MARCH, 1966 *Volume 4 --- NUMBER 2*

SEAPLANERS CLUB NEWSLETTER

SEAPLANERS CLUB meeting will be:

FRIDAY, MARCH 18, 1966, at 7:00 PM

at

SPORTSMAN COUNTRY CLUB
3535 DUNDEE ROAD
NORTHBROOK, ILLINOIS

Club entrance is on the south side of Dundee Road (Rt. 68), slightly west of Sky Harbor entrance. And we will have the SAPPHIRE ROOM—sounds swank, eh?

For those approaching from the South:
via Edens---get off at Dundee Road, and go West
vis TriState---get off at Willow Road, then go East
Turn North on Pfingsten, then West on Dunee Road.

For those approaching from the North:
suggest following Waukegan Road (Rt. 42A), as there is no outlet on Tri-State between Half Day Road and Golf Road.
Turn West on Dundee Road

The BIG NEWS for this issue is the SPRING SPLASH-IN, scheduled for the week end of April 29, at Al Gaston's White River Resort, Lakeview, Arkansas. We plan to arrive the afternoon of the 29th, and depart the forenoon of May 1st. There are 30 cottages, some just bedroom, some are housekeeping with equipped kitchens, adjacent to a 2400 foot sod landing strip on the edge of the White River 2 miles below Bull Shoals Dam (on Tulsa sectional). Guide service, restaurant (all meals) facilities, and ground transportation available. A 20' john boat furnished with each cottage. Bring your own tackle, motor, etc., or rent theirs. Also, if you like a cocktail before dinner, bring your own C2H5OH: it's a dry County. Three Bees from Texas plan to be there, and we have five from Chicago area lined up to go. No rain date, so pray for good weather; if no good, we will go by ground transportation (Falcon and Dodge Club Wagons), so all pray: driving is dangerous. Be sure to bring movies, photos, etc., and necessary equipment to show.

Make your own reservations with Jim Gaston, Manager, for type of cottage you wish. Rate schedule is enclosed. (Note that deposit is required to hold reservation)

DOWN TEXAS WAY

How many pulled out the glass to search between the dots on the February issue of AOPA Pilot for new ideas from Alcor's Seabee N6113K? From the position of the bow door support, it looks like they incorporated Wes Stetson's modification, which is quite handy I might add.

Gordon Travis, N6705K, has just finished extensive mods, which include wing extensions, large spray rails, 3 bladed prop, fan spinner, flush gas cap, extended oil drain, baggage vents, glave, interior, gold-white-black paint, underfloor ice chest, and, I quote, "all inside hardware, such as trim tab, all handles, knobs, and gadgets are 14K gold plated".

Tom Danaher, N919VW, has now equipped his Bee with an electric hydraulic system. How about filling us in at the Splash-In? As of last month, his Bee hadn't been painted. Still has the Japanese "meatball" insignia.

Phil Mirgle, N4404K, added another radio. Understand he now has the same number of radios as his Delta Airlines's DC6. Up here, we just take along a passenger to talk to if we get lonesome; radios weight too much, and they can't handle a bow line, either.

MODIFICATIONS

Don Kyte, N6144K, our roving snooper (self-appointed, too), checked over a group of Bees at Vancouver, B.C., between flights. 20 minutes doesn't give one much time, but he did manage to get in touch with W.G.Mountford of Pacific Aero Design Ltd. Had to cut his conversation short, as FAA frowns on only one pilot up front in those big tin buckets, but information has begun to come in by mail. Pacific Aero Design Ltd. Has a 20" wing tip (modified Herner) and root plates (Similar to the ones which we have been installing locally and mentioned in previous Newsletters) in kit form for $450. This is approved by Canadian DOT. Skinner Aircraft, Tamiami Airport, Miami, Fla., is trying for FAA approval. Also have along the outboard edge, approved by DOT. Understand they have found that the fan spinners (also approved by DOT) have reduced engine maintenance. Their latest mod. is to adapt a copter turbine similar to the Allison 250-C18 to the Seabee. This is about 1/3 the weight of ye-olde-Frankie, and at altitude burns about the same fuel per bhp. So who knows, the Bee may become a bird yet.

Bill Christopher, CF-ONP, sent a number of photos, including a color shot of 8 Seabees lined up at Vancouver. They surely look nice all painted different colors and no two designs exactly alike, and so shining. Until I read Bill's comments regarding the normal trials and tribulations of the usual Seabee ownership, I had just about lost faith in my ability as a grocery-store mechanic, but then when I look into the innermost parts of the engine I can't help but wonder if rubber bands might not be the best solution in the end.

Bob Parker of California Flying Systems, Inc., 2735 E. Spring St, Long Beach Airport, is extending the standard Seabee wing and flap 24", and has moved the aileron to the tip. Engineering turned up the fact that the 9 AN bolts holding the wing strut attachment fitting to the spar are too weak for aircraft with wing extensions. Replacement with 9 NAS 465-5 bolts solves this problem.

Bob Bridges, 4323 Lowell St., LaCrescenta, California, has done a great deal of research on adapting a larger engine to the Bee. No definite conclusion, though, but he has completed a lot of basic research which includes a complete set of STC's on the Seabee.

Discussed prop erosion with Bill Grahm, chief engineer of Hartzell. He definitely feels that the Lane tip design will reduce prop erosion to some extent. The standard round tip as originally supplied for the 8433 blade is next best, and the square tips are the most subject to erosion. HE suggested painting the leading edges and tips with three coats of epoxy paint. This, of course, must be reapplied as it chips off, the frequency varying with the number of water landings, but is far less costly than blades.

James C. Addison, Aero Products Engineering, Inc., advises that Corben has developed a foam filled fiberglass wing float, the same shape as the original aluminum float for the Seabee. No FAA approval, but if there is enough interest, will get approval. Price is about $150.00.

There has been considerable discussion about the practicability of exhaust temperature analyzer to determine proper mixture settings to strike a balance between economy of operation and maximum engine life. Although fuel economy has been overstressed in many instances, we find that such an analyzer does give the pilot a true indication of the effects of leaning, and a guide to its effect on engine life. In addition, more elaborate systems are available to enable the pilot to analyze engine troubles by detecting changes in exhaust temperatures at each cylinder. For those of you who want more information, we suggest you read the best unbiased discussion on this subject that we have found to date, which appeared in the March issue of Plane and Pilot, published by Werner Corp., 1011 Swartmore Avenue, Pacific Palisades, California.

Yours truly tried a new formula for majoring N6723K's pushum unit. It starts something like this: dismantle four complete Seabee engines, inspect all parts and pick out enough major parts for one engine and add the usual new valves, rings, bearings, etc. Everything is easy until one reaches the point of selecting enough compatible parts for one engine. Did get a good picture of the improvements (in both directions) made during the manufacture of this mill, tho, as engines included both early and late –8 and –9 models. Individual parts differences were: two different designs of rods, oil pumps, pistons, pushrods, rocker arms, rocker shaft supports, oil screens, oil pump suction tube brackets, oil relief valves, crankshafts (one nitrided), and minor construction differences in –8 crankcase; three different designs of tappets and cylinder liners & four different designs of camshafts, all in addition to the more familiar differences between the –8 and –9 engines. Most of us were familiar with some of the variations, but the difference came as somewhat of a shock. So, anyone majoring their Franklin make sure that replacement parts are compatible or of the same design as the ones removed. This may prove somewhat difficult, especially if purchasing new replacements, but contact Robert Williams, Franklin Parts Mgr., as he has been most cooperative.

SWAP AND SHOP

Have received word from our Texas group that they have had some rather unfortunate experiences with Bob Mael. So for the present, suggest caution when ordering parts from the Seabee factory at Portage. We have had little difficulty, as we are close enough to make each purchase a cash and carry transaction.

Seabee brake blocks are the same as used on the Navion, Part # B27-250. May be purchased from Harwick Aircraft for 65¢ each.

How many saw the ad in February issue of Trade-A-Plane by Harry Stewart-Moore, N6350K? Understand when the engine was majored at Clewiston, Florida, last winter, bronze Pratt and Whitney guides and sodium exhaust valves were installed. This should get rid of the valve guide rusting troubles experienced with the cast iron guides as originally furnished. The aircraft is hangared at Sheboygan Memorial Airport, Sheboygan, Wisconsin.

Ages ago pilots discovered that a lubricant smeared over their wires and struts would keep off ice until the lubricant eroded away. Today we have several lubricant substitutes which will not erode away. Teflon is one. Cessna's early test coating had to be baked on at temperatures to 1,000°F. Since then, however, Teleflex, Inc., of North Wales, Penn., has developed a Teflon coating process that is chemically cured at room temperature and can be sprayed on like paint. It is called SermeTel. Perhaps a poor man's all weather aircraft may someday become a reality.