

NOVEMBER 2024

# Thoughts Aloft

Manitowoc EAA Chapter 383 Newsletter

## Chapter Logbook

by Chapter President Jim Zuege

Greetings Fellow Grumpy Ducks,

The October Saturday membership gathering was a success! We hosted 20 Young Eagles. The students learned about aerodynamics and airplane parts. They saw a demonstration on sheet metal work and we all worked to start replacing the windows on Seabee. Our guests were excited and want to come back to learn and do more. It was great to see the enthusiasm.

Thank you, Roger Bardo, for being flexible to move your glider out and Seabee in for work. Thanks also to all who helped move things around.

My son Frank and I flew into Jay Baetens last breakfast of the year where we saw other members and 30 ish other pilots. Looking forward to next year already.

We have new equipment in the hangar! It's a shear and break for aluminum work. We will be using it at the next gathering.

The flight simulator delivery is delayed due to Florida weather. We are so excited to have it at our club.

**Chapter Logbook Continued on Page 2...**



**Chapter 383 KMTW**

Hangar 22

1805 Freedom Way

Manitowoc

KMTW383@gmail.com

**Monthly Business Meeting**  
**2nd Wednesday 1900 hrs**

**Monthly Gathering**  
**3rd Saturday 0800 hrs**

## OFFICERS

**President**

**Jim Zuege**

JimZuege@gmail.com

(920) 255-5142

**Vice President**

**Mike Lefky**

Malefky@gmail.com

(920) 374-1455

**Secretary**

**James Grossmann**

jmsgrrsm@gmail.com

(605) 228-6508

**Treasurer**

**George Bamman**

gbamman@hotmail.com

(715) 850-1420

NOVEMBER 2024

## Chapter Logbook continued from page 1

Thank you Scott Frost and son for the new office computer! Very appreciated.

The new front door for the club house will be installed by the end of the month.

Agenda Items to discuss at the 13 November meeting:

1. Potentially raising the personal property insurance due to the new equipment and the simulator that will be at the hangar.
2. The hangar signage regarding the Rahr hangar sign outside and the Shell sign inside. There are several different options regarding both.
3. Selling Chapter 383 logo items like t-shirts, hoodies and hats. We need to figure out the logistics, and prices.
4. Setting a date for the Christmas party.
5. Deciding on the paint color for the Seabee aircraft.
6. Bringing tools to the membership gathering on Saturday, 16 November.

Membership gathering Saturday, 16 November at 0800 with the Young Eagles workshop to follow at 0900. We will work on removing items from the Seabee and work on repairing the windows. All members are invited to work on it. Please come. It's fun to work with enthusiastic young adults.

Al Forner passed away. He was passionate about aviation and enjoyed flying small private and radio-controlled model planes. He was a member of EAA Chapter 383 and EAA Chapter 766 in Sheboygan. He was also passionate about helping men get a new start after they served time in prison. He was laid to rest in September. Our condolences to his family and friends. [Al Forner Obituary](#).

Respectfully,

Jim Zuege

The history of the Seabee aircraft is tied to the development of the Republic RC-3 Seabee, an all-metal amphibian that was first produced in 1944.

Percival Spencer, a test pilot for Republic, designed the Spencer S-12 Air Car, a two seat, wood-and-fabric amphibian with a high wing and pusher propeller. Spencer first flew the S-12 in 1941.

Republic purchased the rights to the S-12 and re-engineered it into the Thunderbolt Amphibian, an all-metal version with a larger size. The Thunderbolt Amphibian was designed to appeal to military pilots returning from World War II.

The Thunderbolt Amphibian was renamed the Republic RC-3 Seabee in 1946. Republic built the Seabee to be inexpensive and quick to produce while still maintaining reasonable performance. For example, the wing's skin was made of heavy corrugated aluminum instead of traditional wing ribs.

The first Seabee aircraft were typically painted in a "battleship gray" color scheme, which was a dark, neutral gray color used widely on naval vessels during World War II, reflecting the need for camouflage and low visibility on the battlefield; this applied to both the fuselage and wings of the aircraft. Early Seabee aircraft might not have had prominent markings beyond basic identification numbers, depending on the specific operational needs and theatre.



KMTW Seabee in the EAA Chapter 383 hangar positioned for repairs.



NOVEMBER 2024

# Photo Album

Young Eagle workshop

