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U.S.A.
(305/485-5769)

SEABEE CLUB INTERNATIONAL

NEWSLETTER

Dedicated to the preservation
and enjoyment of our 40-year old
water-borne wind-wagons, the RC-3.

No. 7 (November 1985)

We've got some good news and bad news. First the good news: your Club has many new members, thanks to people like Grant Leonard (s/n 843) of Minneapolis, who signed up seven folks at the SPA Corn Roast at Oshkosh. Skip Neidhardt of Lake Winnepesaukee checked out a new Bee-keeper in New Hampshire and convinced Lance Burgo of the benefits of the Club. Lance had a long way to get his 'Bee home, and as usual, when one buys a perfectly good 'Bee, all the things wrong have been saved up for that first flight home. Took about two months for Lance to get his s/n 342 to St John in the Virgin Islands. (That's still part of the good news.)

The bad news is bad for most Franklin-Bee owners. Will Howard (s/n 463) of Grass Valley CA sent notice of a Hartzell AD on the prop clamp that affects a whole bunch of us, including our own 58K. I've asked Hartzell to send me the AD bulletin and I hope to receive it in time to copy and include in this Newsletter. (It takes about two weeks of full-time effort, from starting the first paragraph to the mailing, for the Newsletters to be on their way to you.)

More bad news is that even though there are many new members, there are still many who have not renewed, despite two notices and phone calls. Very discouraging for us considering all the effort we put into this to give you a good, informative and helpful Club.



The new members are Ray Arceneaux of the Tampa Bay area, Paul Brinkman of Milwaukee, Bill Burtis (AirCar) of Long Island, Endicott Davison of Connecticut with his Twin Bee, Capt Rich Earnest of Virginia, CAF Col Connie Edwards of west Texas, whose PBY many of you got to see and tour through at the SPA Corn Roast. For his hospitality, Connie was given membership in our Club by Grant Leonard. Other new members are: Paul Erickson of N California, Larry Evens of Trail, BC, Gerald Fenton of Bethesda, Arnold Gray of upper Michigan, George Greb of NJ, Bruce Hamer of Ottawa, and Art Hayworth of the Cape Canaveral area. Dave Hazlewood, who has probably owned more 'Bees than anyone else (8?), is in the Vancouver area. Dave is the man who tried to get the Trident TriGull into productions.

Glen Hyde, ex-Marine Corps fighter pilot, and wife Candy own a small airport in the Ft Worth area at which their new 'Bee resides. My older son West keeps his SNJ there also, plus the family spare Seabee parts and hull (N6058K). Roger Lessier joined us, from the Montreal area. From Nova Scotia is new member Steve Milligan. Bruce Peterson, near Detroit, joined, as did Louis Planera, north of Chicago. From western Minnesota is Bill Wendt. Also Bob Woodberry of the Washington DC area signed up.



A staunch Seabee proponent and devout Club member was recently publicized in a national magazine: the August 26th issue of New Yorker (p 34) had an article, "A Reporter Aloft", with said reporter/pilot making a tour of small airfields within easy range of The City in a C-152. Upon exploring Stormville airpatch, he encountered "a wide-body amphibian with a pusher prop" being worked on by our own Capt Charles Bassett ("last name spelled like the dog"), Pan Am Ret. Chuck is an inveterate tinkerer, and used to fly the Boeing 'boats (314s) throughout the Atlantic during the war, so is an ideal Bee-keeper. He was overhauling the prop.



FLIGHT INSTRUCTORS CORNER: (R W Sanders CFII #1246278)

Safe and simple anchoring:

In the beginning, Danforth created the Mark IV anchor. It weighs 5 pounds, and its stock is 16 5/8 inches long. When Republic begat the RC-3, they used that anchor as standard equipment on all 1,059 'Bees made. When you open the anchor hatch, the Mark IV is (should be) suspended by its stock in the two brackets on the fore and aft edges of the opening. (We're talking correct weight and balance here.) If you don't have that anchor, they're still available at marine supply stores. If you don't have any anchor there, the notation stenciled (should be) on the underside of the anchor hatch says, "WHEN ANCHOR OR LINE IS REMOVED, ADD EQUIVALENT WEIGHT OF BALLST TO ANCHOR COMPARTMENT COVER". On each side of this admonition you'll see two threaded bolt ends for attaching said ballast. In case anyone wanted to at least know of the legality.

For most normal anchoring, 100 feet of line is sufficient, and was supplied by Republic. But the modern nylon marine lines have such good tensile strength and long life that even quarter-inch line will suffice. Our 'Bee has been towed in the water at more than 20 knots with that same line. By using that strong, lightweight line, I was able to add 3 feet of anchor chain so that the whole unit: anchor, chain and 100' of 1/4" line, weighs only 8 pounds. The chain, between anchor and line, ensures max anchor holding power by weighting down the shank end of the anchor, thereby keeping the flukes dug in.

(You boat folks who grew up on the water like we did, please bear with us while we try to give some helpful hints to the landlubbers among us.)

How much line to pay out for anchoring? Ideally, a 7 to 1 scope is best. But for short term, no current or strong winds, not-getting-very-far-from-the-Bee anchoring, you can get by with just a 5 to 1 scope. That is (at 5 to 1) for a 6 ft depth (times 5), you'll need to pay out 30' of line. That gives sufficient angle of pull for "light" conditions. For that same 6 ft depth, for long term, using a 7 to 1 scope, pay out at least 42 feet.

How do you know when you've let out 30 ft? Mark the line at 10 ft intervals with a MARKS-A-LOT pen. Circle the rope with one pen line at the 10 ft length, measured from the bottom of the anchor; 2 circling lines for 20 ft, etc.

How do you know how deep that murky water is? Install a Sherman Aero Depth Sounder! They're super. Otherwise, if you don't have a depth sounder, when the 'Bee is headed into the wind and at a standstill, and you're standing in the bow, let the anchor down slowly enough to keep track of your 10-ft incremental marks. It's a good idea to make a loop in the bitter end of the anchor line beforehand, so that when you get anchor and line out of the compartment, you can drop that loop over a rudder pedal - just in case the anchor line gets away from you. Don't laugh - it has happened.

If you occasionally have the need for anchoring in more than 20 ft depths (max for 5:1 with 100 ft line), carry an extra 50 or 100 ft line to secure to your anchor line to maintain an adequate scope. If you're going to leave the 'Bee for very long, be sure to check the radius of the ship's travel in relation to possible obstructions in case of a wind change.

How do you retrieve the anchor? Simply pull the ship to the anchor, hand over hand, and when it's above the anchor, pull harder. If the anchor is really solidly set, start the engine and let that power pull up the line. As you taxi the ship past the anchor, pull it up when you feel it's free. (Continued)

That's why the flukes have pointy ends and why they can pivot on the shank; when enough upward force is applied, it "digs" itself out of the muck 'n mire. But, if it's snagged on a rock or root, and won't free, then it's time to either get wet or get the knife out of your tool kit. But first, taxi in a circle around the anchor, keeping a strain, to possibly free it.

While we're on the subject, there's another bit of anchor-y that I can personally recommend: a small sea anchor, kept in the same bag as the Danforth. A sea anchor is like a nylon windsock, but not as long. There are various sizes available from marine supply stores. Mine's a 20-incher for a life raft. That is, the large opening is 20 inches, with a bridle attached to a line, and the small open end is about 4 inches. Again, it's wise to have a loop in the bitter end of that line for the rudder pedal. If you want to drift slowly with the wind, throw out the sea anchor. Fifteen feet of 1/8" nylon line is sufficient. Secure the line to the bow cleat. The sea anchor takes hold and reduces your drift by at least half. Then hoist yourself up on the wing root, stretch out along the spar with your back on the cowling and get a suntan. You'll also get attention. Half the boaters who come by will ask if you need help. Don't be unkind; when you do need help, they may not come by. *That's an adjunct of Murphy's Law.)



Some of you Super-Bee-ers with big engines have wondered about the use of flaps on a land takeoff. I've asked several knowledgeable owners of that ilk about their technique. They still hew to the manual, ie, flaps UP for land T/O, for the same reason as outlined in the manual and in previous Newsletters, namely that the climb gradient is better for obstacle clearance. But if obstacles are not a problem and you feel that partial flap gives a good compromise, then the question is how much flap. And how do you get a consistent partial setting to use. Bearing in mind that full flap is 30°, and that full down aileron is 20°, match the flap trailing edge to the full down aileron, which gives you 20° of flap. (Wheel to the opposite side of where you're looking.) Move the flap selector handle to the NEUTRAL position to hold any partial flap setting.

I recommend that you newer Bee-keepers re-read and study the operational aspects we've published in previous issues, plus the Republic Bulletins and Service News that are available. They can all be kept in a loose-leaf binder for easy reference. I'm not saying that we're writing a "Do as I say" compendium, but I do speak from experience - mine and others - about things that nobody ever told us when we bought our Seabees. It's an age-old human frailty: "sell the plane, give him the quickest check-out possible, and send him on his way before he finds something wrong".

One of the stated purposes of this Club is to help prevent bad things from happening to the 'Bee due to ignorance. When I'm checking out a new Bee-keeper, it takes at least an hour just for the walk-around, and two hours is not unusual. The Republic RC-3 SeaBee-stout fella is a lot more airplane than neophytes realize, especially considering its versatility and ones being equipped to take advantage of that versatility. I think that's why so many 'Bees are owned by airline pilots. It's the challenge of real aviating. Which reminds me of a memorable FLYING article by Capt Len Morgan about ten years ago, titled "Artists, Pilots, and Drivers". The average "pilot" turned out by today's instructors, in nose-draggers, is more Driver, Then to buy an RC-3! With no meaningful help.

(I'm about to fall off of this soap box.)
But not quite yet!





The Seaplane Pilots Association.

You've probably already experienced, or know of, some type of hassle on a body of water that seems to be liberally sprinkled with equivalent horsepower water craft of the non-flying variety. Said variety seems to be conned by people of the drinking faith. The no-go item of required equipment before launching ones boat seems to be a 6-pack, already somewhat depleted. But to the residents on the shore, seeing your strange wind-and-water-wagon, you are already suspect. Never mind the required knowledge and tests and rules and regulations that we live by and fly by, the fact that our vehicle is "different" automatically puts it into the "It must be bad" category. Call the Sheriff! (no Tower to call) Then things usually result in confrontation. Consultation with the Book, etc. What can one lone seaplane pilot do? The only, and obvious, choice is to get some moral support and some help from an authoritative source. That's why we all need the SPA. To paraphrase one of the country's early Patriots, "We either float together or we sink separately".

With close to 4,000 members, SPA does have a voice in the matter of jousting with the nay sayers. And the good offices of AOPA administers the SPA publications and memberships etc. There's a quarterly newsletter, "Water Flying", with lots of pictures and timely articles, also a Water Flying Annual of about 80 pages, all included in the membership. Some noteworthy SPA accomplishments have been the successful openings of numerous lakes to seaplane use. Of several dozen seaplane-size lakes in California that were closed to us five years ago, the proportion is now reversed: only a very few are still closed. Another cogent example is what SPA accomplished with the Corps of Engineers. It wasn't too long ago that the Corps' policy was that all lakes in the Nation were closed to seaplane use except with the approval of an individual lake Supervisor, which resulted in only a handful being available. Now, through SPA's lobbying in Washington, that policy has done a one-eighty. And it states that ALL Corps lakes are open to seaplane use, except those kept closed by individual Supervisors, which are very few.

Send membership application on this Newsletter back page and \$25 to:
SPA, 421 Aviation Way, Frederick MD 21701. (301/695-2083)

For you Canadians, write to: CSPA, 404 8th Street South, Kenora Ont P9N-1R3.
(807/468-6166)



In the August issue of AOPA PILOT, pages 6-7, there are two articles written in tribute to our Club Member and long time Seabee owner, Alfred Loeb "Abby" Wolf, who passed away in May. He was 80. Abby was one of the five founders of AOPA and a retired Air Force general. He learned to fly in 1929 at Pitcairn Field. The photo shows him standing in the open bow door of his Seabee, in 1958. He bought it new from Republic: s/n 889, NC 6616K, and kept it for 19 years. He was truly a fine gentleman.



You've read of the bad things that happen to Cessnas, etc, when the seat slides back on takeoff, but did you ever relate that to your Seabee? It happened to a Club member recently in his 'Bee on takeoff. Fortunately nothing bad happened, mainly because the seat can't go very far back. When I get my 6'3 frame into the seat, it has to go back to the stop or I don't get my knees in. But it's still a good thing to check the two springs and levers to make sure of the adjustment engagement. A loose seat slinging you forward in a sudden stop can also be hazardous to your health.



The AIR FACTS reprints of "How The Seabee Works" are still available. One member received his with a page missing, so we sent another. If anybody else got a similarly defective copy, please let us know.

Your mail brings a plethora of aviation catalogs, right? And you've wished there were a catalog that focused on seaplanes. Now there is one. I sent \$2.50 (refundable on \$50 order) to Lake and Air Inc, PO Box 442244, Eden Prairie MN 55344 (612/829-0500), and got a very nice 20 page catalog filled with all kinds of goodies that a seaplane owner would like to have. Our RC-3 wind-wagon picked out a quart can of hull/float sealer (\$16); a reusable plastic tube extension (3") that screws onto the neck of the plastic oil bottles (neat idea for \$1 ea) to eliminate the mess of adding oil; and Switlick Life Vests that meet the new stringent requirements (\$49 ea). There's the newest technology in a lightweight Bug jacket (no, no - not for your favorite bug!) with built-in hood and veil to keep out the varmints (\$28). Then there's the 58 page SPA Landing Directory for \$10. It gives the straight scoop on all seaplane facilities in the USA, and some in Canada. Canadians can get a Water Aerodrome Supplement from the Canada Man Office in Ottawa. If you're a SPA member, you can get the Directory from SPA HQ for \$5 before Christmas, \$6 otherwise.



From a certain aviation classified listing, with yellow pages, there appears an ad under REPUBLIC: "SEABEE engine instrument panel clusters, new, \$35. Control wheels \$9.95. Ten inch tail wheels for 5/8 straight axle, new, \$24.95. Al Sheves, Box 311, Coatesville PA 19320. (215/384-9000)"

From another Club member there are great looking Hanes T-shirts with a large drawing of a 'Bee in flight that you may have seen at OSH and Seaplane events. Chuck Cary is designing new variations on that theme and they will be available soon. HE also will have Seabee jewelry. We'll keep you posted.



We've gotten some requests for Club patches, caps and jackets. If you're interested, please let us know. The more orders we have, the cheaper the unit cost, so we're taking a poll to know whether to order some. For instance, the patches would be the Seabee logo that is on the heading of the Newsletter, with "Seabee Club Int'l" printed beneath, for about \$5. The captain's caps, about \$10, with scrambled eggs (well done?) with imprinted Club logo. There's a great lightweight windbreaker with built-in hood in all sizes that, with our logo, could be about \$35 including mailing. It's all speculative now, and dependent upon your response. Speaking for Peggy and me, we'd certainly like to have something like that available. So let us know how you feel about it, as soon as you can. Please respond!

These items and more are available through my son, Club member West Sanders of Cowtown Cap Company (817/275-3324). He is also the Southwest Field Director of the Seaplane Pilots Assn, in Ft Worth, at 817/268-5977, if you live in the area and need some Seabee or SPA info. We have the distinction of being the only father/son SPA Field directors.



What would you think of a group gaggle of SeaBeasts flying together up into Alaska next summer? The suggestion has been raised, and it's not too early to start planning. Yankees could rendezvous in Seattle and then, winging north along the coast, could join up with Canucks and other Canadians to continue en masse up to Juneau or Ketchikan and the glaciers. (See "Eight 'Bees to Alaska" by Capt Don Kyte, SPORT FLYING, Oct '71 p 14.) That'd be an adventurous once in a lifetime jaunt for most of us in the company of fellow 'Bee folk. Think of the decibels! Terrorize the natives?



For the first time in eight years, Peggy and I had to miss the convivial California congregation of comrades-in-arms at Clear Lake, and its copious capacity for clamorous cacophony with our cohesive caucus of the Seabee Club clan and its commensurate camaraderie. George and Mary Mojonier (s/n 1006) and Will and Ruth Howard (s/n 463) kindly allowed us to have at least attended vicariously by writing of the events and 'Bees and Keepers there. In addition to them, our dear friends Dete and Big Jim Sorensen (s/n 1002) flew their Lyc 'Bee up from Modesto. Dick Abraham came in s/n 1036 and non-member Mike Cutches in s/n 1047. Ben Paschall had his 'Bee (s/n 499) there. Bernie Nowlen was there in his N6449K (s/n 700), which is for sale.

There were about 36 seaplanes and probably a like number of ordinary planes at the local airpatch. Hank and Alice Strauch again flew down in their ("Raiders of the Lost Ark") Waco UBF on EDOS. Five Lakes attended, and two Widgeons. Two Spencer AirCars joined the Seabees there, constituting a family reunion. The regular Aeronca and Luscombe and Cessnas attended as usual. The Soloy turboprop C-206 on Wip amphib arrived to demonstrate its performance. However, it was reported that its T/O prowess was bested by both J-3s there.

That October weekend, Peggy and I were at Treasure Cay in the Bahamas working the terminus of the Great Abaco Air Race (which was run by the Angel Derby girls this year). After years of long-distance racing and then being on the Board of the All Womens International Air Race, Peggy was voted in as its President last Spring. The "Angel Derby" which AWIAR runs each year is the oldest woman's air race in the world. Always international, the annual event has been sponsored by the governments of pre-Castro Cuba, The Bahamas, Mexico, El Salvador, Nicaragua and Canada, and many cities in the United States. Next year the race will be open to men also and won't be on the Clear Lake weekend!

Will Howard has taken my espousal of splates (wingtip spill plates) to heart and installed them on his own 'Bee with this report: "These splates really improved the takeoff and climb, and the roll rate and response time - real neat." He also reveals that when the oil dipstick reads only 5 quarts, the prop won't go into reverse. Which is why we generally consider 7 quarts to be the absolute minimum, with 9 quarts the normal minimum for flight. Particularly considering the oil pressure necessary for pitch control.

We have in our midst a professional, at least semi-professional, researcher, who has information about Seabee history, the sources of which were a complete surprise to me. He is Club member Col Jean B "Pit" Pitner of Georgia. His library must be quite extensive. In fact, as I think about it, we may just try to prevail upon him to accept the post of the Seabee Club Int'l Official Researcher, as he is quite fascinated by ol' RC-3.

Here's a test for Pit or anyone who may know the answer. My recollection of how the 'Bee got her moniker is as follows: Republic had decided, apparently in 1943, that their personal plane for the postwar market would be named the RC-1 "Thunderbolt Amphibian". That name would take advantage of the P-47 Thunderbolt's superb reputation. The T-bolt Amphib design did not lend itself to the mass production methods that Republic needed to become competitive, so it was modified to that end, and became the RC-3. Now Republic needed a name to compete with Cub, Voyager, Silvaire, Cruisair, Rocket, etc. The choice of a suitable name was of course a problem, so Republic fostered a naming contest, with the winner receiving a 'Bee. Although I'm not too sure about that part.

(cont'd)

Anyway, of all the entries, "SeaBee" was the choice. That name evoked the image of the Navy's Construction Battalion (C.B.) whose personnel became known as "Seabees". They had the reputation for getting the job done, anywhere, anytime. Which is the image that Republic expected of the RC-3. The winner of the contest was a girl, age and name unknown to me. My question: how accurate is my recollection, what was the girl's name and age, did she in fact receive a 'Bee, and if so, which one. You'll have to admit, that's an interesting genesis.



Edmond Freeman in Abilene TX relates an incident that has happened to nearly all of us: while heading back to the airpatch, he was unable to coerce the hydraulic system into providing enough pressure to lock the gear down. With a small lake nearby, Ed opted for that. As we've published in a previous issue, when you're faced with that situation, just make sure that the gear selector handle is in the UP (unlocked) position and you can land on water or sod with no damage. Which is what Ed did. He found the problem to be a clogged screen in the hyd pak. I've had exactly the same problem too. If the reservoir isn't cleaned out occasionally, like every ten years or so, the contents eventually form a sludge like coffee grounds, which doesn't flow through screen or valves very well. I've also experienced a split hyd line, halfway back in the tail boom, which leaked out all the fluid and pressure., But of course I didn't know the cause, only the symptom of low fluid level. You remember the old story of what you could resort to if you don't carry a pump can of hyd fluid in the cockpit? Nor a container of any fluid? Well, I did that. Still didn't work, of course, because the line leaked. (Also) But, one likes to try everything.

Back to Ed Freeman: he has FOR SALE a set of Miller WINGTIP EXTENSIONS for \$850, a Southwind HEATER #940B12 for \$400. He also has info on how to obtain a Hartzell PROP (for Lyc) for less than half the list price. 1-800/351-1393.

Franklin 'Bees rejoice! Don Mauk (s/n 272) is in the process of certificating an OIL FILTER for the B8 & 9 engines. "This filter will remove carbon particles down to ten microns in size and will be low cost. It is better than a car filter by a factor of ten." Phone: 818/781-6849.



Some of you have wondered about buying Fulton Ivy's RC-3 Seabee Type Certificate and his parts supply. (The Swift Club managed to acquire theirs.) Fulton allows as how he'd sell everything for four hundred thousand dollars (terms on request). 305/451-0308.



Ben Paschall's Sharpless Company has fiberglass NOSE BOWLS for those who have docked too energetically too many times. 206/827-4694.

Philadelphia Seaplane Base has 3 SEABEES FOR SALE: 2 Franklin types and 1 Lyc type. Call Bob Mills at 215/521-3633. Address is in the Membership List.

Dick Foote has brand new, never used Cleveland WHEELS and BRAKES for a 'Bee. See Member List for address.

TIRES. We've ordered and had shipped a set of tires and tubes (mains and T/W) to our Johannesburg member, Mark French (s/n 132). Desser Tire, 6208 South Alameda, Los Angeles CA 90001. Their service was excellent; very helpful and prompt in shipping, and apparently the best prices. Ask for Steve, at 1-800/AIR-TIRE (247-8473) Mon-Fri 0730-1700. In Calif call Steve collect at 213/588-3155. 700x8 6-ply UNIROYAL tire, \$75. Tubes are \$21.95. Tailwheel 10.00 SC 8-ply with tread rib, \$68.75. For smooth tread, Call Steve. T/W tubes \$60.

Hartzell Airworthiness Directive, dated 14 Oct '85: in essence it says that all (Franklin 'Bee) prop clamps (holding blades to hub) with serial numbers between zero and D5293 must be replaced at next prop overhaul or before 14 Oct '86, whichever comes first. The clamp s/n is marked on the outside edges (toward prop tip) of the clamps. Any mismatched clamp halves must be scrapped. The serial numbers must match on each half of each clamp. Hartzell says that s/n D5294 and later must be inspected.

HARTZELL
Airworthiness Directive
Volume I

85-14-10 HARTZELL PROPELLER PRODUCTS DIVISION: Amendment 39-5098.
Applies to all Hartzell Model ()HC- () () (X,V) series propellers with Hartzell Part Number C-3-() blade clamp assemblies.

Compliance is required within the next 12 months or by the next overhaul after the effective date of this AD, whichever occurs first, unless already accomplished.

To prevent propeller blade clamp failure, accomplish the following:

(a) Replace all propeller blade clamp assemblies which have serial numbers ranging from 1 through D5293 with airworthy clamp assemblies.

(b) Replace all propeller blade clamp assemblies which have mismatching serial numbers on each clamp half or which have unreadable serial numbers with airworthy clamp assemblies.

(c) Magnetic particle inspect all blade clamp assemblies which have serial numbers ranging from D5294 through K6336 in accordance with Hartzell Service Instruction No. 159A dated May 13, 1985, or FAA approved equivalent. Replace all defective clamp assemblies with airworthy clamp assemblies.

NOTE: Blade clamp assemblies with serial numbers subsequent to K6336 are not affected by this AD.

Aircraft may be ferried in accordance with the provisions of Federal Aviation Regulations 21.197 and 21.199 to a base where the AD can be accomplished.

Upon request, an equivalent means of compliance with the requirements of this AD may be approved by the Manager, Chicago Aircraft Certification Office, FAA, Central Region.

Hartzell Service Instruction No. 159A dated May 13, 1985, is incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1). All persons affected by this directive who have not already received this document from the manufacturer may obtain a copy upon request to Hartzell Propeller Products Division, TRW Aircraft Components Group, 350 Washington Avenue, Piqua, Ohio 45356. This document also may be examined at the Office of Regional Counsel, FAA, Attn: Rules Docket No. 84-ANE-24, 12 New England Executive Park, Burlington, Massachusetts 01803, weekdays, except Federal holidays, between 8:00 a.m. and 4:30 p.m.

This amendment becomes effective on September 27, 1985.

FOR FURTHER INFORMATION CONTACT:

Mr. Robert Alpiser, Chicago Aircraft Certification Office, ACE-140C, FAA, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (312) 694-7130.

Those of you who have not yet joined and would like to, please fill out this form and send to me with a check for \$10 payable to Seabee Club International
*****MEMEBRSHIP/INFO FORM*****

Name _____ SPA? _____ Phone? _____

Address _____

Seabee tail #, s/n, \$ date of mfg. _____

Comments or questions appreciated. Engine _____

----- SEABEE CRUISE CHART -----

Power s.m./gal	Hi Speed 6.5 mi.	Normal 7.5 mi.	Max Range 8.5 mi.
Sea Level	27/2350	25.5/2000	23.5/2000
2000'	26/2450	24.5/2300	22/2100
4000'	----	23.5/2400	21.5/2200
6000'	----	22.5/2500	21/2300
8000'	----	21/2500	20/2350

(Full Throttle climb = 20 gph)

REPUBLIC RC-3 DATA PLATES, blank, available from Fulton Ivy.

Wanted: Seabee PROPS; blades, hubs, control cylinders and valves. Plastic or metal, 2 & 3 blade, used but airworthy, or can be made airworthy. George Pomeroy, see Membership List. Call 312/758-1622.

Joe McHugh (Simuflight) received 1,000 lbs of landing gear parts from Sweden where the ten 'Bees are flying boats. If you need any landing gear parts, call him at 206/762-2906.

Seaplane Pilots Association Membership Application Here!
(Not included here)



SEABEE CLUB INTERNATIONAL

SEABEE CLUB INT'L
4734 N.W. 49 COURT
FT LAUDERDALE FL 33319MEMBERSHIP LIST

NOVEMBER 85

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
Arceneaux, Ray A; 7523 Cessna Dr, New Port Richey FL 33553	
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
Burtis, Bill; 48 Smith St, Glen Head NY 11545	AirCar N?
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
Davison, Endicott; 460 Summer St, Stamford CT 06901	Twin Bee N?
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	
Earnest, Rich Capt; Rt 1 Box 199, Mineral VA 23117	

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Einarson, Francis Jr; 2845 67 th Lane N, Brooklyn Center MN 55429	
Essery, Richard; 1640 N Johnson Av, El Cajon CA 92020-1295	
Evans, Larry; 1703 2 nd Av, Trail BC V1R-1M6	
Feit, Glenn; 488 Madison Ave, New York NY 10022	N6566K
Fenton, Gerald; 5003 Sentinal Dr #22, Bethesda MD 20816	N6657K
Fenton, Marvin; 16424 21 st 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 th 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
Gould, Robert, Capt; 44-365 Kaneohe Bay Dr, Kaneohe HI 96744	N6255K
Gray, Arnold; 2324 Lochlin Ln, Union Lake MI 48085	
Greb, George; 468 Commercial Av, Palisades Park NJ 07650	N87537
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
Hamer, Bruce; 82 Norman St, Ottawa Ont K1S-3K6	C-HVW
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
Hayworth, Art; 319 Pinetree Dr, N Indialantic FL 32903	N ?
Hazlewood, Dave; 9850 McKinnon Cres, Ft Langley BC V3A-6X5	CF-HQU
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 th 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	
Hyde, Candy; PO Box 1542, Roanoke TX 76262	N6204K
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	N9501U
Joyce, John T; 2345 5 th 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
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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 th 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)	
Lussier, Roger; 220 8 th Av, Deux Montaignes Q J7R-3K3	
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	
McCarthy, "Mac"; 207 Champlain, Cloverdale CA 95425	N87507
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McDowell, Randall L; 12651 SE 59 th , Bellevue WA 98006	N6743K
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); Flying Service, PO Box 726, Eunice LA 70535	N6055K
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Mills, Bob; Philadelphia Seaplane Base, Essington PA 19029	
Mitchell, Keith; 37 McCalla Dr, St Catherines Ontario L2N-1A2	CF-KKK
Mojonnier, George; 610 18 th 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
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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 th 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 Alsek Rd, Whitehorse Yukon Y1A-3K5	CF-DJX
Perkinson, Hunter, Capt; Rt 1, Box 286, Mineral VA 23117	N6023K
Peterson, Bruce; 33038 Hearthstone, Farmington Hills MI 48018	
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	
Planera, Louis; 2310 Union Av, Chicago Heights IL 60411	N6523K
Pomeroy, George; 1860 Reichert Av, Sauk Village IL 60411	N217G
Pykosz, John; Box 364, Wilson NY 14172	N87570
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Richardson, Sam, Capt; PO Box 753, Crystal Bay NV 89402	N6769K
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Robinson, Eric & Brian; RR #3, Kirkfield Ontario K0M-2B0	CF-IILM
Rowswell, 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

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Scribner, Dick; 3648 Shaddick Rd, Pontiac MI 48054	N6432K
Seaflite, Rick Grant; PO Box 1263, Richmond CA 94802 (Short Solent	N9946F)
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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
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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
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Spencer, P H "Spence"; 8835 Woodman Av, Arleta CA 91331	
Spencer Amphibian AirCar, 11019-A Glenoakes Blvd, Pacoima CA 91331	
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Stephens, Walter; 2118 1 st 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
Stuebbe, Heinz; 987 Windsor, Highland Park IL 60035	N?
Taylor, Jim L; 114 2 nd 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
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Watson, Alan; 5112 Castle Hills Dr, San Diego CA 92109	(ex-N42AW)
Wendt, Bill; 10100 Colorado Rd, Bloomington MN 55437	N6342K
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Wick, Jack; Box 26, Larsen Bay AK 99624	
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Winnacott, Bruce; 1256 The Queensway, Toronto Ontario M8Z-1S2	
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Wiswell, Bill; 640 Dalmeny Hill NW, Calgary Alberta T3A-1T6	
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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=