

SEAPLANERS CLUB NEWSLETTER

Next meeting of the SEAPLANERS CLUB will be on Thursday, November 17, 1966,

7:00 PM at

EHLEN'S GREEN TREE INN (Their phone: 766-0660)
800 W. Irving Park Road
Bensenville, Ill.

General menu with dinners from \$3.50. Dutch Treat as usual, with separate checks this time. Gather at the bar first. Remember to bring along any film, slides, etc. that you'd like to share with others, or material of mutual interest. (Only a screen is available, however)

FLIGHT NEWS

Winter came early in the Windy City this year, with snow on November 1, and windy most of October. Lloyd and Leda Misiowiec (N6013K) started for Arkansas by BEE on the 21st, got as far as Joliet and found head-winds reduced ground speed to 60 MPH. A quick check proved they couldn't make it by dark, so they returned (at 140 MPH) and drove. They are really convinced that driving IS dangerous, as they had a really close one on Route 66.

Herb Maas (N6019K) and Paul Hanson (N6070K) tagged along with Jim Law in his 172 to the Wolf River area October 23. Wind picked up enroute, so both Herb & Paul got in some practice doing 'Misiowiecs' (curtsies!). Understand Paul taxis cross-wind like most of us row a boat: in circles. One thing pilots of earlier Seabees with full-swivel tailwheels learned early is to open the bow door when taxiing in the wind. Steerable tailwheels help, but when they unlock, it's a 'Misiowiec' or a 360 – just ask Paul.

About that trip to Canada September 10th. N6013K performed like a real jewel until we stopped for gas at Cable-Union, Wisc. We discovered the prop was throwing oil, as the result of a broken prop cylinder guide pin. So, finished the trip by car. Two weeks later she was retrieved, sporting all new guide pins.

Paul Hanson (N6070K) blew hydraulic line on the gear and had to land on water, where repairs were made in near-freezing temperature. Upon extending the gear, the wheels hit bottom, breaking the arm on the landing gear actuator torque tube coupling. Paul & Don Kyte (N6044K) were pretty wet and cold by the time replacement parts were in place and the Bird snuggled down in the hangar, with water streaming from all drain holes. We can sympathize with Paul in his disgust, as what started out to be a brief local flight turned out to be a cold, wet, two day struggle. It's comforting to know, though, that there are other individuals stubborn enough to keep trying to tame such a cantankerous, belligerent, inanimate beast, when there are comparatively trouble-free flying machines available, which are capable of doing about 1//2 what the Seabee takes in stride. Perhaps it's the memory of those cool dips on hot summer days, or the chance for a bigger fish in a remote lake, that create the motivating force to drive one to trade hours and hours of labor for a few moments of perfect enjoyment.

MAINTENANCE TIPS

We have numerous accounts recently of difficulties experienced in getting rings to seat after overhaul. Lycoming engineers advise that if rings do not seat, oil in the combustion chamber will reduce the effective octane rating of the fuel, resulting in detonation and subsequent engine damage. One solution during early operation of engines is to use a fuel of higher octane rating. In one instance, ring-seating difficulties experienced on an O-320 Lycoming were corrected by switching to 100 octane fuel. It is interesting to note that Continental has recommended for some time that their engines be run in on 100 octane fuel. Naturally, non-detergent oil is recommended for the first 25 to 50 hours of operation, and then switch to detergent oil, if desired.

It has been the habit of some Seabee owners to loosen control cables below recommended tension to obtain easier control action. Not only does this increase cable wear at fair-lead points, but, from

actual tests, we find it can result in cables slipping out of control quadrants, with complete loss of a control. Republic originally recommended that all control cables be set to 20 lb. Tension, where cables will hold in the quadrant grooves and result in normal control action. Aircraft Components, Benton Harbor, Mich., sells a model C-4 cable tension tester (Item #T-1026) for \$4.95 which has proved quite adequate for adjusting cables to correct tension.

HELP

Did anyone notice the WANT AD in last issue of Trade-A-Plane, placed by Father Anthony Gendusa? He needs a hull for conversion to a Twin-Bee, for use in New Guinea. He has the OK from his superior at Kavieng. But good hulls are scarce, and we haven't been able to help him in this area. He really can make good use of a bird, for traveling between islands, so if anyone knows of a Bee suitable for conversion, pass the information on to him at: 2030 N. Leclair Avenue, Chicago, Ill. 60639.

Tom Danaher (N191VW) needs a new prop hub. If you know of a 12 x 20 hub with a C157 spider, or one above Serial No. 5400, from a Seabee or Navion, notify him at: Danaher Motor Co., Wichita Falls, Texas 76307.

Jack & Jinny Ellis have their Bonanza for sale. This is a good airframe, with a low time since major engine. If interested, contact him at: 10337 S. Peoria, Chicago, Ill. 60643.

A PARTY

A big shindig at Kenosha Aviation, Kenosha Municipal Airport, Kenosha, Wis., on Saturday evening, November 12th. All Seaplaners are invited. Come in street clothes or costume, as you wish. From, oh, about 8 until ? (Bring your own bottle, if alcohol is desired --- plenty of pop available, tho.)

DUSTY GEMS

(Readers are struck with the following because our HELP plea for non-Chicago area items hasn't germinated yet, I guess - or should the P.O. be blamed?)

A husband and wife were having a bitter discussion about who was the more extravagant. "You accuse me of reckless extravagance", said he, scornfully. "When did I ever make a useless purchase?" "Well, said she, "there's the fire extinguisher you bought last year. We never used it once, not once."

A puzzled small girl watched a party of anglers putting off in their Seabee. "But Mummy," she asked, "do the fishes like all that beer?"

Six-year-old Johnny awoke about 2:00 AM. Johnny: Mommy, tell me a fairy tale. Mother: Hush, darling, Daddy will be back from the airport soon and tell us both one.

(Now don't you-all wish you'd have written in some news or interesting items??)

As it will be 1967 by the time of our next edition, here's wishing all of you a VERY MERRY CHRISTMAS & A HAPPY NEW YEAR and more moments of pure enjoyment in 1967 flying.

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