

Lake Club News

LAKE AMPHIBIAN CLUB

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Members-Only Web Forum: <http://forums.delphiforums.com/lakeamphibs>

Safety

Knowledge

Proficiency

Fun

Issue 16-03

May-June, 2016

President's Corner

By Myron Mitchell

Don't be confused. We are the club you want to belong to. We are patterned after the Club run so well by Marc and Jill Rodstein. We have a new democratic structure, so that there should never be a problem with one person going off the reservation and taking the club down a direction that is not in the best interest of the members.

Our website should be up and available to all at www.lakeamphibclub.com by the time you read this. It will look very similar to what you saw before (that was created by Steve Whitney) and give us the option of adding features as the need arises. Our new webmaster, with assistance from Steve Whitney and John Staber, has re-created the web site on a new platform that is more flexible and better supported than the old one.

LakeFest 2017 has been scheduled for the Hilton Garden Inn in Lakeland for 2/26/2017-3/1/2017. There will be more

in this newsletter from Greg Bradford, who will be putting it all together. If you have any ideas for speakers, please shoot Greg a note at hapjet51@gmail.com.

The committee continues our every other week conference calls with an agenda that keeps us moving towards having a fully developed club by the time LakeFest rolls around. We still have lots of work to do on the website, the bylaws/non-profit paperwork and LakeFest.

Lake Amphibian Club is not associated with the Lake Amphibian Flyers Club (LAFC) or Bill Schmalz.

LakeFest 2017 Announced!

On behalf of the Lake Amphibian Club, I'm happy to announce **LakeFest 2017**. Due to some confusion still surrounding the two clubs and the other club still using the Lakeathon name, the Committee has decided to use our own new name: **LakeFest**. This event will be the annual safety

seminar and fly-in and is a "must go" for anyone who currently operates or is interested in Lake Amphibian aircraft.

LakeFest 2017 will take place February 26th-March 1st, 2017 at the Hilton Garden Inn Lakeland, Florida. A block of rooms has been reserved for us for the event and a special rate of \$129.00 per night has been set for these rooms. This rate is also available 3-days prior and 3-days post the event dates for those who are interested. Reservations for hotel rooms can be made one of two ways: 1) Simply call the Hilton Garden Inn Lakeland at (863) 647-0066 and identify yourself as part of the Lake Amphibian Club group. Or, 2) visit the following link:

<http://tinyurl.com/LakeFestRooms17> and make your reservation online.

The LakeFest 2017 registration fee is still being worked out by the committee at the time of this writing as it will be dependent on the securing of additional sponsors, which is being worked on as we speak. More on that to follow...

Our goal in 2017 is to bring the members fresh content while retaining the structure that Lakeathon has had in past years. This structure will include the Sunday evening Welcome Dinner, the very popular Instructor's Forum and of course the Wednesday scheduled Lake Maintenance Seminar and Lunch hosted by Amphibians Plus.

Also, while a list of potential speakers has already been developed, if any members have a (realistic) speaker in mind that they think might be of interest to the group please let a committee member know or email me at hapjet51@gmail.com.

Please mark your calendars for **LakeFest 2017**. We look forward to seeing everyone there!

Greg Bradford

Lake Aircraft Company for Sale? (reprinted from Forum)

I (Paul Furnee) had two long conversations (interviews) with Armand and Anup. Here is the takeaway:

Armand: There is no written agreement with Anup or anyone else regarding the sale of Lake aircraft TC or the assets. Armand has 7 proposals currently from different groups interested in the company. The proposal by Anup is by far the most advanced and is preferred by Armand. Armand has only a verbal agreement in

principal with Anup with hundreds of details to be "sorted out". Absolutely no money has changed hand and Armand is keeping his options open. Armand says "show me the money" and we'll talk. He has been negotiating with Anup for well over a year.

Anup: Anup "had" an MOU with Armand, but it has expired. and as of today there is no written agreement with Armand. Anup says he has a private equity group ready to fully fund the project in the very near future (<30 days). Anup has leased about 45,000 sq. ft. in Sanford, Florida to assemble the aircraft. Anup has no experience building aircraft and running a production facility. He says he has a "management team" organized, mostly former Lake employees, to assemble the aircraft. He will use third party vendors for manufacturing component parts. Anup has a very strong confidence in pulling it off as he has invested significant personal funds in the project. He has moved (permanently) his family to Florida and has rented a house. So he believes in the project.

He has no commitment to Bill Schmalz and was not aware of the division in the club until this week. He has NOT joined BS club and says he will not until the dust settles in spite of strong pressure. I invited him to make himself known to the LAC.

I have a meeting set up with Anup sometime next week
~ Paul Furnee April 11, 2016

A Lake to Cuba (Part 3, the conclusion) by David Walter (Reefmaker)

...Sea Tow arrived about an hour later and took me under tow. I had rigged my anchor rope with each end attached to a cleat on the bow, with Sea Tow getting the loop. Considerable negotiation took place about where to tow me. There was no ramp or anyplace close by that could lift the plane out of the water. I knew Carrabelle had places to dock and a place to beach, and they also had a dry storage marina that might be able to lift me. Carrabelle was 30 miles away and Sea Tow balked at towing me there. They wanted to tow me to a nearby bay with calmer water, but there were no facilities there to help, so I refused. Suddenly, I remembered my son and my vessel near Panama City. I called Stewart and they had just finished the job and were returning home. He said he was 12 hours from Carrabelle and would turn around and head that way. My boat is 114 feet, with a 20-ton crane and plenty of deck space to accommodate a Lake.

Reluctantly, Sea Tow set a course for Carrabelle, 30 miles away, at 4 mph and \$300 per hour. I was concerned that the deck cleats wouldn't stand much more speed, so I called Harry and

he suggested I use the seat belts to tow. We stopped and I re-rigged the tow rope to the seat belts and we increased the speed to 8 mph. The door seals had no problem accommodating the rope while latched to keep the spray out. My Sea Tow bill was getting smaller. They also said the Coast Guard wouldn't allow any faster, so it would be a long trip. The wind was off to my right and I had to help steer with the water rudder to keep in the wake of the towboat and smoother water. I was close-coupled to the tow boat to lessen the effect of the sea conditions. The wind was pushing the left sponson deep into the water and I noticed it kept going deeper and deeper. I knew it was filling with water. To add to that, it was full of fuel. I turned the transfer pump on and switched seats to the copilot side, but even after fuel transfer was complete and my weight shift, the left wing was still getting closer and closer to the water. I called the towboat and told him we would have to increase speed to get the sponson on top of the water. He mentioned Coast Guard rules again and I said the safety of the plane overrode that. I think that approaching darkness and the cold wind convinced him to add to the speed and at 13 mph the sponson was riding on the surface. At least it wasn't taking on any more water and maybe some would leak out.

We arrived in Carrabelle harbor in total darkness at 7 PM. My vessel, the MARANATHA, was due at 4 AM. The wind in the harbor was calm and we found an abandoned dock and I was

grateful of the corner-tie method that I was taught by someone at a Lake-a-Thon to secure the plane without fear of damage from wind or boat wakes. The Sea Tow vessel was brought around to the left wing and we lifted it and drained the sponson of water. I secured the plane and turned off the Spot. Within 20 minutes Spot called again to say they noticed I turned the device off and was everything OK. I thanked them for their service and told them we were secure for the night. Carrabelle has a motel on the harbor and Sea Tow gave me a ride to the motel where Pam and Liam had already secured a room for the night. Before Sea Tow departed, I was \$1800 lighter.

I was able to get a couple of hours sleep and at 3:30 AM Liam and I headed down to where the plane was moored. Right on time at 4 AM the MARANATHA glided into the harbor and spudded down next to the plane. We used very long straps to lessen any squeezing effect on the hull; one under the bow by the steps and the other behind the engine. Fortunately, I have a very small, lightweight Mexican working for me who was able to shinny out on the fuselage behind the engine and pass the strap under it without getting into the water. The plane was lifted and I lowered the gear just before touchdown on deck. My crew tied it down, and by 5 AM it was on its 32 hour ride back to Alabama. All of the cabins on the vessel were taken by the crew, so we called our friend Don Odom and his wife gave us a ride to the airport in Tallahassee to rent a car.



Harry said it sounded like a voltage spike and he was right. The ignition systems went back to the manufacturer and they confirmed our suspicions. They were repaired with the new spike-proof circuit boards and returned. I moved the power supply to the bus and replaced regular fuses with fast blow fuses. The Lake remained on the back deck of my boat for a week until I got it repaired. My place of business is less than a mile away from the airport, so after repair, I was set overboard and flew it back to my hangar. I received two phone calls on Monday. The FAA wanted to know the cause of the precautionary landing. An email to them took care of that. The Coast Guard wanted to start a lengthy report, but when they found out it was a precautionary landing and not an emergency landing, they apologized for calling and closed the case. Thus ended our trip to Cuba.

This is not the end of the story, but I will save that for another time. Salt water in the fuel wreaked havoc on the fuel system and I may have

learned the reason for some Lake engine failures, that were previously blamed entirely on the fuel filter.

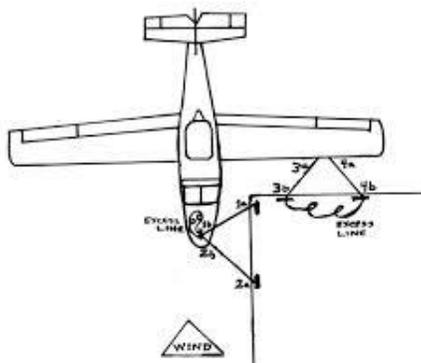


From the Editor:

In his story Dave mentions a way to corner-tie a Lake to a dock so it doesn't touch. Here's the way I was taught:

Tying a Lake to a Dock:

The cleats should be farther apart than shown, but this arrangement works with any wind direction. In your mind, picture trying to move the plane in any direction and you'll see which line stops it from touching the dock.



No Wheels to Texas
by Skimmer One
(AKA John Staber)

It was mid-summer, 1969. I

would like to say I was bored, but after checking my logbook, I was far from it, having given Lake instruction all over New England, sold my 1966 Lake demonstrator, and picked up a new one in late 1968, along with another new one for my best customer who had sunk his first one. Then amazingly sold the '68 in June of '69 and immediately picked up another new one for myself. All sorts of instruction going on, whether in Lakes, or the airport's Pipers, kept me hopping. I guess I wasn't bored, but needed a rest.

Just about that time Herb Lindblad called from Aerofab, in Sanford. Would I be interested in flying a Lake to Tomball Texas, making only water landings enroute? You see, Al Alson, major-domo of Lake Aircraft had ordered a Lake without landing gear, a pure seaplane, not an amphibian. It needed to be delivered from Maine, but not from the Sanford Airport. It had been sitting at a beach at Square Pond for a while. The anchor light had been left on, and by the time we got there, the battery was dead. We had a fully charged one with us so replaced it while I did a preflight. I found only the line tying it to a tree and no paddle. I was not about to fly to Texas without one. A call was made to the airport and I flew to Bonnie Beg, a small lake just south of the field, where Cal Thompson met me and threw a paddle at me. Thank you God for floating wooden paddles.

With only 20 gallons on board, I

headed west to Paugus Bay, just west of Laconia NH, where fuel was available and then off to Irondequoit Bay SPB near Rochester, to fuel up and spend the night. And what a night it was. It was a "no tell motel" and pretty shabby, but it had a bar and food and company for the night if needed. All night long, it was up, down, in and out, with lots of yelling and doors slamming. I don't remember getting much rest that night due to all the noise down the hall. I think that my door didn't lock, and I was worried about the airplane parked not too far away from the hooligans. It made it through the night better than I did.

The following morning I was off to the Austin Lake SPB near Kalamazoo MI, via Sandusky OH, where I landed in a bay and taxied as close as I could get to the FBO at the airport and carted fuel in a 10 gallon can until full. Austin Lake was a snap with the gas truck backing to water's edge. From there it was to the Illinois River in Pekin IL, landing over power lines between 2 bridges. Of course with all that urban exposure, someone had to report a plane crash in the river. By the time I taxied back upstream to a nice sandy beach a crowd had gathered including 2 black and whites and a fire chief. I had called the closest airport and they agreed to truck fuel to me on the river. I circled and circled the airport and called them on a hand-held radio, but never made good contact. Meanwhile, I chatted with the locals while I waited and

waited. The airport pickup did arrive eventually, but without enough fuel to fill the tank.

I did have a full 10-gallon can of fuel, but so far I hadn't had to use it as the landing places were close enough together and the fuel consumption not excessive. It was my insurance against running out. Since the next planned stop was at Memphis on the Mississippi, I decided to dump my insurance fuel into the 40-gallon tank. The Mississippi can get mighty rough with any wind and I didn't want to have to land in it and try to get fuel in the scupper with a heavy can and the plane bobbing on the waves. It is interesting how serpentine the Mississippi is. As I was flying southbound, I could see a rather large rain storm directly ahead. It looked to be quite widespread, and not being endowed with excess fuel, I elected to land and wait it out.



N7637L in Memphis
To be continued...

Adrian Wood's Story

I own 1987 Renegade N8408T, s/n# 62. This is my first and only plane, purchased in 2007 from Dave Olsen. Home-based in Keene, NH, I have flown to the Bahamas three times (not in salt!),

northern Quebec once (fishing trip), and countless locations in between, including three Lakeathons and one Sun 'N Fun. In my eight-year partnership with 08T, I have flown over 1100 hours, and performed over 2000 water landings. My favorite activity (and stress-reliever) is to go out and "run the river" - splash-and-go's on a 10-mile stretch of the Connecticut between Brattleboro and Westminster, VT. My record is to splash 32 times, only getting above the tree line at two points due to sharp bends! I also fly Angel Flights, and while we are a little slow, my patients appreciate the old girl and the different trip they get in her.

My unfilled bucket list trips are Alaska, a clockwise circuit of the Caribbean and the ice runway at Alton Bay in Lake Winnepesaukee, NH. Yes, you can use the water, even when it is frozen!!

Paul Furnee was my original instructor, and has been a full-time mentor and occasional recurrent training instructor. Thanks also to John Staber, Pete Thompson and Steve Reep, who have all done training for me.

Bulkhead Access Panel

By Bill Greenwald

The area inside the empennage, aft of the watertight bulkhead and forward of the two round access covers at the aft end of the empennage is nearly impossible to access for maintenance. Even clearing the weep holes in the

bottom of each rib to allow water drainage is very difficult. If any repair work to the skins or ribs is needed, or if there is the need to mount an antenna or an aft bilge pump, the lack of access makes the job much harder.

It turns out that Lake realized the problem and provided a solution in the form of a rectangular access panel cut into the watertight bulkhead that measures 13-1/2" high x 11-1/2" wide, with a mating cover that measures 13" wide x 15" high. Later watertight bulkheads manufactured by Lake evidently included the access opening and the cover. To illustrate the size access that this opening provides, I am able to get my head and one shoulder of my 6'-3" frame through the opening, which allows me to buck rivets anywhere in the empennage that I could not reach through the stock round openings at the aft of the empennage. Such access is enough to easily do routine projects such as cleaning the empennage interior and weep holes, mounting antennas or a rear bilge pump, or making sheet metal or rivet repairs.



Old and New Bulkhead Covers



New Bulkhead Opening

The access panel can be added to any Lake with the guidance provided by Lake drawing 2-3250D. The task is easy and straightforward, and can be completed in a just a few hours. I made a couple of subtle changes in the original design to make the project even easier, such as installing the required nut plates on the access panel cover instead of on the watertight bulkhead. I would be happy to send pictures of my installation and a PDF of the drawing to anyone considering installation of the access panel. I think *EVERY* Lake should have this panel installed to enable good maintenance inside the empennage. Safe and Happy Flying!

~Bill Greenwald N323LL
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LAKE AMPHIBIANS IN BOOKS

From John Staber

1973 Aircraft - An all color Story of Modern Flight - cover photo, article Bell's N1015L

1981 Fly Float and Flounder - by Dick Causley - How to fly a

Lake Amphibian

1990 Canadian Bush Pilot - by Lloyd Garner - taking new C-1 Skimmer s/n 4 across Canada to BC

1991 Steel Spine, Iron Will - by Rod Lewins - Great Barrier Reef, Australia

1992 Amazing Flying Machines - by Robin Kerrod - G-BASO Lake LA4-180 (children)

1996 Go to Hull - by Steve Reep - How to fly a Lake Amphibian

1997 Flying Boats for Recreation - by GR Hamilton - Skimmer, Lake and others

1998 Seaplane Operations - by Dale De Remer and Cesare Baj - Lake and others

2004 I Lake dalla A alla Z - by Cesare Baj - huge compendium all Lake (in Italian)

2007 Cleared for the Option - by Adrian Hill - large coffee table documentary

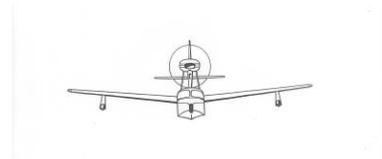
2007 The Little Farm Boy, the Little Amphibian & the Big Deficit - by J. Grimaud (children)

2009 Mayday Over the Arctic - by Dorothy Nelson - N1107L forced down in winter

2010 The Chronicle of Skimmer N6595K - by John Staber - restoring C-1 Skimmer s/n 1

2011 Flying Dreams - by Henry Dainys - chapter on working for Alson 1963 plus more Lake

on CD - 1946 A History of the Lake Amphibian 2006 - by John Staber - almost all printed material on Lakes, Skimmers, biographies photos, memorabilia, brochures, articles, etc. plus addendum to date



Pete Hartmann's Story: WHY IN HELL DID I GET A LAKE...?

John (Staber) has heard this before (at one of our beer drinking ceremonies at prior LAKE-ATHONS), but perhaps some of you will get a smile out of this.

I've been driving airplanes around since the late 1950's. Owned comparatively much faster airplanes.

In 2000, I got mad at our T-210 for "eating" its motor a second time (turbocharged Cessna Centurion with the Continental TSIO 520) (after only 400 hours on a full "soup to nuts" major overhaul) and sold it. Yes - we've had some great times with the T-210 - all over the continent of North America and beyond - far reaches of the Caribbean. But I got REALLY mad at the expense - also seems like I was working on it 10 hours for every hour we used it....

Decided I wanted to go look at Lakes. Looked at 'em all over the north American continent. Bought 6686L in the summer of '01. (ahhh...what could go wrong...fresh Mattituck motor, new prop...fresh "Renegade" style dash, electronics and electrics, etc., - but that's another story well-told in various threads in here (*the*

Forum-Ed.) in the past.!) Wife says I am a lying sack of buffalo chips - that I didn't "just decide" to get a Lake - says I'd been secretly plotting in my mind for many decades. She has the proof. We moved out of our Calif. home just before, and in the process of cleaning out closets...well...you know how rats will hide their stuff in out-of-the-way dark places...?

She found page after page of old Lake ads and articles, going well back into the 1960's. So she knows the TRUTH about my secret desire....

Which means I am now forced to admit - that amongst my many mistakes in life - my biggest, was to fool myself into thinking I was satisfied tearing thru the skies at 200+ mph, my biggest regret being I should have dumped the "normal" airplanes and got a Lake many decades ago!

And the good news is I am no longer having to spend 10 hours working on it for every hour I get to drive it.....(hmmm, say about 9.5 hrs. these days..?)

Jack F. Strayer, Skywriter
(PEPSI PEPSI PEPSI)
By John Staber

Jack Strayer was a test pilot with Grumman when David Thurston started designing the C-1 Skimmer. Jack was enamored with the idea so badly that once they went into production he would purchase almost every one

as it came off the production line, sell it, and come back for another. Many old logbooks and FAA records show him as the first owner. In late 1959 he purchased the rights to build the Skimmers. He named his company Lake Aircraft Corporation. He modified



a C-2 Skimmer with longer wings, and a longer nose that enclosed the nose gear, and changed the name to Lake Amphibian; designation Lake LA-4. Unfortunately, he couldn't make it work and went out of business in 1962 after producing about 24 aircraft. There are no Lakes built with a 1962 date.

This sign could only have been used during the above time period. It is known that Jack offered charter service when he was at Manchester NH. The sign is now in the rebuilt Aerofab hangar near Bangor, Maine. Behind the box it says "80 Octane Fuel" which is interesting since the Lake used 100 octane.

There was to be no Lake Aircraft Corporation again until after Herb Lindblad retired and Armand Rivard bought Aerofab, Inc. Yes, all those 1000 plus aircraft were never associated with a Lake Aircraft Corporation; Aerofab, Consolidated Aeronautics, REVO, yes, but not Lake Aircraft Corporation. All the sales

organizations had various other names under which they registered each aircraft. Al Alson used Aeromarine Development Corporation while in Elkhart IN and then Lake 4 Sales Corporation after the move to Tomball TX. Armand Rivard used Blue Water Amphibians. They were, however, selling Lake Amphibians and put the name Lake Aircraft on the side of their buildings.

Where does PEPSI come in, you ask? After the Lake project failed, Jack went to work for Pepsi-Cola as their company pilot. As part of their 75th anniversary they decided to revive their original 1929 biplane and Jack suggested reviving the lost art of skywriting. So for quite a few years PEPSI could be seen overhead, all over the country, with Jack at the controls.

In recent months two items have turned up repeatedly regarding nose gears on Lakes.

Failure of Nose Gear Support Assembly
By Harry Shannon

Please note that both issues discussed below involve working on the nose landing gear of the Lake and require that appropriate safety measures be observed regarding the proper support of the aircraft and safety measures regarding the potential for undesired retract or extension of the gear. Likewise, appropriate mechanical skills and certification are required to perform the

described tasks and return the aircraft to service after completion of the work.

One item has been the cracking/breaking of the support assembly part number 2-4412-1. The drag strut which holds the gear in its up or down position attaches to this steel tube with end fittings and attach ears welded to it. Inspecting this item is relatively easy and requires only a good light, inspection mirror, rags and appropriate solvent to clean the area to be inspected. The failure mode of this part is to crack and then break next to one of the existing welds holding the drag strut attach brackets near the center of the support assembly.

If cracked or broken the part can be removed from the aircraft after adding two access holes located within the nose gear well. Access is not easy, but doable and can be patched afterwards using guide lines in AC43.13-1B Chapter 4, section 4, Metal Repair Procedures. Some aircraft have some access to this area through existing external access covers.

The support assembly is usually repairable using welding techniques, again, from AC 43.13-1B, Chapter 4, Section 5. Welding and Brazing Figure 4-37. This part is essentially the same as the part used is the Model C-1 certified in 1955 and used through the most recent production aircraft. The simple repair described in AC43.13 actually makes the support assembly stronger than its

original configuration regarding the typical cracks that occur.

The second item of concern is that nose gear actuator piston rods continue to crack and break at the upper end of this shaft between the nose gear actuator attach fitting (the "Fickle Finger," part number 2-4420-1) and the full diameter section of the actuator rod. The cracks or breakage always occur in the threaded area or the reduced diameter area next to the threads. We had really good success detecting cracks and replacing the actuator rod by inspecting this area about every 100 hrs. Recently, however, two failures occurred on recently inspected units. Research revealed that both units that failed had more than 1200 hours of service. In addition to the inspections performed, we are considering a 1000-hour life for this component.

To inspect this item, the nose gear actuator must be removed from the aircraft, the 2-4420-1 fitting should be indexed to the actuator rod (assuming that the gear is in rig to begin with). The fitting and jam nut must be removed from the actuator. Thoroughly clean the threaded end of the actuator rod. Inspect the threaded end with special emphasis on that area between the jam nut and the where the full diameter of the shaft begins. This needs to be done with a 10 power or greater magnifier or microscope. The cracks have always occurred in the very bottom of the thread groove or just below the treads in the reduced diameter area of the shaft. When the cracks

are small they can be very discreet. Likewise, some of the workmanship found in the manufacture of some of the older shafts makes it difficult to tell crack from threading irregularities.

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