

SEAPLANERS CLUB NEWS LETTER

There will be a meeting of the SEAPLANERS CLUB:

Saturday, July 18, 1964, at 10:00 AM

HERB MAAS' LANDING STRIP  
ZION, ILLINOIS

(Their phone: Majestic 3-2480)

It's POT LUCK, so bring along a salad or a hot dish.  
--Charcoal B-B-Q available for the outdoor chef—  
Terry says she has a percolator, and will make a pie!

For those poor souls who drive:

Route 41 to Delany Rd. (Delany is just north of 120 & 132)  
Turn right (North) on Delany for about 3 miles:  
Maas strip is second farm north of Rt. 173 to west side of Delany.

For those fortunate ones with flyable aircraft:

West of Zion, approx. 2 mi. south of Wis.-Ill. Line,  
about 4 mi. north of Waukegan Muni.  
Strip is E-W. 1800 feet, sod, with trees on north edge which  
reduces cross-wind difficulties.  
Note: There is a high line about 600 feet to the East. No  
problem landing either direction, but may present some  
trouble taking off into the East.

THE FLY-IN AT KELLY LAKE FOR JUNE 26<sup>th</sup> HAS BEEN CANCELLED. No new date has been chosen other than one of the first three weekends in July. If you wish to attend, , contact Jack Egemeier (Evenings: CR2-5602, Week-days: HU6-7631) for details.

#### FLIGHT NEWS:

The SPLASH-IN at the Swanson's cottage at Pistakee Lake got off to a slow start because of post-frontal weather. Three Seabee's ultimately showed up, and with the Swanson's Skimmer made four aircraft in all. Due to late clearing and early fog around the ed of Lake Mich., some appeared Sunday (the rain date).

Herb Maas must have twisted someone's arm, as he had his 16 mm movies of the SPLASSH-IN at the regular May meeting the following Thursday. There is one advantage in not bringing your own aircraft: you then can have more time for the camera.

Swanson (N265B) bases his Skimmer at Mitchell, and comutes back and forth to Pistakee—20 minutes as compared to 45 by car, and far safer!  
Just like New York, eh, Dimitri?

Dimitri Rubikoss (N6205K) is planning to fly his ship in from New York and base it at Palwaukee. Bring it along to the next fly-in, but be prepared for a close airframe inspection from the curious fresh-water boys for effects of salt-water.

Yours truly and boss (?) (N6723K) had the pleasant experience of being the guests of Wes Stetson at his seaplane base on beautiful Lake Tahoe (by train to L.A. & auto to Tahoe!). Wes has operated his Seabee (N87482, Serial #33) from Tahoe (elev. 6200') since 1947. A ride was offered, which was accepted with alacrity, so now I know that a Seabee ...to lift off of water at elevations over 6000' and 40°F WILL! Not only will it get off gracefully, but performance is comparable to my own extended wing model in Chicago area. This was quite a pleasant and informative experience, and one which I (we!) shall not forget.

*Red Jellison and yours truly left Lombard in N6723K at 0645 Friday, stopped in to talk to Nick Flynn at Monticello, Minn., Harry Halstead at Downer Aircraft, Alexandria, Minn., and finally dinner at Bemidji. Left Bemidji Saturday at 1245, home before 1800. Bucked headwinds all the way north, so stayed low and throttled back to 22" and 2100 RPM, and burned just under 13 gph. Returned we flew 7500 msl., 22" and 2200, and burned just over 14 gph. \$76.00 worth of gas, not Bonanza speed or economy, but she floats and flies right side up.*

#### **MODIFICATIONS:**

*Sooner or later Seabee pilots run into trouble starting a hot engine, and from then on envy the lucky owner of a geared starter. Although this helps, it isn't the whole answer—just ask the man who owns one. So all Seabee owners are constantly looking for the perfect solution; or were, until Egemeier (N6258K) took the bull by the horns and traveled the rocky road to success (the hard way) with a 6 volt conversion. The secret is that the armature must be changed as well as the fields, then you have a real screamer, as those who saw Egemeier start up at the SPLASH-IN will verify. We understand from one source that similar starting difficulties have developed in late model high horsepower automobiles, so most starter repair shops are familiar with the problem and can convert a Seabee starter to 6 volts. Cost runs between \$25 and \$35.00. Rumor has it that one model of post-war Dodge truck used as tarter with an armature the same as the Seabee's, only wound for 6 volts. So come on, fellows, let's find out what your friendly Dodge dealer can do: we need the part number, then it's a simple matter to convert.*

*As long as we are on the subject of starting problems with the Seabee, a discussion of batteries may be in order. Original equipment for the Bee was an Autolite CF-129 form 221, rated at 72 AH, weighing 52 lbs. This battery is no longer available, and consequently two other batteries have been approved: The Mitchell, Type 2SM-9, rated at 60 AH, weighing 45 lbs.; the Exide, Type 2SM, rated at 53 AH, weighing 39 lbs. The 45 and 39 lbs. sound great, but let's face some facts: the Seabee standard direct drive starter will not turn over a hot engine with power supply of less than 72 AH. The closest aircraft type is a DC3 battery, rated at 88 AH & weighing 88 lbs. This lists for around \$90.00, so either the weight or the price rules this out. Wisco can furnish their SU-3SM, 72 AH battery, with spill-proof caps and screw type terminals, for around \$20.00. Weight is 56 lbs., which is 4 lbs. more than original equipment, but they must be in the right place, as it surely has a lot of endurance.*

*With the 6 volt starter modification and a good high charge alternator, possibly a 60 AH or less battery would work satisfactorily and save some weight. More on this when we have more definite data.*

*Nick Flynn offered some bits of valuable information: to reduce vibration, install a 2-bladed prop in the horizontal position with the engine in TDC of #1 cylinder. A 3-blade prop should be installed with the horizontal blade on the starboard side when on TDC of #1 cylinder. Another bit: make sure that the exhaust stacks don't hit the cowling, as this breaks off the mounting brackets and result in the stack going through the prop. The stack should be centered in the cowling opening, and any wear around the opening indicates that the stack is hitting. Still another bit: metal props with extended spray rails are recommended if possible prop must be (?) spray the blades with black engine enamel, as it will fsr outlast the usual varnish. And another: Nick pioneered the root plate and obtained approval, but ony for one Seabee, so he cannot extend the STC; however, Chicago FAA maintenance personnel seem willing to go along on a field approval basis. Material may be purchased locally or from Nick for \$35.00. Still more: install two mirrors on the port float strut to view the engine compartment drain and tail section. He drills the fourth rivet below and the fifth rivet above the parting line of the float strut and float, and mounts mirrors with one screw each in these holes. Just one more: his suggestion on engine operation is not to lean in excess of the position to obtain maximum RPM, then push the mixture control in 1/8 to 1/4 inch; maintain low MP, high RPM, preferably 21 inches Hg. and 2300 RPM; above all, don't trust your gas gauge: other than the gauge giving erroneous readings, the tank has a habit of collapsing if the corners are not secured properly. Nick suggested a fix, and we are working on another possibility. In any event, details will be published when available.*

*Wes Stetson felt, as did Nick Flynn, that the plastic prop had no place on a Seabee. Not only does the metal prop improve performance, but most of the difficulties which constantly plagued him*

disappeared along with the plastic prop. He doesn't quite agree with Nick Flyn on the method of installing the prop. He feels that this should not be installed in any one position, but position relative to the crankshaft throws altered until the point of least vibration is located for each engine and prop combination, and then balanced dynamically by trial and error until a smooth operation is obtained.

The usual inspection brought out many differences between Wes's Seabee and later production models. Most noticeable was the covering of the rear spar to form a contoured slot between the wing, ailerons, and flaps. This was omitted on later production models, and Wes found that installation improved performance. This was included to serial #84, which yours truly dismantled for parts, so we have a pattern, and dimension are available for the asking.

The bow door prop has always been a problem, and Wes has the only modification which really looks good. It is very simple: just reverse the whole prop assembly; that is, remove the angle bracket and tube from the fuselage and attach to the bow door, and install the clip on the fuselage. It is really quite effective, and can be operated, as demonstrated by Wes, by the pilot from the left seat no less.

Maas (N6019K) and yours truly (N6723K) decided to settle the argument about aluminum and steel seat weights. Here's the dope:

	Aluminum	Steel
Rear Seat	5.5 lbs.	12.0 lbs.
Front Seat	21.0 "	27.75 "

(Weights do not include the cushions)

#### WORKSHOP:

Maas-Semenchuk (N6019K). Those who saw the Maas' movies know the color is predominantly red (a real bright red!) and gray. At this writing flush cap and overhead engine controls are installed, and a freshly majored engine perched on top. There is quite a bit of work left, but by meeting time it should be pretty well along. Estimated finish date is September.

Hanson (N6070K). Still plugging away, with a scheduled flight date of July. But he admits September is more realistic.

Bracket-Whitney (N6007K). Found the crankshaft which they returned to the Franklin factory was no good. Understand they have a replacement in the works, and should be in business about or shortly after meeting time.

George Pomeroy  
1860 Peichert Street  
Sauk Village  
Chicago Heights, Illinois

has volunteered to start a parts-swap service. Just send him a list of your Seabee parts inventory, and your requirements.

Attached is a copy of Mensings's Seabee Parts List. Note: some prices are above Downer's. Motor mounts are \$12.00 per pair, 3 pairs required. Downer price list shows front mounts at \$6.27, and rear mounts at \$6.53/pr. Bracket ordered a set from Downer, but they have been repriced at \$39.00 for a set of 3 pairs. Maas found that Seabee mounts are identical to early Navion mounts, priced at \$11.00 per set of 3 pairs. Understand that some Bonanza mounts will also fit.

#### MECHANIC'S LITTLE HELPER:

To repair AC fuel pump assembly #1539431 (odd side), or #1539433 (even side), used on Franklin 6A8-215-B8F and 6A8-215-B9F engines, use AC fuel pump repair kit #RA-162, part #5592077.

An Airworthiness Directive covering lubrication on Bendix Scintilla magnetos does not include the -31 magneto used on the -B9F Franklin engine, and therefore it has always been assumed that this AD does not apply. Wes Stetson dismantled a -31 mag. for yours truly to point out an oilite

*bushing supporting the rotor which has no provision for lubrication, and therefore the assumption is in error. He recommends the magneto be dismantled every 100 hours of operation, and this bushing be lubricated.*

*For those of you who have tried to locate a replacement generator belt, we have some numbers, compliments of Wes Stetson: American Brake Block #26, Goodyear FB-36-13, Thermoid 5L-380 (This is slightly long).*

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