

Seattle Seabee Club
NEWSLETTER

March 15, 1968

NEW LOOK FOR OUR NEWSLETTER

Thanks to Dick White of the SEAPLANE PILOTS ASSN. OF CALIFORNIA for informing me about ITEK printing, we now have a presentable NEWSLETTER. After reading previous newsletters made on my Hectograph, I'm sure your eyes approve.

SECOND DINNER-MEETING HUGE SUCCESS

Our Club may be young, but it's size and enthusiasm has already exceeded our fondest dreams. Thanks to 16 members of the VANCOUVER SEABEE CLUB, we had over 50 people in attendance. Our meeting had a number of highlights, but certainly, one of the most meaningful was the visit by so many of this very active Club. They showed us a movie of some of their "Splash-Ins". If there had been any doubts about the fun that can be had at such a gathering, I'm sure these movies and the warmth of this fine group, erased them. It's a long drive from Vancouver, but we all hope they come back, often.

TWIN-BEE

The most exciting feature of our Dinner-Meeting, was the appearance of JOHN AND ANN SCHAPHAUSEN and their boys, JOHN and MARK, in their beautiful TWIN-SEABEE, from Spokane. (my old home town, yet 110 All of us have read articles about the TWIN-BEE in various magazines, but you have to see this fine machine, and fly it, to fully appreciate it. JOHN had the TWIN-BEE on display at the meeting. Next morning, he flew it to my home on Lake Sammamish where all who could drop by, had a chance to go for a ride. My BEE provided a basis for comparison and a platform for some air to air pictures and movies. The twin-BEES performance was very impressive. I timed one take-off with 5 aboard and 60 gallons of fuel, at 15 seconds from standing start to lift off. This was followed by a 1100 to 1200 fpm climb. Performance like this coupled with the SEABEE'S famous water handling characteristics and roominess has to make the TWIN-BEE a top contender in the twin engine amphibian class. The only weak point seemed to be cruise speed, and JOHN claims over 140 true at 8500', full gross, 65% power. There's certainly nothing wrong with that using 180 LYCOMINGS and 80 octane fuel.

CONT. 250 HORSE SEABEE IN ANCHORAGE

For those of you who couldn't make our last meeting, I made a trip to Anchorage to see and film the fabulous SEABEE that GEORGE PAPPAS has spent 3 years modifying. In addition to the Continental IO-470-P engine (used in LANE RIVIERA) GEORGE has installed a 24 volt electrical system, new instrument panel, electric hydraulic system, new trim tab control mounted on floor like a 182, engine controls that use stainless steel cables and pulleys, instead of 18' rod-sleeve controls, replacement of rubber biscuits in the tail wheel with a shock strut, Moony yokes, double windows, new interior, flush door handles, and a number of other goodies. Performance increases include a climb to 8000' in 16 minutes, cruise speed of 115 indicated at 23" and 2350 RPM (using FAA's trailing bomb for accurate readings) and breaking water in 20 seconds from a standing start on smooth water, 14 seconds in choppy water. All this at max. gross. All that remains to be done before STC is vapor lock fuel test. For this GEORGE must heat fuel to 100' and then climb to 8000' without a vapor lock. Understandably, GEORGE plans to install a small aux. tank in baggage compartment to use for this test. He is swamped with other work right now, but will get to this in time to have the ship completely done including new paint and large spray rails, by June, when he plans to fly it to Seattle on vacation. GEORGE says this ship will be for sale when he comes down. Price is \$22,500. Which may seem like a lot of money for a SEABEE, but is a bargain for a hybrid SEABEE-RIVIERA, with the best features of both. If interested, contact GEORGE PAPPAS, BOX 3567, ANCHORAGE, ALASKA. Better hurry, though. GEORGE says several in the ANCHORAGE area have expressed interest.

SHOP AND SWAP

MIKE CROUTCHES has an assortment of spare BEE parts. Send him your want list at AMERICAN AIRCRAFT SALES CO., 21015 SKYWESY DRIVE, HAYWARD, CALIF. 94541.

TONY GROUT, BOX 1912, SPANAWAY, WASH. PHONE LE 1-0909 has his BEE up for sale. Sounds like a dandy with 25 hours SMOH, Large Spray Rails, FGP, KX-150-B, extended wings, new leather roll and pleat int., good glass and rubber, 3 tone paint, new fuel cell and metal prop. 1360 TT.

ED KENNEL reminds me that his BEE is also for sale. It has a fresh license and is in first class shape, having always been maintained by KENMORE AIR HARBOR. The price is \$5500. We want both TONY and ED to know that even if they are successful in selling their BEE'S, they are still a part of our Group and they will continue to be active with us. Besides, we know it is only a matter of time before they will have another BEE. Once a BEE owner -always a BEE--!

BOB RAWLINGS, RT. 2 BOX 395A, SAULT STE. MARIE, MICH. Has an interesting BEE for sale (N6561K). 550 hrs. total, with 0 since extensive top o'haul. Factory reconditioned cyls. With all new valves. Narco VHT3 radio, B-50 prop control valve. BT oil cooler, exterior and interior done over. Paint is red and white, (I have a picture) Price\$3500!!!

If any of you have something for sale, or need a particular part, let me know. We'll try to spread the word.

SPLASH-IN

As was mentioned in the last Newsletter, and again at our meeting, we want to have a SPLASH-IN next month. We are planning one jointly with our Canadian friends from VANCOUVER SEABEE CLUB. The site selected was SYDNEY SPIT being located at the outer marker for PAT BAY AIRPORT. This is the International Airport for VICTORIA, B.C. To eliminate any problem with Customs overtime charges in the U.S., we have decided to have our SPLASH-IN on a Saturday. I have talked at length with the Customs people about having both a Canadian and U.S. Customs man on hand at the SPLASH-IN. They were most co-operative, but after 30 minutes they made it clear that altering the regulations to allow pre-clearance from a Canadian point was much more red tape than it was worth. We can land at PAT BAY for clearance in-bound, and FRIDAY HARBOR is very handy for U.S. clearance outbound. Flying boats can use VICTORIA HARBOR and FRIDAY HARBOR. We had hoped JOHN SCHAPHAUSEN could join us in the TWIN-BEE, but he and his family will be touring BAJA CALIFORNIA the first part of April and JOHN will be out of the country the rest of April. I'm sure JOHN will be able to join us at future SPLASH-IN'S. For a time, lets try SATURDAY, APRIL 20th, for first choice and the 27th for second choice. We'll take the day that the most can get free for. There are a number of you that don't have BEE'S or BEE'S in flying condition, right now. If any of you want to go, let me know. By the same token, some of you might have room for some passengers. If you will contact me, I will attempt to gett you together. With a decent break on the weather, we should have a ball!! SYDNEY SPIT has a long sandy beach with room for 100 SEABEES. There are also rest-room and cooking facilities. Besides the picnic, we will have a spot landing contest and some formation flying. If anyone has a portable VHF transceiver, such as a Regency Standby I, please let me know, as these are very useful at a gathering such as this. If the 20th has lousy weather, we will use the 27th for an alternate date. While it isn't necessary to make reservations, of course, I would like to have some idea of who is coming. If convenient, I would like those of you who are going to try to make it to give me a call. We'll see you at the SPIT around 11AM.

NEXT DINNER MEETING

Every other month, on the second Friday. That's going to be May 10th. I think we are established to the point that we can count on at least 25 or 30 at every meeting, which is what we must guaranty the EL NIDO in order to get the banquet room. Therefor, starting next meeting, reservations will not be necessary. (but if you could call and let me know, I would sincerely appreciate it. Hate to worry about paying that bill all by myself!!)

DO YOU WISH TO RECEIVE THE NEWSLETTER??

Due to the high cost of postage and supplies, we will soon cut our mailing list to only those expressing a desire to receive the NEWSLETTER. Anyone that has attended any of our Dinner-Meetings or already contacted me by mail or phone

will automatically receive it, but those of you who have not will be dropped from the list unless you drop me a note or phone in the near future. After all, we don't want to bother anyone with "junk" mail unless they want it.

Best regards,

Don Kyte, 114 W. Lk. Sam. Blvd., S.E. Bellevue