

SEAPLANERS CLUB NEWS LETTER

Next meeting of the SEAPLANERS CLUB will be on Thursday, September 15, 1966, 7:00 PM at

*SHARKO'S RESTAURANT and LOUNGE (Their phone: 776-6644)
7840 S. Western Avenue
Chicago, Illinois*

No specific information from Tom and Sandy Morly as to menu, but Dutch Treat as usual. Bring anything of mutual interest to help the entertainment aspect.

FLIGHT NEWS

This issue finds things in the flying department in better shape in the windy city: all ships mentioned in the previous Newsletter which were out of commission are, or will be, back in the air by the time this issue is delivered....Timed just right for a Fall Splash-in! Present talk is another try at Al Gaston's. Perhaps the weather will be a little kinder and the Texas group can make it. Marion Wright (N6048K) advised weather for the Spring Splash-in was impossible, so they flew DC8 to Florida, and weather was stinko all the way.

Lloyd Misioweic (N6013K) is going to Canada or else, the week-end of Sept. 10th, with yours truly as passenger. Can't get enthusiastic about XC on a newly majored engine until some local time can prove reliability. So the girls (?) are going by station bus, and we fly 13K.

There have always been differences in reaction time for pitch change of Hartzell props on Seabees, regardless of model. This difference has always been attributed to tight blades or lack of blade bearing spacers. We have found, however, that exact centering of the piston in the prop cylinder is equally important. This was proven out when the A-11A pins were installed in N6013K. Great care was paid to make sure the piston was centered in the cylinder before reaming the three guide pin holes to size. Result is one of the smoothest working props I have seen--just like The Book says it should work.

Most BT oil coolers, as installed on Seabees, were connected to the engine with medium pressure hose, designed for operating temperatures not to exceed 250°F. The inlet hose to the cooler on the port side handles hot oil which often exceeds this value, and is therefore subject to early deterioration. Suggest that if the hose shows any signs of hardening replace it, preferably with Aeroquip 302A, or equivalent which is designed for operating temperatures up to 275°F.

PARTS DEPARTMENT

Maynard Maroos, of Steger, Ill., has a few miscellaneous Seabee parts, including a left elevator. If interested, phone him at Chicago Heights: SK5-0302.

VISITORS

Met Stubby Sappier, from Vancouver, BC., at the EAA Fly-In and quite naturally we spent one evening discussing Seabees at great length. The main topics were smooth wings and power plant replacements. WE have no flight information for the George A. Potter smooth wings, and would appreciate details from anyone who may have had experience with a Seabee so modified.

HELP!!!

With many of the ships in this area on the ground for the greater part of the simmer, news from this end is a little meager. Why not drop us a card periodically to keep us posted on your own personal flight activities or items which may be of mutual interest??? Send these to:

*George W. Mojonnier, Editor
550 W. Grace St.
Lombard, Illinois 60148*

July 1966

NEW ACQUISITIONS

George Pomeroy picked up a Canadian Seabee (Serial # 797 ?) in April which has some very interesting modifications. A few are: 2 airscoops on the top of engine nacelle; Eclipse stater motor adapted to a standard geared Auto Lite starter drive; fiberglas nose, and an aluminum rail in the center of the top of the cowling covering the fan, to keep the rear cowling from scratching the finish when opened. Ship is presently being prepared for paint, new upholstery, new glass, etc. Pomeroy is looking for a complete gear, including wheels.

SWAP AND SHOP

Alfred L. Wolf, AOPA attorney, is selling his Seabee, Serial No. 889. 125 hours since MOH, painted black and yellow, BT13 oil cooler, but otherwise standard, including plastic prop. Asking \$6,000.00.

OPEN HOUSE

The SEABEE CLUB, Vancouver, B.C., had an Open House and Barbecue on July 1st. Surely wish I could have attended. But even our Ship Herder (or is he our Bee Keeper?), Don Kyte, couldn't wrangle a flight for the occasion.

MORE ON BOB MAEL'S OPERATION

Picked up some more parts at Portage, and was surprised to find Mael's parts supply has dwindled drastically. Practically no hull bottom ribs, no wing tip ribs, some bottom plates; but worse yet, he apparently is taking no steps to replace depleted stock. Looks like the best bet for parts is Leavens Bros., Toronto, Ont.; Kenmore Air Harbor, Kenmore, Washington; or make your own.

