

# Seabee Club Intl.

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

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

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

NEWSLETTER #27; MARCH 1992

## The latest SPA/FAA fly-in

Another season of Spring, Summer and Fall seaplane fly-ins is over and we, Peggy and Dick, have had to miss some of our favorite annual get-togethers because of unforeseen circumstances.

The Sorensens made it from Modesto, CA to Greenville, Maine, again and had a wonderful time. Jay Frey and many other members were also there, and we envy them, not only for being with the fine people, and at Moosehead Lake, but because they were able to enjoy seeing the world's only amphibious DC-3 which usually spends summers at Folsom's on the lake.

Clear Lake, California, had wonderful weather this year and a good crowd turned out for this annual event. About ten 'Bees and many 'Bee-keepers attended, including, as always, Big Jim and Dete (N6719K/sn1002) and Willy Ropp, Joe McHugh (N32264/sn248), Bill Gentry (N6298K/sn511) and Gene and Lena Harned (N6375K/sn604).

The new Lycoming engine (Simuflight) installation for Darrell Davey's N114N (sn950, ex N6671K0) was ready just in time for the splash-in, and there was a McHugh Simuflight conversion there that we don't know to whom it belonged. George and Mary Mojonner and his N6723K (sn1006) flew in, also Ed Clark and his LYC N87537 (sn97). George Papich was there with his LYC N6325K, sn549.

Stan and Betty Sinn (N6652K/sn929), organizers of the event each year, were there of course, also John Cuny (N6230K/sn433), Don Kyte (N6144K/sn330), Willie Ropp and Curt Rocca, whose 'Bee is still being worked on at Smitty's Lower Lake facility.

An Albatross showed up, and other interesting water birds were seen. The NEW ramp this year helped out tremendously, as the fly-in committee got permission from the town powers-that-be to decrease the slope of the ramp and then cover the ramp area with pierced steel (maybe they are aluminum?) planks. This turned out to be very successful, and also removable so that it can be saved for future fly-ins and not worn away by traffic during the year's interval.

This new seaplane parking area is just a couple of blocks south of the Skylark Motel, and offers much more seaplane parking space, which was sadly lacking before, with the added benefit of having a "real" ramp.



Clear Lake was high on our list of must-do fly-ins this year, (as was Greenville), and we had our Skylark Motel reservations and our Continental passes paid for and in hand when the above-mentioned unforeseens delayed us until it was too late to make it in time.

Also unable to attend was "Spence", who was in Scottsdale receiving another prestigious award, this one from the Early Birds. There are only eight Early Birds still alive, as you learned from our last Newsletter, and Spence was one of the two able to attend this reunion. Andy made the trip with him, of course.  
Congratulations, Spence, well done!



"SPA PILOT OF THE YEAR": Willie Ropp. As we said, Willie was able to get to the Clear Lake Splash-in, but missed Greenville because of health problems. And it was at Greenville that Capt Willie was named the "SPA Pilot of the Year". Congratulations from the Club, Willie.

His beautifully restored 1931 Curtiss-Wright Travelaire is one of only two existing antique biplanes on floats. He has spent his life in aviation. After retiring from National Airlines, he has concentrated on seaplane flying.

Jim Zantop and his sn584/N451Z have garnered an OUTSTANDING IN TYPE award at Oshkosh, in the Limited Production category. Congratulations again, Jim.

It's very rewarding to the Club to see a marked increase in the recognition of good ol' RC-3.

Our heartfelt THANKS to ALL of you who "show the flag" at the various air shows and fly-ins.

And remember: "KEEP 'EM FLYING!"



Please let us know of interesting trips that you make in your 'Bees. We've heard, and written about, the great trips (and tribulations) that Ted Lissauer has had in his Lyc 'Bee (the original Daubenspeck prototype) to Belize and his alternate home in Canada, also the Sorensens and their annual trips to British Columbia and other places.

Al Hundere has made frequent trips over the years between his homes in San Antonio, the Caribbean and Canada, always in his own various planes. But his Seattle-based Lyc N6290K (sn503) allows him to vacation throughout British Columbia, of course.

INCLUDED WITH THIS NEWSLETTER IS THE 1992 MEMBERSHIP DIRECTORY

Please read the LEGEND on page 1, and see the BACK page listings for U.S.states, Canada and foreign members, for quick reference.

Henry Ruzakowski has almost finished the meticulous restoration of another Lyc 'Bee. Ut before he offers it for sale, he plans to fly her trial run down to Key West, the very southernmost tip of Florida (and the U.S.). He wants to see the Seabee (sn165/N87596) that is displayed suspended from the ceiling of the H.T.Chittum store there, in Duval Street.

Coincidentally, Barbara and Bob Greene have just sent us some fine photographs of this same hanging 'Bee, taken on their last trip to Key West.



Capt Don Kyte has kindly sent us another helpful treatise on "SeaBee Lore" which we will share with you in the next newsletter. The subject is "SEABEE BEACHING AND RAMPING TECHNIQUE", an area of experience that too many seaplane pilots may be neglecting.

Here's a report on Oshkosh from member Bob Dorr, Editor of the Royce Report: Three 'Bees and two AirCars were at the seaplane base, plus the man who apparently bought the AirCar rights from Spence and Andy. He, the AirCar person, said he was planning a "stretched version, powered by a PT-6." Well-1-1-1-

In the September EAA Sport Aviation, p13, an article tells of the proposed building of Spencer AirCars, and the various kit assembly packages, in Nicaragua.

For further info on the project, contact Dr Robert C Swanson, Pres., Nicaraguan Redevelopment Group, 13351-D Riverside Dr, Sherman Oaks CA 91423.  
Ph. 818/981-1955. FAX 818/981-0270.

In News #25 we told you that for the first time EVER a SeaBee was being FLOWN across the Atlantic. All previous deliveries, from 1946 on, were crated and shipped to Europe and Scandinavia.

We told you that we would receive the story of that trip across and include it in the next news.

So far we have not received that story. Anyway, on its safe arrival, we were informed immediately, by phone, that sn230, N6055K, (Lyc) was delivered to member Obi Jacobson in Sweden. She will be registered "SE-KRR".

And speaking of that part of the world, the Club can now claim SeaBee participation in an additional country: Finland.

Forty-four years ago sn679 (OH-EGA) was shipped to Helsinki from Republic and flown regularly for about 15 years before being stored by the owner. Storage was in a heated concrete machine shop/warehouse for thirty years.

Several months ago New Member Matti Mecklin decided that he would like to own sn679. He now does, and has obtained the original "OH-EGA" registration. Congratulations, Matti.

Matti is an executive with the national airline, Finnaviation, which utilizes the Saab 340 (34 pax) turboprop. He has already begun the restoration of 679. We'll keep you posted on his progress in bringing another SeaBeast to life.

NEW MEMBERS: (Since the last newsletter)

Greg Roby, N6615K/sn888, Owensboro, KY; Andre Goulet, CF-FSI/sn949 & CF-MYT/sn1025, Lac Sargent, PQ, Can; Charles Kourmpates, Greenwich, RI; Dr Russ Broadbent, VH-MJO/sn416, Southport, Australia; Ken Grainger, N6615K/sn888, Rodanthe, NC; Andre Belanger, CF-FCG/sn887, Chicoutimi, PQ, Can.

Ron Kent, N(?) /sn1010, W.Bloomfield, NY; Tom Clodfelter, Ithaca, NY; Matti Mecklin, OH-EGA/sn679, Helsinki, Finland; Curt Rocca, N6239K/sn442, Woodland, CA; Barry Miller, N6759K/sn/1047, Eldorado Hills, CA; Don Maxwell, Middletown, NJ; Vern Ziegler, N6256K/sn463, Spokane, WA; Bob Wilson, Land o'Lakes, MN; Mike Kleihege, White Bear Lake, MN; Buddy Caddell, Stella, NC; George Coy, Colchester, VT and Fred Austin, Hallendale, FL.

Welcome aboard, all of you!



Thanks to Andre Swygert's info we, the SeaBee Club, will hope to be the new source of scale model SeaBee kits for you.

They are duplicates of the old Lindberg kit #503 from the late 1940's, wingspan 9-1/2 inches. (I still have the original box from my first Seabee model that I built in about 1950.)

These new kits are from Mexico, made in the original Lindberg molds, but are of CLEAR plastic. The benefit of the clear is that you can duplicate your own 'Bee's paint scheme, leaving the windows unpainted, to see inside. That in turn implies that there should be an "interior" to be seen inside.

You'll have to fashion your own "Lycoming conversion", although the Simuflight configuration would not require any change, except for an additional prop blade.

The boxed kits are \$20 each, postpaid in the U.S. In Canada add another \$2 (U.S. or equivalent), and elsewhere please add \$5 for the shipping costs.

(Please Make ALL Checks Payable to "Seabee Club Int'l")

Please bear in mind that the items that you order from us help defray the cost of publishing the newsletters and directory, and phone calls to you.

Without your support, and orders, the membership dues would have to be increased.

SEABEE CLUB RESEARCH DEPARTMENT

If you have any questions about world-wide RC-3 serial numbers or registration numbers or history or accidents, or current or previous ownership, we can probably help.

We can also research "N" numbers available if you have non-standard (Other than the original Republic "N" numbers) registration and would like to have the original [U.S. only] numbers.

The mainstay of our research capability is a file of 1,060 cards, one for each 'Bee that came off of Republic's assembly line.

On each of those cards is whatever information we have gleaned for that particular serial since we started the project in 1970, plus many references that go back to 1946.

REMINDER: BEWARE OF ANY DEALINGS WITH THE "FRANKLIN ENGINE CLUB"  
(Contact us for details)

Seabee Club Int'l REMINDER of Airworthiness Directive (AD) #85-14-10 (Oct'85).  
Hartzell Propeller Co, Piqua, Ohio. Subject: Replacement of certain C-3 BLADE  
-----CLAMP ASSEMBLIES.-----

- Clamp Serial Number "zero" through "D5293": SCRAP (no longer legal).
- Clamp Serial Number "D5294" through "K6336": requires Mandatory Magnetic Particle Inspection.
- Clamp Serial Number "K6337" and up: NOT Affected by AD.
- Note: Mismatched serial number clamp halves are not legal. (Numbers are stamped on clamp edges)

The problem is that the zerk fitting tapped holes on the older clamps are only 1/2-inch from the separations. For added safety they must be 13/16-inch from the split edge.

If your clamp numbers dictate relinquishing yours to a prop shop for compliance, be prepared for a \$\$\$HOCK.

The above information is specifically for the edification of members who have joined the Club since the previous prop AD reminder.



THREE VIEW SCALE DRAWINGS OF RC-3 SEABEE, BY Paul Matt:

Three sheets, sized 17"x22", for \$9.50, folded. (Rolled in a mailing tube, add \$4.)  
Aviation Heritage, POBox 2065, Terre Haute In 47802.  
Toll free phone 1-800/999-0141.

We, the Club, also have the small, simplified, versions of the same 3-view drawing, but on the standard 8 1/2 x 11-inch pages. Shown also are the original Republic markings. Order item "T7": 3p - \$3(+\$1 foreign).

The SeaBee Club will continue to shock various items, postpaid, for you that may be difficult for you to find if you are not in "the big city".

Just received in the mail from Bob Redner, to go in the Classifieds:

For Sale: Flannel lined canvas SeaBee CABIN COVER, brand new. Keeps cabin cool, clean and dry. \$75. 4761 Linwood Dr, West Bloomfield MI 48033. Ph: 313/682-7580.

In response to our inquiry to the EAA about the Franklin engine's 100LL, and scarcity of 80 octane, and what to do about it, we have received this helpful info from Mr Daryl Denz, the Director of Aircraft Maintenance, EAA.

"Dear Capt Sanders,

"This letter is in response to your inquiry regarding the use of auto fuel in the Republic RC-3 SeaBee.

"When EAA began initial testing of auto fuel in various aircraft, it was hoped that we could gain approval for some of the Franklin engines. It was very difficult, though, for us to find a Franklin engine locally that met the original type certificate to use in our test program. Later on in the program, the decision was made not to proceed with testing the Franklin engines. Had we found an aircraft and engine combination, I don't believe it would have helped the owners of SeaBees. Because of the engine configuration, we would have had to undergo some very rigid testing to gain approval for that airplane. Because the engine sits quite high above the fuel, vapor lock would have been a very strong consideration.



"I don't mean to give you the impression that auto fuel could never be used in the SeaBee, it's just at this point we don't have enough information to know that it can be used safely. I'm not familiar with the fuel system configuration on the airplane. If there is a boost pump near the tanks that could push the fuel up to the engine, then it is very possible that the aircraft could be operated safely on auto fuel. If you have enough support to begin your own program, the FAA would probably require approximately 125 hours of ground time, or 50 hours of flight time to get the approval.



"we are no longer set up to operate a test program of our own, but I'm sure that if you were to begin testing the aircraft, there is some information in our files that may be of some help to you. Before starting any kind of a program such as this, you may also want to contact Petersen Aviation (Nebraska) at 308/237-9338. I do not know what test Petersen has done with the Franklin engines or with the SeaBee. He may have more information on this combination than we do.



"In the meantime, if you do not want to operate your aircraft with 100LL, you might check on the availability of 80/87 aviation fuel. According to the type certificate data sheets, the SeaBee with the 215hp Franklin engine is approved to operate on 80/87 fuel. If you have to operate on 100LL, I might suggest operating the engine at slightly higher power settings. Power settings around 75% should help a bit in scavenging the lead from cylinders.

"I don't have a lot of experience with Franklin engines, but I believe that the lead is more detrimental the Franklins than it is to even the Lycoming and Continental engines. Operating them at about 75% power should help somewhat.

"The use of TCP will also help quite a bit, but you're right, it is very expensive.



"I hope that I have been of some help to you, and if there is anything else I can do for you in the future, please don't hesitate to contact me.

"Sincerely, Daryl Denz, Director of Aircraft Maintenance, EAA."

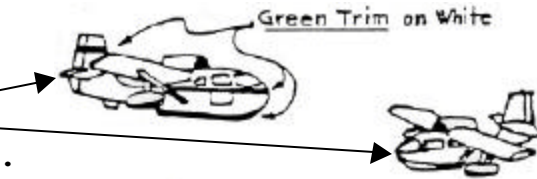
Hopefully some knowledgeable Member will be able to pursue the Franklin (auto?) fuel dilemma for the Franklin contingent. If you are able to help PLEASE let us know. We'll help however we can. THANKS



SHIP'S STORES

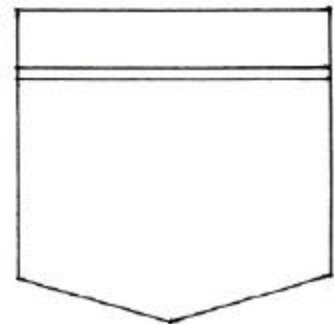
- All NEWSLETTER BACK ISSUES, #1 - #25 are available for \$2.00 each.
- Need an EXTRA membership DIRECTORY to keep in your plane? \$5 each. (The NEW, 1992, Directories have been printed and are being sent with this Newsletter.)

- SeaBee PINS/TIE TACS (2 versions): The outline version, white with the original Republic green enameled markings, or the oblique silver or gold version. Either one in \$10 ppd.



- SeaBee Club GOLF/POO SHIRTS are available in your choice of red or navy, and in sizes from Small to Extra Large. "SEABEE CLUB INT'L" is embroidered in white, above the pocket. (This is done on a computerized embroidery machine and lasts as long as the shirt. If you'd like your name and/or "N" number, or initials, it is only an extra \$2 per line. Specify if you want them above or below the Club name, or on the opposite side.) The picture depicts our own shirts. Price per shirt is \$28 postpaid. The sizes are Men's, so order accordingly for your lady. The quality is excellent, the collar is non-curl, and it washes well. (Also available without pocket if you prefer, with the lettering in the same place.) We've seen quite a few members wearing them at various splash-ins and they really look great representing the Club.

Seabee Club Int'l  
N6458K



- The "determined 'BEE IN FLIGHT'" LOGOS, same as Club News heading, comes in LARGE and SMALL in the original red, black and yellow scheme on a white background, in matching pairs of LH and RH, so that the 'Bees are always facing forward if applied to cabin doors or "splates", etc. They are the same state-of-the-art, multi-layer configuration, sent with application directions.
  - SMALL is 1x7 inches and \$20/pair.
  - LARGE is 2x16 and \$39/pair.
- The 6-1/2 by 9-inch dark blue Republic LOGO, with silhouettes (white) of three P-47s in trail, and "REPUBLIC AVIATION", were originally applied to the SeaBee's vertical stabilizer just above the "NC" numbers: \$14 each, or \$26/pair. All are POSTPAID. In addition to your applying the 'Bees to your RC-3's tail, fuselage, cabin, splates or droop tips, show them off also on your van, boat or pickup, etc.
- Old style (Republic) HARTZELL LOGOS for prop blade application: \$15 pr.
- AMERICAN FLAG logo, 4x6", LH and RH: \$7 pr.
- We have the recently required FAA EXTERNAL DATA PLATES for \$7 (only 1 req'd), engraved "REPUBLIC AVIATION CORP, RC-3 SN(709)", with your SN.
- ORIGINAL REPUBLIC DATA PLATES (mounted above the battery box): available IF you are building up a 'Bee WITHOUT its plate. The plates are too scarce to use any other way. We will have the date and serial number engraved. \$12 ppd.

SHIP'S STORES cont.

- KEEL (hull & float) DRAIN PLUGS (stainless): \$.60 ea. (+10¢ ea, Can. And foreign).
- Drain Plug (Allen) WRENCH (stainless): \$1 ea. (+20¢ ea, Can. & foreign).
- PROP REVERSE SAFETY SPRING (Republic equivalent) Part #SK-18837-1, MANDATORY on Franklins. Includes RAC Service Bulletin #21 (Oct'47), "MANDATORY - Installation of Prop Safety Spring": \$5 US & Can, \$6 elsewhere.
- Fuel Filling Instructions PLACARD: MANDATORY Service Bulletin No.23 (3Jun49), "WARNING: DO NOT CHECK FUEL WITH ENGINE RUNNING OR WITHIN 5 MINUTES AFTER SHUTDOWN. ALWAYS INSERT DIPSTICK WITH CALIBRATED SIDE FACING GROUND": \$5.
- If you do NOT have the RAC SERVICE NEWS and SERVICE BULLETINS you are jeopardizing the safety and legality of your 'Bee and yourself. Those items, and more than 250 others, are available from the Club.
- Ask for the "1991 REFERENCE LIST" or Required, Necessary, Technical and Literary items, kept in stock for your edification: \$4, refundable with order of MORE THAN \$15. This is a NEW LIST, just completed in July 1991; most items are the same as the previous list, but there are changes, and many new additions. Please state REFERENCE NUMBER and ITEM NAME when ordering.

SERVICES TO MEMBERS:

- VHS VIDEOTAPE CONVERSIONS: NTSC to PAL or SECAM or vice versa; send \$30 per tape, plus blank tape and postage, regardless of length. Capt Bob Gould, 44-365 Kaneohe Bay Dr, Kaneohe HI 96744-2609. Ph: 808/254-5242.
- Bob Redner is available for SeaBee advice, inspections and instruction. NOT a CFI or A&P, but have 300+ PIC 'Bee time. Taught by George Pomeroy - has George's tools used to overhaul Franklin cylinders. Bob Redner, 4751 Linwood, W. Bloomfield MI 48324 Ph: 313/682-7580.
- KENAIR, member Ken Thompson, is offering SeaBee Club members free advice on Simuflight installations/conversions, wheel bearing savers, which Ken has installed on Ron Lyall's 49K, also on Don Kyte's and Bill Gentry's 'Bees, plus may other 'Bee goodies. Ken recently replaced Don's hull bottom, with extra stiffening, etc. An authorized Simuflight installation center, Kenair has lots to offer, but noparts or paint shop.

CLASSIFIED: (Free to members)

SEABEES FOR SALE

- C-FDLS/sn627, completely assembled, Clevelands, wing ext, wide rails, no corrosion. B9F disassembled, new sleeves, 0-time prop June'91. Garage full of misc. spare parts (mostly engine). Best offer over \$30,000. CDN. Claude Hansen, Maniwaki, P. Que.; home: 819/449-6725; work: 449-6633.
- N6501K/sn767, SIMUFLIGHT LYC, TT552 hrs, 18.3 SOH, Annual Oct'90, Prop Cuff AD complied with, new Narco Mk 12D, wing extensions w/droop tips, wide rails, newly sanded & painted white (waiting for your design choice). Richard E Saunders, POBox 1196, Bandera TX 78003. Ph 512/796-3200.
- N6229K/sn428, disassembled, 95% complete, long wings, good B9F (apart), excellent hull. Also extra landing gear, many other gear parts, struts, etc. Bob Stein, 914/292-4437. (NY)

- UC-1 TwinBee N77GT/sn24 (last one), COMPLETELY equipped, June Annual. Cost \$273,000, sell for \$197,000. George Tuttle, 763 Falmouth Rd, Hyannis MA 02601-2316. Ph 508/771-3535 or 800/869-3535. (NOTE: We are not eager to put hours on her for speculators, so serious inquiries, please.)
- N6428K/sn673, B9F 750TTAF, 210SMOH, prop AD 11/'89, Annual 3/'91, new paint & fuel cell, droop tips, wide rails, \$34,500. Tom Holand, 377 Bahia Ave, Key Largo FL 33037. Ph 305/451-3910.
- N87507/sn60, Cont.IO-470P (no prop), 20 hrs since overhaul. Has primer cat only, plus engine mount STC. Mac McCarthy, Cloverdale (CA) Airport. 707/894-3627
- N6005K/sn175, B8F:796hrs, 1,396 hrs AF, 97SMOH+prop, electric fuel pump and two engine-driven pumps, Cleveland disc brakes, steerable T/W, Miller wing ext and droop tips, 3-year old paint & interior, 97 hrs on metal prop: \$55K or best offer. Capt Alan Watson, 619/488-3255.
- C-FFCG/sn887, B9F:94hrs SOH, 1003 TT, wing extensions, painted 1982, \$45,000 US. Andre Belanger, Quebec, phone 418/543-3609.
- N6302K/sn518, rebuilt 1980, 20hrs on STC'Bee LYC conversion (1,030 hrs TT), Annual Jun'91 w/loran, new nav/com, encoding altimeter, fuel cell and automatic bilge pumps. John Randall, Buffalo, NY. Ph. 716/854-1925.

SEABEES WANTED:

- Lionel Ladoucer wants a reasonably priced ("cheap as possible" he says), 'Bee to rebuild. RR2, Rawdon, Quebec J0K 1S0. Can.
- Complete 'Bee in flyable condition. Denny Ullenius, IMU Trading AB, Box 42, 123 21 Farst, Stockholm, SWEDEN

PARTS FOR SALE

- WING FLOAT STRUTS: Newly manufactured, unassembled but complete for \$175 each. Kit includes one skin, 2 closure angles and one channel. Richard Saunders, Box 1169, Bandera TX 78003. 512/796-3200.
- SeaBee HULL, almost complete, w/wings, tail, etc. Good condition, ready to hook up and tow away. Peter Lampasona, 58 Hurlburt Rd, Gales Ferry CT 06335. 203/446-1488 or 464-7646.
- CARB AIR FILTERS, a very desirable addition to your Franklin. Contact Bob Mills, Philadelphia SPB, at 215/521-3633.
- HULL SECTION: Portion of hull from keel up to main splice (above gear holes) and from nose back to step. Structurally sound and minimal corrosion, used briefly as a BOAT, but would require some work to make airworthy. Needs only refurbishing to be used as an OUTBOARD RUNABOUT. Asking \$350. Art Wiggins (former Republic employee during 'Bee production): 804/276-1938.
- Complete B9F ENGINE. No logs but turns free and stored inside. \$3500. Tim Holt, 318/424-7323.
- Three 8433L BLADES, \$2500 as is, or \$3000 yellow tagged, overhauled. Don Wallace, Jr: 206/851-6461.
- Bogert Aviation, Rt1 Box 1676, Prosser WA 99350, offers to build FAA approved BATTERY AND STARTER CABLES for SeaBeasts. You may have already ascertained that those items are difficult to acquire. Bogert needs only the length of the cables and the size of the terminals at each end of the cable to duplicate them for you. "For those who help us gather the information, we will build up a set of our famous "LOW LOSS" (and high quality) cables, and reduce the price to 60% of the regular cost." Those interested contact Richard Bogert at 800/627-8088 (USA), and 509/786-4004 outside the U.S. FAX 509/786-4300.

HAPPY 'BEE-ing  
Dick & Peggy



**GOLDEN FALCON FINE ARTS presents Mike Machat's  
Dramatic depiction of the classic Republic amphibian-**



**SEABEE ON THE STEP**

No there time in history held as much promise for general aviation as the end of World War Two, when thousands of military pilots returning home were expected to want their own personal planes to fly. Those hopes were brought to sudden end, however, with the hard reality of the post-war recession.

One airplane developed for this intended market was the Republic Seabee, brainchild of aircraft design legend P.H. Spencer, and redesigned for production by the Republic Aircraft Corporation. Originally known as the "Thunderbolt Amphibian," the Seabee was developed through a philosophy of rugged structure with simplicity of design.

The end result was the RC-3, an amphibian airplane the boasted a top speed of 120 mph, a water take-off distance of 1,000 feet, and a pricetag of \$3,995., FOB Farmingdale, New York. More than 1,000 Seabees were produced, and quickly gained the reputation of being rugged, comfortable and versatile aircraft. Today, many of these classic airplanes are still flying from waterways throughout the world.

"Seabee On The Step" depicts an RC-3 taking off at sunset from Lake Tahoe, California in the late summer of 1947.

**Numbered/Signed limited-edition of 950.**

**Artist's Proofs: 50**

**Size: 19½ x 25½ including margins**

**Price: \$75.**

*(Discount – 10% - to Members)*

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Please send me \_\_\_\_\_ print(s) of "Seabee On The Step" at \$75. Each plus \$5. Shipping/handling via UPS to:

Name \_\_\_\_\_ *(Club Member)*

Street \_\_\_\_\_

City \_\_\_\_\_ State/Zip \_\_\_\_\_

Mail bank or personal check made payable to:

**GOLDEN FALCON FINE ARTS**

**P.O. Box 9159**

**Van Nuys, CA 91409-9159**

California residents ad 6.5% sales tax. Please allow 2 weeks for delivery.



Thunderbolt Amphibian

