

SEAPLANERS CLUB NEWSLETTER

SEAPLANERS CLUB meeting will be:

FRIDAY, MAY 20, 1966, at 7:00 PM

at

MATT SCHULIEN and SONS (Their Phone: IR8-2100)
2100 W. IRVING PARK
CHICAGO.

Matt Schulien's is on the north side of Irving Park; parking lot just West. We have the Banquet Room, so plenty of space for the Splash-In movies, etc.

Weather did us in again, and many who planned to attend the Spring Splash-In were forced to cancel. We did manage, if we may be so bold as to use the term, a "mass flight" of 3 Seabees escorted by Don Kyte and Maxine in their Bonanza. Jack & Jinny Ellis, with Jack III & Jill, left Chicago in their Bonanza Friday afternoon, arriving about an hour after the last Bee landed.

Paul Hanson (N6070K) and yours truly lost a mag just after lift-off from Alton. By the time Don Kyte relayed the news to Herb Maas (N6019K), throttle-bender Lloyd and Leda Misioweic (N6013K) had disappeared in the St. Louis smog to be the first to arrive in Ark., so the group was reduced by 25%! Herb waited at Columbia, Ill. (of all places) until repairs were completed and joined us after we were air-borne. There is a question about Don: is he now a Bee Keeper, or ees hee a Shepherder??

Leo and Betty Benjamin were forced down late Friday in their Tri-Pacer 60 miles north of Bull Shoals, and were finally rescued Saturday by the Kytes (by car!). Despite the odds, 18 from the Chicago area did attend, and some even did catch fish. Rainbow may look like gold, but don't taste it: good eating!

Weather from Bull Shoals south was stinko, so none of the Texas group made it.

J.R.Nielander, Jr., is looking for a Soudia Marchetti, or a Fairchild amphibian, both built in the thirties. Anyone knowing of the whereabouts of a complete or rebuildable ship contact him at Exec Air, P.O.Box 4733, Fort Lauderdale, Florida.

Lloyd Misioweic and yours truly are off again. This time to install a new power plant in a Seabee. Lloyd picked up a GO-435, and I have an old hull to use as a test bed to work out the various installation problems. Hope to have some answers by fall, and a flying version summer of '67. It looks good on paper, with fuel consumption reduced approx. 10%, speed and performance up 15%, and noise level reduced with a slow turning three-blade prop (1765 rpm at 75% cruise).

Starting of a hot Seabee engine has always been a problem, and the direct approach of converting to a 6 volt starter was covered in July '64 Newsletter. Converting to 24 volts for starting, with an Orpin relay (part and connection details available from J.C.Whitney, 1917-19 Archer Avenue, Chicago, Ill.60616) and 2 Cessna 170 batteries, produces similar results. The conversion gives approx. 15 volts to the 12 volt starter, which is comparable to the 8 volts (with a 12 volt supply) to a 6 volt starter. Hugh Donahue, of Coral Gables, Fla., who sent in this information, has been using the relay 5 or 6 years with excellent results.