shp. At 60% power (2200 rpm), cruise is 120 mph. But the fuel consumption, you say, has gotta be way up there! - nope, it's sipping fuel, any fuel, at only 13.2 gph. Ready to invest in such a marvel? Believe it or not,, it costs less than the Lyc conversion. Call me if your curiosity gets the better of you.

Added to the list of our wondrous wind-wagons ensconced in museums is s/n 712 (NC 6416K) in the brand new Cradle of Aviation Museum (phone # 516/222-1190 or - 0976) in Hempstead, near the west end of Long Island, a stone's throw from Farmingdale where it was born in April of '47. Thanks to Conrad Taff, s/n 806, for apprising me of that news, and to Harry Brady, s/n 398, for checking with the museum which is quite near him, for further details of it.

On the opposite side of the continent, just south of Vancouver, is the Canadian Museum of Flight and Transportation at the Richmond Arts Centre. Capt Gerald Norberg, s/n 570, sent me a museum newsletter of 1981 detailing the acquisition of s/n 135 (CF-DYJ). That poor, unfortunate RC-3 Bee made a water landing with the casters down and locked, 320 miles north, near Prince George. That was in 1955, 25 years before the 1980 salvage. It had been in the lake all that time, presumably a perfectly pristine plane. The only damage visible in the sequence of pictures of the recovery appear to be from the salvaging. As usual. Also a note of interest, the pictures of it on the beach clearly show a complete tail wheel attached in the normal position. The museum notes that when the Bee arrived there, it had no T/W. CMFT, 11040 Cambie Road, Richmond BC V6X-1L2.

While my 58K and I were living in Ft Worth, I realized that there was no nautical comparative to the ordinary (land) term. "touch 'n go". For water birds doing "crash 'n dash", etc, I thought - how about (in Texas vernacular) "dip 'n gits"?





Our club membership news: Doing well, thank you. (That is, if you'll remember to send your \$10 membership dues.) 200 members, not all of whom are Bee-keepers, but including some enthusiastic supporters. The "international" appellation is not unfounded, thanks to more than two dozen Canadians, South Africans Mark French and Gary Harrison s/n 132 (ZS-Bee !), and our friend Brian Woodford in Singapore. And a Colombian, Julio Florez, whose Bee was delivered new from Republic to Baranquilla in '47 by Abby Wolf and wife Connie. He now lives in Miami and supports our Club even though he no longer owns a Bee. An ardent enthusiast, Paul Kilgour of New Zealand, hopes to be able to meet with us at Oshkosh this month. He was kind enough to send me the short but complete history of Bees in the Southwest Pacific.

Our membership shows that at least 40 Bees have a big engine, mostly Lyc. One member, Al Hundere, s/n 503, is converting to the Lyc IO-540K. He and I are anxious to see how that works out. There are three Continentals. Two are the IO-470P (same as the Royal Gull) and a 300 hp Tiara (same as the Air Car), and also the aforementioned turboprop.



Since the last Newsletter, the membership has suffered the loss of two Seabees, to say nothing of the anguish of the respective Bee-keepers and families. In Anchorage, Gordon Krist, s/n 9, and his wife were on a flight north when some engine parts disintegrated, which caused a fire. They immediately landed, and were safe and OK, but the fire destroyed their Bee. S/n 9 was the earliest number listed in FAA and all other registered, s/n 15, and fifty others. A month ago, John Joyce, s/n 397, his son and two friends were on a fishing trip in northern Minnesota, when after take off from a lake, they crashed in a residential area, on the roof of a house. No one on the ground was hurt, but John and his son suffered serious injuries. One passenger was unhurt but the other one didn't make it. We all grieve for John and his family.



We've discussed in previous issues the importance, indeed the requirement, of having emergency equipment on board: primarily a fire extinguisher, Halon being at least ten times better than any other choice. Light weight equipment that should be aboard is extra line for mooring, docking, towing or extending the scope of your anchor line. Life jackets, whistle, signal mirror and a flashlight are necessities, as are small tools and some selected spare parts. A trim tab locking device (see Newsletter # 4, p.9) and a landing gear clevis are strongly recommended spare parts. The clevis is the same as that for the flap actuation. Fulton Ivy (see ad) has them made up and they're about \$40. Other items for which there is no substitute are: at least one light weight paddle, a small shovel like the folding GI entrenching tool and a first aid kit. A light weight orange plastic jacket with hood sure could do a lot of good for you upon occasion also. I take along a thermos of water every time I fly.

A four foot long floating plastic boat hook can be very useful for things other than hooking boats. Stow it along the right hand side of the floor tunnel, hook forward, all the way back to the bulkhead. The hook end can then be easily reached under the front of the right seat, then pulled forward between the RH rudder pedals and over the battery box for immediate use out the bow door. You've got to think of the things that might happen, which if you're prepared, are not at all the problem they could be.



We had planned to get this issue to you much earlier, before Oshkosh. If you have planned to get to OSH, by Bee or otherwise, try to get to the Seabee get-together. It's on Monday the 29<sup>th</sup> at the SPA Corn Roast during the airshow, across the runway from the main viewing area. Last year the 5 RC-3s were the centerpiece for the hundreds of seaplane folks at the Corn Roast.





One of our South Africans, Gary Harrison, stayed here in Ft Lauderdale for a week recently. He and Mark French are rebuilding their newly acquired ZS-BEE which arrived in Johannesburg in '47 and belonged to Bob Olthoff. It has not flown since '54 and has something like 146 hours TT. Gary took lots of pictures of my 58K for reference in getting theirs back together in the proper relationship. He spent a day at Fulton Ivy's treasure throve south of here, getting almost everything on his shopping list. In our hangar, we packed a prop, blades and hub separated, wing root fairings, strut fairings, instruments and panel parts, and lots of other small items into a well-padded duffel bag. They still need a fuel cell to complete their s/n 132. Can anyone give me info for them on where to get one? Please reply right away so that I can ease their concern. Or write them directly (membership list: "French"). When they get their Bee-bird flying, they hope to do business with it as The East Indian Ocean Airboat Co.



Member Bill Bain recently completed a globe-girdling vacation. He purposely visited Warsaw to talk with the Pezetel people who have bought the rights to various Franklin engine models. They are going to send me some word on possible B9F parts/engines. Bill attended the Paris Air Show and sent me photos and had the Dornier people send me a beautiful brochure full of data and pictures of their new amphib, SEASTAR. Two in-line PT6 A-11s. Gross: 9,259 lb.



Just received my August FLYING in which Leighton Collins writes, on p.48, of "General Aviation at Home and at War" (WW II). Talking about the 1944 National Aviation Trade Assn meeting in St Louis:

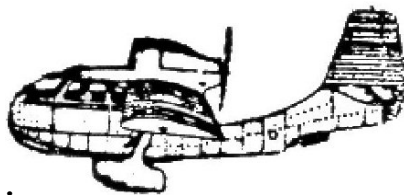
"The show's main excitement was reserved for an airplane that never arrived, having gotten stuck in Harrisburg, Pennsylvania. The Thunderbolt Amphibian, later renamed the Republic Seabee, was to be the airplane of the future; it would expand the nation's airport system to hundreds of thousands of lake and river facilities. Its price? Only \$3,900. Republic ended up producing 1,000 Seabees after the war, losing about \$10,000 on each." (Note: The price was \$3,995 and the production was 1,059. Ed.)



If you joined the Club recently and you consider the Newsletter sufficiently informative, the back issues are available for a modest \$2 each. The low \$10 dues covers the cost of the Newsletters, so reprinting back issues costs just as much as hot-off-the-press. Tom Hurd ordered back issues, then told me I'd sent him four page ones of issue # 1. If that happened to anyone else, please let me know and I'll send the correct pages. (The extra services like our long distance calls to handle members' immediate problems average more than \$50 per month.) But we sure enjoy it, and we appreciate your appreciation of our efforts. We look forward to being able to publish info and helpful operating techniques that you know of that newer owners could learn from. Remember, I don't consider myself an expert, just an avid enthusiast.



In general, there seems to be an increasing interest in and appreciation of water-birds including our SeaBeasts. Considering that the only alternates would be a Lake at about \$120,000 new and the Renegade at nearly \$200K, it makes sense to think about ol' RC-3. If you're contemplating selling yours, please try not to undersell. That is, consider the price of an alternate amphib for the potential buyer. He'd have to be looking at around \$30,000. A good Franklin Bee should be close to that price. We realize that there's always a vast difference between "should be" and reality, but you get the point. A good average Lyc Bee should be at least \$60K. Using the same yardstick, a top of the line 295 horse Simuflight with new avionics, paint, etc, should be in the vicinity of ninety thousand plus.



SHIP'S STORES:

- The supply of the gold or silver lapel/cap emblems (pins) is continuous; they're \$8 ppd each.
- We have a few Southwind Heater manuals for \$10 ppd.
- Also Franklin engine manuals for \$12 ppd.
- The 23-page AIR FACTS reprints, by Wolfgang Langewiesche, are now in stock. \$2.50 ea. Ppd. "How the Seabee Works" is actually a ground school text for flying her. It's great. Everyone should have one.
- For a free copy of our list of Seabee articles in magazines, send SASE.
- Seabee logo transfers for application on shirts, jackets, etc, come in 4 sizes: Small (exactly as it is on this Newsletter heading), 4" for \$1; Medium, 4¾" for \$1.25; Large, 5½" for \$1.50; and Extra Large, 8½" for \$3. Prices include postage. These Seabee logos are applied to cloth with a hot iron or at a T-shirt design place with their hot pressing machine.



actual size



CLASSIFIED: (These ads are free to Club members.)

- WANTED: B0F urgently needed, low time SMOH, or anything to get flying until winter. Jay Brennan, PO Box 2277, Peekskill NY 10566 (914/737-6747).
- FOR SALE: Seabee N6397K (s/n 635). Complete rebuild in 1978 by AI/owner. Cleveland brakes, wide rails, strobe lights, excellent paint, glass, tires & interior. Total airframe and engine 582 hours. Since overhaul/rebuild, 142 hrs. Full avionics. Asking \$30,000. Herm Mau, RD 2 Box 244, Moravia NY 13118 (315/496-2092)
- WANTED: Good fuel cell, by Mark French, PO Box 76122, Sandton, Johannesburg South Africa
- Seabees WELCOME: Airline Captain/Seabee owner and Club member John Peacock has fishing camps in the Yukon River basin and is offering 10% discount to Club members. 77 Alsek Rd, Whitehorse, Yukon Y1A-3K5. (403/667-2846)
- FOR SALE: AC FUEL PUMPS, tested and guaranteed, \$100 ea. Exchange, Jean Paul Gauthier, 310 Oka Champs, Two Mountains, Quebec J7R-1K7 (514/473-0165)
- Seabee PARTS FOR SALE, Fulton Ivy, STOL Amphib Corp, 188 Atlantic Blvd A/RR2, Key Largo FL 33037 (305/451-0308 eves)
- Seabee T-SHIRTS: Chuck Cary, Aero Wear, PO Box 5, Windsor Locks CT 06095.
- FOR SALE: N6589K, s/n 862, B9F, 400TT, overhauled completely. New license, paint, glass and upholstery. Basic panel. Edo-Aire nav-com. Asking \$25,000. Harry Andrews, 321 Newbury St, Danvers MA 01937. (617/246-2450)
- FOR SALE: Tailwheel tubes, \$11. Donn Booth, 21 Otter Creek Place, Cortland NY 13045 (607/753-0556)
- FOR SALE: Franklin parts and prop, from conversion to Lyc. George Wise, 1523 Gillam Way, Fairbanks AK 99701 (907/452-3450)
- Franklin REBUILDING, OVERHAULING & IMPROVING, by George Pomeroy "Done to the correct mechanical tolerances, but will be for airboats only." (312/758-1622) Ask for 3 page outline of services.
- WANTED: Seabee, prefer SuperBee, must be flyable, no big projects or corrosion. Paul Erickson, 49 Key Largo Course, Corte Madera CA 94925 (415/924-5054)



Member info we'd like to have for Club files, if you haven't given it to us yet: phone number; Bee serial & registration numbers; engine model & hp; B9F or Lyc GO-480; Daubenspeck or Simuflight, for instance, & your SPA membership number if you're a member. If not, you should be.

Low 'n Slow, Dick and Peggy

SEABEE CLUB INTERNATIONAL

## MEMBERSHIP LIST

MARCH 1985

## CONFIDENTIAL

|  |        |
|--|--------|
| Abraham, Richard; 23888 Arnold Dr, Sonoma CA 95476                           | N6748K |
| Alton, Jimmie; 14 Elliott RR 4, Stouffville Ontario L0H-1L0                  | CF-GZX |
| Anderson, Dale, Col; (See Spencer Air Car)                                   |        |
| Anderson, John C; 3309 Old Kawawlin Rd, Bay City MI 48706                    | N875JA |
| Andrews, Bob; 8969 Griffin Ave, Niagra Falls NY 14304                        | N6353K |
| Andrews, Harry J; 22 Locust St, Marblehead MA 01945                          | N6589K |
| Angelos, Art; 501 Slaters Lane, Apt 1109, Alexandria VA 22314                | N6127K |
| Bain, William "Bill"; 1106 Alderside Dr, Port Moody BC V3H-3A6               | CF-DYG |
| Baldwin, Guy, Dr; 11445 E 20 St, Tulsa OK 74128                              |        |
| Balon, Eugene J; 46434 Cypress Ct, Utica MI 48087                            | N6747K |
| Barboza, Gilbert; 537 Jones St, # 5463; San Francisco CA 94102               |        |
| Bardin, William; PO Box 70, N Granville NY 12854                             | N6051K |
| Bassett, Chuck, Capt; 310 West Lane, Ridgefield CT 06877                     | N6138K |
| Becker, Lawrence, Dr; 744 Padilla Heights, Anacortes WA 98221                | N6588K |
| Bellinger, Don; RD 3, Box 85, Little Falls NY 13365                          | N5869  |
| Bem, Jan; 1870 Daytona Rd, Miami Beach FL 33141                              | N6356K |
| Bennett, Marty; 6751 SW 97 St, Miami FL 33156                                | N9042N |
| Blackett, W Ben, Dr; 4366 N Lexington, Tacoma WA 98407                       | N6295K |
| Blanchard, Bryce; 7859 Buccaneer Dr, Ft Myers Beach FL 33931                 | N6659K |
| Bockstahler, Edward, Dr; 111 Rollingwood, Williamsville NY 14221             | N6378K |
| Bolling, Bill; 1996 Overseas Highway, Marathon FL 33050                      | (N6JV) |
| Booth, Donn; 21 Otter Creek Pl, Cortland NY 13045                            | N87492 |
| Brady, Harry; 707 Lowell Rd, Uniondale NY 11553                              | N6202K |
| Brenizer, Tom R; 4348 Bentley Dr, N Olmstead OH 44070                        | N6538K |
| Brennan, Jay; PO Box 2207, Peekskill NY 10566                                | N6320K |
| Brown's Seaplane Base; Route 5, Box 235, Winterhaven FL 33880                |        |
| Brumm, Richard A; 117 Stanton St, Northport NY 11768                         | N283GM |
| Bumgarner, Jim; 808 Elm St, Warrensburg, MD 64093                            | N6490K |
| Burkey, Bill; 1058 Skyline Dr, Moses Lake WA 98837                           | N6070K |
| Burnett, Bill; Lake Air, PO Box 1676, Sandpoint ID 83864                     | N444DL |
| Bushnell, Robert T, Maj; 29 Winthrop St, Augusta ME 04330                    | N6650K |
| Cacciamani, Carlos; 12955 Old Cutler Rd, Miami FL 33156                      | N6345K |
| Campbell, Bruce; PO Box B, New Knoxville OH 45871                            | N123BR |
| Campbell, James; 169 Gleason Rd, Centralia WA 98531                          | N6005K |
| Campbell, John R; 3524 Whitehall, Dallas TX 75229                            | N6230K |
| Carty, Martin; 2660 S. Playa, Mesa AZ 85202                                  |        |
| Cary, Charles A; 15 Briarwood Dr, Enfield CT 06082                           |        |
| Challancin, Jim; PO Box 841, Belle Glade FL 33430                            |        |
| Chapeskie, Andy H, Dr; Box 238, Barry's Bay Ont K0J-1B0                      | CF-GAD |
| Clark, Ed; Moth Aircraft Co, 13004 Yukon Ave, Hawthorne CA 90250             | N6578K |
| Clark, Helena; 250 W Rose Tree Rd, Media PA 19063                            | N36WT  |
| Coban, Don C; 8821 Sunset Trail, Chanhassen MN 55317                         | N6224K |
| Cochran, Jim; 2250 Cochran Rd, Moses Lake WA 98837                           | N6007K |
| Croft, Joe; 72 Main St, Wilmington MA 01887                                  | N87506 |
| Danaher, Tom; Rt 3, Box 495, Wichita Falls TX 76308                          | N191V  |
| DeMone, Mike; 765 Aborn Ave, Woodbridge NJ 07095                             | N60CB  |
| Dennis, Leslie Lt Col; 13201 Carita Lane, Anchorage AK 99518                 |        |
| Domin, John; Box 187 RD 2, Moscow PA 18444                                   | N6208K |
| Donahue, Hugh Jr; 295 Coconut Lane, Miami Beach FL 33139                     | N6704K |
| Dowe, Frederick L Dr; 1527 Dufferin Crescent, Nanaimo BC V9S-5H6             |        |
| Egan, Tim; 485 Lakeview Dr, W. Suffield CT 06093                             | N111TE |
| Einarson, Francis Jr; 2845 67 <sup>th</sup> Lane N, Brooklyn Center MN 55429 |        |
| Essery, Richard; 1640 N Johnson Av, El Cajon CA 92020-1295                   |        |
| Feit, Glenn; 488 Madison Ave, New York NY 10022                              | N6566K |
| Fenton, Marvin; 16424 21 <sup>st</sup> Ave SW, Seattle WA 98118              | N28CB  |
| Florez, Julio M; PO Box 522277, Miami FL 33152                               |        |
| Floten, Bill; 8668 Island Dr S, Seattle WA 98118                             | N87583 |

Flynn, Nick; Rt 3, Box 251, Monticello MN 55362  
 Font, Carlos; 997 Taughannock Blvd, Ithaca NY 14850 N87487  
 Foote, Richard; PO Box 57, Willimantic CT 06226  
 Freeman, Edmond F; 342 Westridge Ave, Abilene TX 79604 N6499K  
 French, Mark; PO Box 78122, Johannesburg, South Africa ZS-BEE  
 Frey, Jay; 14-04 111<sup>th</sup> St, College Point NY 11356  
 Friedmeyer, Fred J; Box 626, Peace River, Alberta T0H-2X0 C-JFJ  
 (Winter: 186 Shadowbrook Dr, Folsom CA 95630)  
 Gauthier, Jean-Paul; 310 Oka Ch, Deux Montaignes, Quebec J7R-1K7  
 Gentry, Bill; 430 Bolero Dr, Danville CA 94526 N6298K  
 Gerlinger, Louis III; PO Box 6320, San Diego CA 92106 N114N  
 Goold, Donald F; 8154 Lakeshore Dr, Caneadea NY 14717  
 Gould, Robert, Capt; 44-365 Kaneohe Bay Dr, Kaneohe HI 96744 N6255K  
 Greeff, John; Box 862, Yelm WA 98597 N6267K  
 Green, Robert D; 82 Lake Dr, Mountain Lakes NJ 07046 N6684K  
 Griffith, Jim, Capt; 244 Ainslie St, Winnipeg Manitoba R3J-2Z6 CF-ECW  
 Gross, Steve; 17648 SE 297 Place, Kent WA 98042 N144SG  
 Guntly, Tom; 13620 Bell Rd, Caledonia WI 53108 N6097K  
 Hannah, Les; 1306 Maple Lk, Mentor MN 56736 N6342K  
 Hanson, John D; Box 629, Ely MN 55731 CF-XUV  
 (Summer: Bending Lake Lodge, Box 656, Ft Frances, Ont. P9A-3M9)  
 Harned, Gene; 4185 Sanders Rd, Live Oak CA 95953 N6375K  
 Hetherington, Cy; Manley Hot Springs AK 99756 N6105K  
 Hofheinz, Roy, Jr; 25 W oak Dr, Houston TX 77056  
 Holdrich, Mike; RD 1, Box 243 Hoxie Rd, W Edmeston NY 13485  
 Holland, Tom, Capt; Box 59346 AMF, Miami FL 33159 N66428K  
 Howard, Will; 131 Townsend St, Grass Valley CA 95945  
 Hoxie, George; 5810 34<sup>th</sup> Av So, Minneapolis MN 55417 N6218K  
 Huish, Dick; 1898 Wick-Campbell, Hubbard OH 44425 N6175K  
 Hundere, Al; PO Box 32516, San Antonio TX 78284 N6290K  
 Hurd, Tom; PO Box 30331, JFK Station, Jamaica NY 11430  
 Irving, Howard L.; 5612 141 St, Edmonton, Alberta T6H-4A3 CF-DKL  
 Ivy, Fulton; 188 Atlantic Blvd A/RR2, Key Largo FL 33037  
 Jellison, William L; 838 North Rd. 200 W, Valparaiso IN 46383  
 Johnson, Taylor; 4455 Taylor Dr, Niagra Falls NY 14304 N6193W  
 Johnstone, Karl, Judge; 611 O St, Anchorage AK 99501 Twin Bee N9501U  
 Joyce, John T; 2345 5<sup>th</sup> St, White Bear Lake MN 55110 N6201K  
 Kane, Richard, Capt; PO Box 406, Wayne IL 60184 N335G  
 Kilgour, Paul; RD 3, Waimauku, Auckland New Zealand  
 Knight, Don; 3065 Roseline, Flint MI 48507 N6668K  
 Krist, Gordon; PO Box 110304, Anchorage AK 99511 N87459  
 Kyro, Paul H; PO Box 1445, Gereldton, Ontario P0T-1M0 CF-DKP  
 Kyte, Don, Capt; PO Box 1578, El Cerrito CA 94530 N6144K  
 Lampasona, Peter; 1393 Gold Star Highway, Groton CT 06340 N6395K  
 Lavolette, C D; 9851 Seabrite Rd, Richmand BC V7A-4C3  
 Leonard, Grant; 401 W Lake St, Minneapolis MN 55408 N6570K  
 Lomas, Bill; 27690 Behan St NW, Poulsbo WA 98370 N6511K  
 Lovenuk, Wayne; Box 202, Pickle Lake, Ontario P0V-3A0 CF-FSG  
 Lowe, Jon; 4785 11<sup>th</sup> Ave SW, Naples FL 33999 N6291  
 Ludmerer, Vic; RD 4 Box 462, Greenwood Lake NY 10925 N6041K  
 Lundquist, Court; 54406 Homeland Rd, Lake Worth FL 33467 N451E  
 (Summer: PO Box 325, Melvin Village NH 03850)  
 Mael, Bob; PO Box 138, Portage WI 53901  
 Mau, Herm; RD #2 Box 244, Moravia NY 13118 N6429K  
 Mauk, Don; 13561 Irwin, Van Nuys CA 91401 N?  
 Maxwell, Henry; 86 Garry Rd, Closter NJ 07624 N6323K  
 Maynard, Dudley J; 8534 Elmwood Dr, Munster IN 46321 N6178K  
 McCarrel, Bill; 67325 Crooked Creek Rd, White Pigeon MI 49099  
 Mc Carthy, "Mac"; 207 Champlain, Cloverdale CA 95425 N87507  
 McDaniel, William S; 1200 Shermer Rd, Northbrook IL 60062  
 McDowell, Randall L; 12651 SE 59<sup>th</sup>, Bellevue WA 98006 N6743K  
 McHugh, Joe, Capt; 6727 Perimeter Rd S, Seattle WA 98108 N32264

|  |             |
|--|-------------|
| Mehler, Leo; 2818 Boyer Av E, Houseboat 11, Seattle WA 98102         | N6662K      |
| Mentelos, William; 56 South Av, North Haven CT 06473                 |             |
| Miller, Al; 340 Seaward Av, Bradford PA 16701                        | N6386K      |
| Miller, Robbie; PO Box 64, Eunice LA 70535                           | N6055K      |
| Mills, Bob; Philadelphia Seaplane Base, Essington PA 19029           |             |
| Mitchell, Keith; 37 McCalla Dr, St Catherines Ontario L2N-1A2        | CF-KKK      |
| Mojonnier, George; 610 18 <sup>th</sup> St, Snohomish WA 98290       | N6723K      |
| Monroe, Joseph W; 1310 Whipple Av #2, Redwood City CA 94062          | N4612A      |
| Mountenay, John; 4070 Simcoe St N, Columbus Ontario L0B-1G0          | CF-DKA      |
| Neidhardt, Skip, Capt; RD #1, Meredith NH 03253                      |             |
| Nesic, Gene; 130 Palm Av, Miami Beach FL 33139                       | N25CB       |
| Norberg, Gerald; 10-403 Oakdale Dr, Winnipeg Manitoba R3R-0Z6        | CF-ECW      |
| Norie, Jack; Box 793, Campbell River BC V9W-6Y4                      | CF-JLC      |
| Nowlen, Bernard; 3013 Ponderosa Ct, Fairfield CA 94533               | N6449K      |
| Noyce, Bob, Dr; 690 Loyola Dr, Los Altos CA 94022                    | N6483K      |
| Panker, George; 18830 SE 42 ST, Issaquah WA 98027                    | N6738K      |
| Papich, George, Dr; 400 30 <sup>th</sup> St, Oakland CA 94609        | N6325K      |
| Parrick, James S; PO Box 368, Battle Mountain NV 89820               |             |
| Parrott, Charles F; 7 Talbot St, Saugus MA 01906                     | N87586      |
| Paschall, Ben; PO Box 693, Bellevue WA 98009                         | N6286K      |
| Peacock's Yukon Camps; 77 Alosek Rd, Whitehorse Yukon Y1A-3K5        | CF-DJX      |
| Perkinson, Hunter, Capt; Rt 1, Box 286, Mineral VA 23117             | N6023K      |
| Peterson, Dale; 180 Timberlane Dr, Fayetteville GA 30214             |             |
| Pinelli, Dante; 12 Pennsylvania Av, Fairless Hills PA 19030          | N6248K      |
| Pitner, Jean; 3946 Brown Rd, Tucker GA 30084                         |             |
| Pomeroy, George; 1860 Reichert Av, Sauk Village IL 60411             | N217G       |
| Pykosz, John; Box 364, Wilson NY 14172                               | N87570      |
| Raney, David; Box 496, Sundridge Ontario P0A-1Z0                     | CF-HPH      |
| Redding, Bob; PO Box 36560, Houston TX 77236                         | N6048K      |
| Richardson, Sam, Capt; PO Box 753, Crystal Bay NV 89402              | N6769K      |
| Robillard, Bernard; 8835 Basile-Routhier, Montreal Quebec H2M-1T2    | CF-FSI      |
| Robinson, Eric & Brian; RR #3, Kirkfield Ontario K0M-2B0             | CF-ILM      |
| Roswell, George H; RR 2, Port Carling, Ontario P0B-1J0               | CF-DYE      |
| Ruzakowski, Henry Jr; PO Box 497, Tavernier FL 33070                 | N75896      |
| Sager, John; 18015 Perigon Way, Jupiter FL 33458                     | N6291K      |
| Sallaway, Chuck; PO Box 8711, Ft Lauderdale FL 33310                 |             |
| Sanders, Dick & Peggy; 4734 NW 49 Ct, Ft Lauderdale FL 33319         | N6458K      |
| Sanders, Rand; 761 Drury, Wichita KS 67207                           | N6058K      |
| Sanders, West; 310 Somerset Cir, Ft Worth TX 76022                   | "           |
| Sansregret, Marcel; Labs Bently, 7880 Bodinier, Anjou Q H1K-4C5      |             |
| Saunders, Richard E; PO Box 1196, Bandera TX 78003                   | N6501K      |
| Scribner, Dick; 3648 Shaddick Rd, Pontiac MI 48054                   | N6432K      |
| Seaflite, Rick Grant; PO Box 1263, Richmond CA 94802 (Short Solent   | N9946F)     |
| Shaffer, Jan, Capt; 267 University Station, Berea OH 44017           |             |
| Sherman, Mark; 9630 Clayton Rd, St Louis MO 63124                    | N6204K      |
| Shively, James E; 703 Newell, Weatherford TX 76086                   | N6575K      |
| Shull, Carl; 627 Elizabeth St, Rochester MI 48063                    | N6234K      |
| Silitch, Mary Frances; 421 Aviation; Way, Frederick MD 21701         | (N1624H)    |
| Sinn, Stan; 2734 Ori Av, San Jose CA 95128                           | N6652K      |
| Skingley, Robert H; 34348 Parkgrove Dr, Westland MI 48185            |             |
| Slavik, Joe; 31555 w 14-Mile Rd, Farmington Hills MI 48018           | N113G       |
| Smith, Dave; 4074 W 16 Av, Vancouver BC V6R-3E1                      | CF-DYI      |
| Smith, Jim; PO Box 1084, Modesto CA 95353                            | N6604K      |
| Solomon, Leonard; 20 Grover Lane, Caldwell NJ 07006                  |             |
| Sorensen, Jim; 7930 Biscayne Bay Cir, Miami Beach FL 33141           | N6719K      |
| Speidel, Joe; Box 548, Hastings FL 32045                             | N6067K      |
| Spencer, P H "Spence"; 8835 Woodman Av, Arleta CA 91331              |             |
| Spencer Amphibian AirCar, 11019-A Glenoakes Blvd, Pacoima CA 91331   |             |
| Stanley, Richard B; PO Box 69, Sunnerland Key FL 33042               | (ex-N6704K) |
| Stephens, Walter; 2118 1 <sup>st</sup> St, Ste 13, Ft Myers FL 33904 | N6388K      |
| Stevens, Jim; 14 Hillcrest Dr, Cortland NY 13045                     | N602K       |
| Stravens, Bob; 12410 Glacier Highway, Juneau AK 99801                | N6167K      |

|   |               |
|---|---------------|
| Taylor, Jim L; 114 2 <sup>nd</sup> Av NE (POB 563), Watford City ND 58854 | N6481K        |
| Taylor, Robert, Dr; 1701 Gillam Way, Fairbanks AK 99701                   | N6113K        |
| Templeton, Jay; W & P Nautical Inc, 222 Severn Av, Annapolis MD 21403     |               |
| Thomas, Harold; 362 Old Tarrytown Rd, White Plains NY 10603               | (ex-N6320K)   |
| Thompson, Ken, Dr; 160 E Deodara, Vacaville CA 95688                      |               |
| Turnbull, Ken, Dr; 4690 Beverly Cres, Vancouver BC V6J-4E6                | CF-LPG        |
| van Andel, John, Capt; 4690 Beverly Crescent, Vancouver BC V6J-4E6        | N3263G        |
| van der Bunt, John; 432 S Hibiscus Dr, Miami Beach FL 33139               | N6371K        |
| VanDoren, Maureen; 211 Ann St, Millstone NJ 08876                         |               |
| Venton, Donald P; 505 Glen View Av, Oakland CA 94610                      | N6232K        |
| Vipond, Les; Rt 1, Box 425-D, Dunkirk MD 20754                            | N87548        |
| Walker, David; 2311 Clubhouse Rd, N Ft Myers FL 33903                     | N5090J        |
| Watson, Alan; 5112 Castle Hills Dr, San Diego CA 92109                    | (ex-N42AW)    |
| Whitehouse, John H; PO Box 146, W Suffield CT 06093                       | N990JW        |
| Wick, Jack; Box 26, Larsen Bay AK 99624                                   |               |
| Williams, Len; Calle # 5 FC-25, URB Casa Mia, Ponce PR 00731              | N6523K        |
| Winnacott, Bruce; 1256 The Queensway, Toronto Ontario M8Z-1S2             |               |
| Wise, George; 1523 Gillam Way, Fairbanks AK 99701                         | N6584K        |
| Wiswell, Bill; 640 Dalmeny Hill NW, Calgary Alberta T3A-1T6               |               |
| Wolf, Alfred; 526 Stenton Av, Blue Bell PA 19422                          | (ex-NC 6616K) |
| Woodford, Brian; 1 Scotts Rd, Suite 26-10 Shaw Centre, Singapore 0922     |               |
| Wright, Marion, Capt; 5616 Blue Ridge Dr, Ft Worth TX 76112               | (ex-N6048K)   |

=PLEASE ADVISE IF ANY CORRECTIONS ARE NECESSARY=