

SEAPLANERS CLUB NEWS LETTER

There will be a meeting of the SEAPLANERS CLUB:

Thursday, September 24, 1964, at 1900 (7 P.M.)

at

LOUIS PLACE
351 EAST LAKE STREET
ADDISON, ILLINOIS

--Free parking adjacent --

Dinner, and drinks if desired, will be "Dutch", as usual.

Suggested routes to LOUIS' PLACE:

Approaching from the East:

Via Eisenhower (Congress) Expressway—
Get off at Lake Street (Route 20) (Eisenhower terminus)
Go West on Lake Street—about 3 miles.

Approaching from the North or South:

Via Tri-State Tollway—
Get off at Lake Street (Route 20). West on Lake Street.
(Transition is through Eisenhower Expressway, so continue
to its terminus to pick up Lake Street.)

LOUIS' PLACE is about 3 miles West of the Eisenhower-Lake junction,
(1 mile West of Route 83) on the South side of Lake Street.)

FLIGHT NEWS:

Red Jellison (N6003K) has been building up water time by hopping passengers from a small lake in Indiana. Understand he has a good supply of AN 3 screws on hand to replace popped rivets. What do you think of those Sunday afternoon motorboat jockies now, Red?

The EAA Fly-in was attended by only 2 Seabees: Egemeier (N6258K), and your truly (N6723K); one less than in 1963. We are slipping, but then maybe next year, with more ships in the air, we may do better!

Congratulations are in order for Lloyd and Leda Misiowiec---they purchased Seabee N6013K the first week in July! Picked it up at Portage, Wisconsin, and flew it to Mitchell without being checked out yet. Understand a thorough briefing of the operator's Manual did help; also, it's nice to have a copilot who can read off the check list as required.

Swanson (N265B) had some tough luck with his Skimmer when he caught a high wave with his tip float. Understand that, as long as he has a few rivets to pound, he intends to update the basic Skimmer design by grafting on the Lake nose, and possibly wing extensions.

Jack Egemeier (N6258K) has been eyeing the Lake, and during a recent visit to Elkhart by Seabee worked up a deal for a swap. Maybe by the time this goes to press Swanson's Skimmer will have a companion.

The Ellises (N6277K)(or it WAS, earlier) took their Junk—and this is a Chinese boat, not their Seabee—up the Great Lakes for their vacation. When do we get to see a photographic record of this jaunt, Jack and Jinny?

WORK SHOP:

Bracket-Whitney (N6007K) finally have all of the parts for their engine. Understand they sent the works to West Bend for assembly. Is duck season really that close, or could it be that they want to be the first in the air of the three Bee's undergoing major rework?

Maas - Semenchuk (N6019K) have all new wires installed, and the freshly majored engine sports chrome rockerbox covers: "flying hot rod", no less! (Rumor has it that there are two other Seabee engines sporting quite a generous amount of chrome, too.) Just needs windshields, upholstery, wing installation, and a million and one odd jobs, then finally enough nerve to splash oil and bugs all over that work of art. It's September, Herb, what's the new finish date?

Hanson (N6070K) is getting closer to the end of a long hard grind. What happened to July, Paul?

Rebikoss (N6205K) found that he had a tired engine when he tried to ferry his Seabee from N.Y. to Chicago. George Sentas of Detroit is doing the major. Tell us how a Seabee runs with a short lift cam, Dimitri. The replacement should make a world of difference.

MODIFICATIONS:

Your truly (N6723K) obtained field approval from FAA for Nick Flynn's root plates. A template and sketches are available which anyone may borrow if they are interested in a phenomenal increase in performance at little additional weight penalty.

Larry Byerly (N6320K) advised at the EAA Fly-In that his Seabee had smooth skin on the wings. Curiosity got the best of 'Ol Snooper, so, down to Peoria, and sure enough, smooth skin on the wings! Modification was by George Potter Aircraft and carries FAA approval. Byerly's chief pilot claims 110 cruise, but then there is a spinner on the fan which may account for part of this. No paper work on the spinner, so we are still looking for an approved spinner installation so we can get a copy of the 337 and make this addition without a lot of red tape. Didn't get to fly this ship as it was in the shop. It's for sale at \$6500., and bidders contact Larry Byerly, Byerly Aviation, Inc., Greater Peoria Airport, Peoria, Illinois.

Rumor has it that a Mr. Bickerstaff, of Clearwater, Florida, has obtained approval on an installation of a Lycoming engine in the Seabee; also Seid Aviation Corp., San Francisco area. Any definite information would be welcome.

MECHANICS LITTLE HELPER:

Autolite part number of the 6 volt starter armature which will fit a 12 volt direct drive Autolite starter used on the Seabee: MCH 2028 6 volt. This information complements of Wes Stetson.

DUSTY GEMS:

A husband, on his way North to his favorite fishing spot, before leaving the last outpost, sent his wife as a present a check for a million kisses. The wife, a little annoyed, sent back a post card which was waiting for him upon his return to the outpost, "Dear Jim, Thanks for the birthday check. The milkman cashed it for me this morning."

Castles in the air are too expensive to keep up.

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