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SEABEE CLUB INTERNATIONAL

NEWSLETTER

Vol. 1, No. 5 (Mar '85)

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

It's that time for Peggy and me to be getting 58K ready to fly up to the annual EAA/SPA congregation at Lakeland in central Florida. The Sun 'n Fun meet is the second largest gathering of planes in the world, next to Oshkosh, of course. SPA activity is concentrated on Lake Parker on the NE corner of downtown Lakeland. The lake is roughly two miles square, making it eminently suitable for all the seaplanes that attend. It starts Thursday, Mar 21, with our seminar at the EAA show. Thursday night the whole crew at Brown's is hosting a barbecue at the SPB. Registration starts Friday the 22nd at the beach park. The SPA dinner for us all that night will be at the Lake Mirror Civic Center; let's hope for enough Club members there that we can have a Seabee owner's table. The EAA show at the airport starts on Sunday, the 17th. Last year there were about 40 water-birds on the lake. On the western shore is an ideal beach and parking area for us, at a city park and boat launch (suitable for amphib) in a fenced-in, patrolled picnic area. The only problem is, that of those 40 seaplanes, there was only one 'Bee! With the advent of the Seabee Club, I plan to try to improve that dearth of SeaBeasts.



At long last, enclosed with this newsletter is the Seabee Club Membership List. A lot of you have been waiting for the list, some impatiently. However, here it is. You might be surprised that there's another Bee-keeper or two near you that you never knew of. If you plan to fly your water-borne wind-wagon to a strange place, you'd be able to communicate with another of our "fraternity" there. I have found that almost invariably, when I call an unknown Bee-person, there's instant rapport because of that "fraternity". But please remember that this list is confidential and for the private use of Seabee Club members ONLY. Also, for your information, there are still about 200 Seabee owners in the US and Canada who are not yet members. We assume that some of those aren't aware of the Club, so spread the word or let me know when you encounter another. Hopefully, you'll have kind words of recommendation in regard to our modest efforts.



The designer/builder/pilot who engendered the object of our interest, Mr P H "Spence" Spencer, has recently gone through the process of "The Medical" and is still legal and current - and 88 years young! Some of you will want to send him your best wishes on his birthday, the 30th of April. He's an esteemed member of the Club also. His latest project, the 2-place Air Car JUNIOR, has been discontinued and his long-time friend, William Randolph Hearst Jr, bought JUNIOR (and the rights) to contribute to the EAA Museum, where it arrived several months ago. Spence and Andy are now concentrating solely on the continued promotion and parts production of their 4-place Air Car. Which plane begs for the appellation, "Son of a Bee".
(See "Spence", in Newsletter # 4, p3.)



The magazine reprints of "Air Facts", from Feb '47, on "How The Seabee Works", have still not reached me, so there's an indeterminate delay. Those who've ordered them from us will get them when I get them. Sorry about the delay.



We've arranged for the availability of new standard window molding for the Bee, which for most of us is difficult to find. Club member Donn Booth can send you what you need - either a small amount or enough for all 7 windows, which is 50'. The price is \$1.65/foot or \$82.50 for the 50', plus \$5 postage. He's at 21 Otter Creek Pl, Cortland NY 13045. 607/753-0556. Donn has owned s/n 43 for many years and has a large collection of seaplane reference books and magazines, with special emphasis on our beloved Bee, of course.

Actual outline:



Ever wonder how accurate the calibration markings are on your dipstick? Me too. After all these years of fabricating more when Bees change hands, or when one is lost, then copying the markings from someone else's stick - how accurate can any of these be by now? Club member Jan Bem is building a "new" Bee, which is just about ready to fly now, with a Lyc, except for weight and balance. The fuel cell is empty for that, then he's going to fill it 5 gallons at a time, marking 2 dipsticks in the process. One stick he'll keep, and I get the other. Then I'll take measurements of the markings so that I can print them for you in the next Newsletter. With your newly-marked dipstick, you can see how much error there really is on your fuel gauge.



Air Facts Reader, a compilation of the interesting planes '42 to '47, is the book by Leighton Collins from which the Seabee article is taken. While I was browsing through it, the photo of the instrument panel of the Culver V caught my eye. There's "our" instrument panel cluster, with slightly different arrangement, because none other than the Bee had 2 fuel pumps. Then there's the Navion, which shares at least one item of commonality with the Bee: they both use the same aforementioned rubber window molding. The chapter following the Seabee is on the Waco Aristocraft, which I dare say very few people have ever even seen a picture of. The Aristocraft has "our" Franklin '500', but it's in the nose (strange place to put an engine!) with engine access by lifting the hood, just like a car's. In fact, Republic's production line of Bees started with wings supplied by Waco Aircraft Co. I believe that Republic then bought the wing tool and die machine from Waco (reverse camel-back dies) for subsequent production of our wings and tail.



Let's continue with the discussion about the trim tab system. I mentioned that there should be no more than 1/4" play in the system. That system and attendant "slop" starts with Trim Tab Crank in the cockpit. Shouldn't be any play there. Note: Be sure to include the correct setting of the indicator before every take-off - land or water - in your check list. Then there could be excess play in the chain/cable and attachment, from the crank all the way back to the gear assembly in the tail. Then there's the sprocket and shaft, leading to the part you see on your pre-flight, the rod assembly. (See p 19 of your Republic Parts Catalog.) That's a long way from the overhead crank to the trim tab rod itself. But the most important aspect of the entire trim tab subject is how much play there is of the trim tab itself in relation to the trailing edge of the elevator. There should be NO play.

But, as old as these parts are, there is wear-induced change in the mating parts, making 1/8" play rather normal. Anything more than that should be corrected before flying. The two most prevalent culprits are the bushings at the forward ends of the rod assembly and the clevis/bolt fitting at the aft end, where they attach to the flange on the trim tab itself. To ascertain which end is worse, hold the rod steady, braced against the elevator's surface at the slot, then move the trim tab itself. Any play in the attach point will show up there. To check the play at the forward end of the rod, just move the rod back and forth.

The solution is, of course, a larger diameter bolt, or a bushing around the

(Cont'd)

existing bolt, or a new flange attached to the tab. Some have replaced that flange with heavier metal, plus bushings. Remember, the whole point of this dissertation is to try to prevent the loss of trim tab control in flight, which occasion can be disastrous to one's health. To say nothing of the possible damage to a perfectly good Seabee!



It's not too early to start planning for the second annual Seabee Club meeting at the Monday SPA Corn Roast at Oshkosh. Last year we had 5 Bees taxi in formation across the runway to the corn roast, then park together there, so all the 550 seaplane folk could get to know more about our strange old water-birds. There were at least 25 current and former Bee-keepers in attendance. Come and join us! That'll be Mon, 29 July.



Our Seabee Club is almost a year old now. We, Peggy and I, have certainly learned a lot more about the ol' girl from all of you and we hope some of you have benefited from our efforts, and that you'll continue supporting the Club. Let us know of any improvements that'll make it better for you. Remember, this is for all who own, or are interested in, the RC-3, so it should be a mutual exchange.

If you can find the membership card I sent you, it'll indicate the dues renewal date. We can still keep the annual dues at \$10 (US or equivalent), despite the postage increase, for US and Canada members, but the Air Mail to other countries dictates \$15 dues. Of great help to us would be your effort in getting other Bee-keepers to join us.

Other countries that have, or have had, Bees are Sweden, Norway, Iceland, Singapore, Australia, Chad, Niger, South Africa, Liberia, Mexico, England and Japan.

Club member (& AOPA Founder) Abby Wolf delivered s/n to S. America in Jan '47, but didn't say where in S. Am. Abby, who bought his Bee from Republic, sent me a nice note recently I'd like to share with you: "you evoke a story a line in each missive you send me. I could duplicate and multiply each tale of woe you detail. I'm worn out with nostalgia. And immensely grateful for your work. But, tho each event always occurred at the most distant point from help - per journey - I don't regret a minute of my 19-plus years with Seabees. Indeed, if I could get an improved one, like mine with as good an engine, prop, hub and hull, I'd give up my poor man's STOL (C170B). And a Happy New Year to you."



Last month, I got a very welcome cal from the former long-time owner of my s/n 709 (NC 6458K). Francis Einarson and his brother James owned her from early '48 to Apr '68. I bought 58K in Aug '70. The Einarson Bros Flying Service, Int'l Falls, MN, have for many years had a charter service and used Seabees quite extensively. His son, Club member Francis Jr, has told me of some of their adventures in 58K and of how, at his early age, he would sit between his father and the passenger and operate the fear and flaps, or sit on the battery box if it was too crowded. They are glad to know that 58K is still in good hands. Conversely, I'm very glad to learn more of the personal background and of the good care of my beloved Bee. I suppose other owners of "ordinary" planes can feel a similar affection for their wind-wagons, but the Seabee seems to engender a much more passionate attachment.

Mr. Einarson Sr told of experiments with the Bee's flight characteristics, such as yaw in an uncoordinated turn, as an example. You've noticed, or will notice when you try this, if you kick in or out some crab on a crosswind landing or takeoff, you lose a lot of airspeed in a hurry. Conclusion: the wing beads all act as small wing fences, causing instant drag. Warning: don't crab on takeoff. ("In case of a loose trim tab, put the flaps down for better control.")



The best crosswind takeoff is sometimes termed the "curving arc" technique (landings also) in which runway or waterway width allowing, the Bee is initially aligned more into the wind than it is to the intended lift-off direction. Then, as control becomes more effective, gradually turn to the necessary heading for departure. This necessitates beginning the takeoff (or the landing touchdown) on the downwind edge of the runway/waterway. Practice on a lake by aiming into the wind, then, on the step, turn 45° either way (pick out a reference spot on the shore) to complete the lift-off. Remember your basics when you're turning at high speed - cross-control coordination.

Flight Instructor's Corner by George Pomeroy (s/n 797, N217G)

(ed. Note: We've already covered the takeoff, gear retraction and climb in the previous two issues, but the climb technique is so vital that we're printing it again.)

"CLIMB: Best climb may be 75 alright, but best glide for (an emergency power-off) flare and safe landing is about 83 on a standard wing Seabee and perhaps 79 or 80 on a Bee with wing extensions. There is NO WAY you are going to convert your takeoff climb at 75 to an 83 mph glide in less than 400-500 feet of altitude loss. Don't forget, such a speed transformation in a lost power situation. Requires about a 45° pitch angle change and then the additional time and space to get to a speed that allows enough lift to develop for a descent flare upon landing. If you are gliding at any lesser speed, you will find that when you try to make the landing flare, the angle of attack of the Bee will change, but the angle of decent, and rate of descent, does not change to any appreciable amount. I strongly urge you to form the habit of never climbing the Bee at any less than your safe glide speed of at least 83, so that you are instantly at your needed safe glide speed in the not-so-unlikely event of engine failure."

(ed. Note: 85 mph climb will give you just about the same climb rate that 75 will. Needless to say, the instructional techniques we publish are for the standard (Franklin) Bee, with which we are all most familiar,. When we receive authoritative information pertaining to the Lyc techniques, we will publish that also. How's that for a subtle hint, Joe?)

Also: "Adjust trim tab for negative control forces. The Seabee is so heavy on the elevators that you should consider a smooth and correctly adjusted trim tab system to be as critical as the engine and prop. I know of a case where a man died because his trim system wouldn't work. If you want to see why, just try flying your Bee for about ten minutes with one turn too much on the trim handle. On the other hand, during practice, I have easily made water landings and takeoffs using trim alone for elevator control. If it won't trim, don't fly it!"



You say you'd like a little more "oomph" in the starting of your Bee? Here's a mod I've had in mine for more than 10 years that cured that problem: 224v starting system. The only change to the existing wiring is minimal. From the auto parts supply house, J C Whitney & Co, you order a "Dual Voltage Starting Switch". Part #74-1397P, \$19.95 (don't tell them it's for an airplane - they'll probably charge you four times as much). From your local FBO, you get two small 12v batteries, like the GILL G-25, both of which fit into your standard battery box. Find a knowledgeable aircraft electrician (therein lies the rub) to connect all that together per the diagram that comes with the dual voltage switch - referred to as "series/parallel" switch. It draws on both batteries until the engine starts, then automatically switches back to single-battery voltage for continuing operation. Charges both batteries simultaneously. This info from their latest catalog. Look under "DUAL" in the Index. PO Box 8410, Chicago, IL 60680. 312/431-6102. (Don't ask me about paperwork.) I've never had a bit of a problem with that system in all these years. (cont'd)

The dual-voltage switch is mounted, with a circuit breaker, in the space forward of the battery box, where the master switch is. Which reminds me of the ideal place that I've used for years to stow the battery jumper cables. What's the first thing you have to do when you need to get a "jump start"? You take the battery box cover off. There's a large empty triangular space between the RH side of the battery box and the bow skin, where the battery box vent line is routed outside between the bow door and the starboard door, right? Just the right sized space for jumper cables. Good for CG also.



In the Club Newsletter#2, we pointed out a certain "trademark" of mods on a lot of Bees, to wit, the combination of splates (wingtip spill plates) and inboard wing root fences and extended spray rails. That combination probably came from Nick Flynn's Seabee shop back in the '50s and '60s at Monticello, MN. TO quote from an article I the "Minnesota Flyer" about him "While he was considered one of the best in the business on all aircraft, Nick became known for his work on Mooneys and the Republic Seabee. He modified the Seabee and made it a much better amphib. HE also demonstrated how to fly the tricky single engine on land and sea. During the sixties he purchased a number of the Republic amphib, converted them, and sold them throughout the nation. He showed many a so-called 'hot pilot' how to fly the Seabee on the lakes adjacent to Monticello." Nick is retired now, and of course still flies, but probably hasn't done any Seabee stuff in some time. In Minnesota, though, he's still considered a bona fide Seabee expert and is referred to, in familiarity, as the one-word name: "Nickflynn". My own Bee which had been in Minnesota all its life until I bought her in '70 has had the benefit of Nickflynn's mods.



Herm Mau (s/n 674) has several very good additions to my previously published treatise on the adventures of a mirror on each float:

"1. Two mirrors allow checking both sides of the aircraft, on land or sea, prior to starting engine, and I find this much more realistic than shouting "CLEAR!". Swimmers are often lured by the seductive lines of our beautiful birds, and sometimes reach them after much effort (and we may not see or hear them). The low portion of the tail boom, where the prop only clears the hull by inches, seems a welcome resting place. Have seen them embracing this portion of my bird's anatomy, and staring up at the engine and prop in either awe or exhaustion.

"If you need more subject matter for your nightmares, just ask. NO, it didn't happen, but it could have.

"Two mirrors can also provide a measure of confidence, or early warning on those long X-country flights. Oil leaks of consequence will become visible on the right side of the vertical fin FIRST. This can give one the option of selecting a good landing site, and locating the source of leakage.

"on to another matter: I am rejuvenating the fuel cell for one of our Seabees. Have done this many times over the years. Now find the only way to buy the 3M EC-678 gel is in minimum order of a case lot (12 jars). Needless to say, will have some surplus, so if anyone else has a need, write or call me."

315/496-2092

Herm has an extra Seabee that is a very good buy, as it is in superb condition and has been meticulously cared for. See the ad in the Classified section.

Bulletin bulletin:

Thanks to Club members Joe McHugh, Bill Gentry (s/n 511), Alan Watson, Donn Booth (s/n 43) and Francis Einarson Jr (ex-s/n 709), I've just about completed my collection of Seabee bulletins. Many of you have them, but seldom, if ever, study them. There's a lot of good info in them that's as pertinent today as it was 38 years ago. We all have many frustrating problems and questions about different aspects of Bee-keeper-ing that we go to great lengths to ascertain answers. A great many of those answers are in the bulletins, so (Cont'd)

without occasional reference to them, it seems in retrospect as though we're trying to re-invent the wheel.

AS a sort of guide about the Bulletins, so that you can check your own collection, suggested by Bill Gentry, here's a list:

The Service News is an important collection because they're for the owner's information - the other bulletins are dealers', etc, and they go from #1, 20 Apr '46 to #58, Aug '51.

The Service Bulletins are a high priority, with mostly duplication of News, but contain all of the mandatory-attention items, which of course have long since been attended to but are still safety-related today: #1, 18 Dec '46 to #25, 19 May '50, with two supplements, to 6 Oct '53.

There's the Distributors' News, from #1, 23 Aug '46 to #49, 17 Sep '47.

The Dealer Bulletins are from #1, 22 May '46 to "The Last Call", (#25), 10 Oct '47.

The Franklin Service News, pertaining to our B8 and 9F, apparently are numbers 3, 4, 6, 12, 14, 16, 39, 42, 44, 47, 50, 51, 57 - 60, 66, 71 and 96.

There's even more! Hartzell: #3, 4, 5 and 40. #40 is the one that's in error, having apparently caused several accidents or near-accidents. That's the problem that I outlined in great detail in Newsletter #3, p4: Propeller Safety Spring. TO sum it up briefly, it's VERY IMPORTANT that you check your Franklin/prop. The 3" spring of the pivoting prop pitch Valve Lever should be secured to the bracket (toward the engine) that secures the Reverse Control cable. See Service Bulletin #21; 14 Oct '47. If your Prop Safety Spring attach points don't look like the Bulletin's drawing, any further flight could be dangerous. Many of us, including me, have found our Bees in that unsafe condition, with the spring tension backward, probably because of the erroneous info in the aforementioned Hartzell's Bulletin #40, which was issued nearly 10 years after the Seabee production. In that unsafe configuration, any failure of the prop reversing cable (from the cabin) could cause the prop to go toward reverse pitch in flight. I would wager that some unexplained accidents have been caused by that occurrence. Remember, the very next time you get to your Bee, stand on the tail boom behind the prop and look at that spring. Make sure that the tension is pulling forward on that pivoting lever. Take the Service Bulletin with you to check.

Here's how the perusal of your Service News, etc, can help you, or conversely, what can happen if you DON'T do it. Bob Noyce (s/n 727/Lyc) wrote a complimentary letter, a part of which I'll pass on to you: "I brought the machine back across the country several years ago - - - we had a disaster in Flaming Gorge, Wyoming. On landing in a crosswind, a float was sheared and the airplane rolled to its stable position. Unfortunately, I was too concerned about its sinking to have the presence of mind to climb out on the other wing! You might remind your readers of that problem and its obvious cure. Anyway, after an exciting recovery, in which one learns that the only way to right an upside-down SeaBee is to pull the tail up and over the nose*, and another six months in the shop for an engine teardown and electronics replacement, we proceeded on to California. *(See Distributors News #42, 3 Jun '47)

"In the refurbishing, (they) put the parking brake knob just above the cabin ventilation knob (with the same kind of knob, of course). Anyway, I proved that the Bee can be landed in about 100 feet if the brakes are locked before touchdown. It rises up on the nose like a glider with a great scraping sound, and comes to a quick stop. That occurrence was a testimonial to the ruggedness of the SeaBee, since the only damage was some missing metal on the keel strip, and a broken tailwheel. (And of course the pride of the pilot.)"

Bob, if the brakes worked that well (had to be Clevelands) on landing, how did you take off? One can never take our SeaBeast for granted - strange things happen. They have a soul all their own, but not necessarily a heart. (I figured out how you did that.)

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See Distributors' Service News #14, 22 Nov '46, "Operation With One Wing Float"
In essence it says:

"Should the float strut on your Seabee shear during a water landing, compliance with the following recommendations will prevent damage to the airplane.

"1. Hold your good float on the water, keeping the damaged wing off the water. Effective aileron control can easily be maintained at 40 mph or over. Should the speed be less, the airplane may still be held in its normal attitude by keeping the damaged wing headed into the wind so that the airplane will lean over onto its good float.

"2. If the wing has already dropped onto the water, step out and throw your weight on the wing lift strut of the undamaged side. You can then taxi to shore. Any water in the wing will drain off in a few minutes."

A different but similar brake incident that I learned about is as follows: Seabee pilot taxis to shore of lake for short visit with friends already on beach. Beach slope is steep, allowing pilot to lock gear down before beaching, then grounding Bee on main gear, close enough to beach to easily wade ashore after setting parking brake, with line secured to bow, then sinking anchor flukes into sand. Visit. Back to Bee. Retrieve anchor, wade to cabin, lifting Bee back a bit for more floatation. Climb into LH seat, start engine, apply reverse thrust, then raise gear, forward thrust, with subsequent takeoff, heading for airpatch and hangar.

Tower clears to land; "Hold short of diagonal runway for clearance to cross". Pilot makes normal squeaking-type landing. No problem holding short of diagonal, crossing, runway. Tower says, "Seabee 58K now cleared to cross, cleared to hangar area". "Pilot adds power to cross. Pilot adds more power. Seabee moving very slowly. Pilot realizes: "Aaaargh! I forgot to release the parking brake leaving the beach!" Push in parking brake knob. Bee moves across runway with alacrity. Pilot moves across runway with red face. No damage. No problem. Good illustration of how relatively weak the Bee's standard brakes are. The way I learned about that occurrence was the best way to learn, first-hand. It was yours truly.

Club member Jean Paul Gauthier from near Montreal, who visits here periodically, has told me of the turboprop Bee you may have heard of, in disbelief. It's flying in Canada, but still trying to get the magic wand of "legality" waved over it. Powerplant is a Turbomeca Astazou of 523shp, from an Alouette helo. Jean Paul has perfected the new seals in the AC fuel pump, which for many means that they can bring to life their Bees. The pumps are available from him, and Fulton Ivy and Don Mauk and possibly Carl Baker. (See Classified for details.)

Other members who have come by our hangar in the past month to say Howdy and perhaps a word or two about Seabees were Jimmie and Doris Alton (s/n 593) from north of Toronto, and Les Hannah (s/n 566) from north of Fargo. Apparently the number of Ft Lauderdale visitors is in direct proportion to the depth of snow in the north. As I'm writing this, I just got a local phone call from the son-in-law of Club member Capt John Peacock - you guessed it. Whitehorse, Yukon Territory.

I hope this doesn't mean that we (Peggy and 58K) won't have anyone drop in this summer! Anyway, as you devout Bee-keepers already know, it takes at least several hours, in the presence of any Bee, with a minimum of two devotees, to say "a word or two" about the subject. It's the Fraternity. Everybody learns from everybody else. It's fantastic!

Ship's Stores:

- We have only one of the plastic scale model kits left, unfortunately. \$20 ppd.
- The supply of the gold or silver Seabee lapel/cap emblems (pins) is continuous; they're \$8 ppd. each.
- We have a few Southwind Heater manuals, for \$10 ppd. Also a few Franklin engine manuals for \$12 ppd.
- The Air Facts article reprints, if I ever receive them, are \$2.50 each ppd.
- For a free copy of our list of Seabee articles in magazines, (2 pages), 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. Price includes postage. These orange/red reproductions of the flying Seabee logo are applied to cloth with a hot iron or at a T-shirt design place with their hot pressing machine.



Classified: (these ads are free to members)

- 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 & engine 582 hrs. Since overhaul/rebuild 142 hrs. Full avionics. Asking \$30,000. Contact Herm Mau, Rd 2 Box 244, Moravia NY 13118, (315/496-2092)
- The 3M fuel cell rejuvenation gel: EC-678; For price and information, contact Herm Mau, see above.
- FOR SALE Seabee N6769K (s/n 1059, the last one built, mfd Jun '47) Complete restoration over past 5 yrs by AI/owner. Total airframe time 1450 hrs: B9F engine, 50 hrs since complete major overhaul, excellent paint, new upholstery & glass. Wide rails, steerable T/W, 24v starting, 60amp alternator, flush gas door, extended wings & droop tips, inboard wing fences, quick disconnect gear, Hobbs, EGT, CHT(6) & OAT. Narco 11 Nav/comm, ELT. Richard Bach's paint scheme, White w/orange & yellow stripes. Asking \$28,000. Truckee Airport. Sam Richardson, PO Box 753, Crystal Bay NV 89402. (702/631-4925)
- FOR SALE: 2 Seabees. Lloyd Misiowiec, Rt 3, Beaver Dam WI 53916
- FOR SALE: Seabee s/n 919, CF-FSG, TT 1193 hrs, B9F, no radio. Leatherette interior good condition. Make offer. Contact Bev & Wayne Lovenuk, Box 202, Pickle Lake Ontario P0V-3A0
- WANTED: Prop control for N6589K. Harry J. Andrews, 22 Locust St, Marblehead MA 01945 (617/631-5631)
- WANTED: Nice Seabee. Richard Essery, Golden State Aviation, 1640 N Johnson Ave, El Cajon CA 92020-1295 (619/449-0611)
- Seabee Welcome: Airline Capt/Seabee owner & 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 & guaranteed, \$100 each, exchange. Jean Paul Gauthier, 310 Oka Ch, Deux Montaignes, 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 Parts For Sale: Ben Paschall, Sharpless Co, PO Box 593, Bellevue WA 98009 (206/827-4694, 0830-1530 weekdays)

Those of you who have not yet joined and would like to, please send \$10 annual dues (U.S. or equivalent) to Seabee Club Int'l, with your name, address, phone, and Seabee info if any: s/n, month & year of mfr, tail #, and which engine. SPA member? And your comments or questions.

Thanks,
Dick Sanders

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
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
Baldwin, Guy, Dr; 11445 E 20 St, Tulsa OK 74128	
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(K)
Bem, Jan; 1870 Daytona Rd, Miami Beach FL 33141	N6356K
Bennett, Marty; 6751 SW 97 St, Miami FL 33156	N9042N
Blanchard, Bryce; 7859 Buccaneer Dr, Ft Myers Beach FL 33931	N6659K
Bolling, Bill; 1996 Overseas Highway, Marathon FL 33050	(N6JV)
Booth, Donn; 21 Otter Creek Pl, Cortland NY 13045	N87492
Brenizer, Tom R; 4348 Bentley Dr, N Olmstead OH 44070	N6538K
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
Burnett, Bill; Lake Air, PO Box 1676, Sandpoint ID 83864	N444DL
Bushnell, Robert T, Maj; 29 Winthrop St, Augusta ME 04330	N6650K
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	
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PLEASE ADVISE IF ANY CORRECTIONS ARE NECESSARY

