

SEAPLANERS CLUB NEWSLETTER

SEAPLANERS CLUB meeting will be:

THURSDAY, JANUARY 19, 1967, at 7:00 PM

at

MATT SCHULIEN and SONS

2100 W. IRVING PARK

Chicago

Matt Schulien's is on the north side of Irving Park; parking lot is just west. Dutch treat as usual. General menu; specialty is German dishes, in Banquet Rm.

Movies, slides, etc. are welcomed. Jack & Ginny, will you please try again?

You may find this issue a little better than usual, as response to the plea for news was most gratifying, especially from the folks down south. We surely would like to hear from all of you, so scribble out a note of suggestions, criticisms, or whatever; and never fear, if I can read my own hieroglyphics, I'll decipher it!

#### FLIGHT NEWS

From Ft. Lauderdale, Fla; Demitri Rebikoff (N6205K) has logged some 300 hrs. since moving his ship from New York City. He landed enroute at Dulles, and, from his description of tower comments, gather the London 707 had quite a time staying behind on final. Shortly after arrival in Florida, George Heinley, of Clewiston, reworked the newly Sentas-majored engine, installed 24" wing extensions, root fences, and spray rail extensions. Ship has survived 3 hurricanes, using wing spoilers and water filled hull. Despite almost daily use in saltwater, there is no sign of corrosion. Of course, the coat of paint, the fresh-water wash inside and out after dunking in sea water, and generous coating of Gulfex A grease on all moving parts, helps. The mere mention of flights to the Bahamas, or dropping in for a quick dip in Lake Okeechobee, Istpkoga, Placid, Sebring, Kissimmee, Cypress Gardens, or Caloosahatchee River makes us Northerners green with envy. Imagine dropping in for a swim in 80° water, always with plenty of camping, boating, and diving equipment aboard! Sure is an ideal spot for the world's most practical production single engine amphibian.

From Zion (Ill., but nearly Wis.), Herb Maas (N6019K) made his annual lake landing during the Christmas-New Year holiday. But, due to low temperature, on wheels. Now, does he log 'Fox Lake local' as water or land time??

From Ft. Worth, Texas: Marion Wright (N6048K)n recently joined the growing ranks of those who've had hydraulic system failure. Being as how it's an amphib that lands on water, as well as hard solid ground, he landed safely, locked the gear down, taxied up on shore and made like a land plane. Investigation disclosed that the hydraulic reservoir was contaminated wit muck. The reservoir can be removed quite simply without removal of the pump, so a cleaning and new fluid made everything normal again. We now exactly how he felt, as many of us have seen that danged gear sitting just out of reach with no apparent association with the handle inside. That's why most Seabees have a quart of hydraulic fluid within reach of the pilot. In addition, we have learned to keep the system full of clean fluid, and make a hydraulic line inspection repair if hydraulic fluid is noted in the hull during pre-flight inspection. Some pilots even fasten a hook on the handle of the paddle and reach out to pull the gear down in case of hydraulic failure. Understand this is quite effective.

Father Gendusa, here from New Guinea, located a flyable Seabee (N6390K) in Pontiac, Mich., and yours truly played ferry pilot, with Father's assistance, to the Twin-Bee factory during the Thanksgiving holiday. Despite some crummy weather including smog at destination, we made the trip in 1-1/2 short days, racing the sun each afternoon. Broke the generator belt enroute, so had to

resort to the old fashioned "self" starter. Delivery of one well oil-soaked Seabee was completed the following day with a five minute flight from the local airport to the old Helio factory strip, where the Twin-Bee factory is located. Incidentally, if anyone visits the factory, land at Forwood airport, as factory strip is short and conditions must be favorable, even though the approach is good. Joe Gigante, father of the Twin-Bee, spent the greater part of Sunday with me discussing—guess what?, as well as showing me the construction details of 3 twins in various stages of construction. Like any design, certain compromises had to be made, but there are many desirable features, which makes this one of the most promising amphibians available.

From Norwood, Mass.: understand they started work on N6309K the day following arrival, so considering original estimate, this ship should be ready any day. Father Gendusa remained in Norwood, assisting with modifications, and painting information which will be mighty helpful when it comes time to maintain the ship in New Guinea. Nothing like knowing the innermost secrets of the winged horse you fly. Father was introduced to its cantankerous nature early though, as he cut his hand to the tendon while working on it the first day.

#### **PARTS DEPARTMENT**

From Costburg, Wisconsin: Mary Stewart-Moore (formerly N6350K) has a new pilot-side window vent, complete with screws, for a standard Bee. Price is \$20.00. Contact him if interested at: 3752 Harold Avenue, Fort Meyers, Fla. 33901. (Summer address is RFD #1, Oostburg, Wis., 53070)

United consultants (producers of Twin-Bee) has developed tooling for many new parts, and they will furnish parts suitable for use on the standard Bee. Those most likely to be of interest are: larger instrument panel, with or without instrument cut-outs as purchaser desires; defroster duct designed to defrost both windshields. Just add a good fan or duct from existing Southwind heater. Interior trim for pilot's door post. Individual seats with approx. weight of 13-1/2 lbs., which is less than standard Seabee production unit. Fuel cells of recent manufacture. These differ from standard cells only in 3/4" hole near top of rear wall to accept fuel line from auxiliary tank in Twin-Bee tail. This can be closed, using currently available patch material, for a new cell suitable for installation in a standard Bee. In addition, they have used parts in as-removed condition. These include main wheels and brakes assemblies complete with master cylinder, engines, props, cowlings, instrument panels, instruments, and seats. N6390K has aluminum seat frames, which are 12.25 lbs. lighter than steel. If interested, contact Joe Gigante, P. O. Box 175, Norwood, Mass.

Electro, Inc., original equipment manufacture of Seabee gears, hydraulic pumps, and component hydraulic system parts, have been acquired by Syncro Devices, 3265 Bermuda Avenue, Ferndale, Mich., 48220. New company will furnish replacement parts on special order, but no Seabee parts in production, so prices may be quite steep.

#### **HELP**

From Wichita Falls, Texas: Tom Danaher (N191VW) needs a pair of three-blade Hartzell props for the R-985a on his Goose. Drop him a note if you can help him: Tom Danaher Auto Company, 2311 Jackboro Highway, Wichita Falls, Texas 76302.

#### **ANYONE NOTICE?**

Richard Czerwinski (N87596) of Miami, Fla., had a Seabee advertised in a recent issue of Trade-A-Plane. Couldn't be that after all his labor he is throwing in the sponge?

### HELPFUL HINTS

An aerosol spray designed to protect marine equipment, when applied, spreads itself underneath moisture to form an impermeable film that protects from humidity, salt spray, and corrosion. It can be used on outboard motors, magnetos, generator, radio, or electronic equipment. It does not affect metals, plastics, rubber, or painted surfaces. An occasional coating can protect chrome against corrosion. 16 oz. Spray can, \$1.95. Tempco Products, 6200 Cochran Road, Cleveland, Ohio 44139.

Gordon Travis (N6328K) of Ft. Worth, was having trouble making his gear lock at both ends of the cycle. Clevis adjustment wouldn't turn the trick, as he apparently was short of piston travel. Removal of .050" from the end of the main gear actuating piston gave additional travel needed to result in a solid overcenter lock in both up and down positions.

Each time we file an 'ounce of gold' off the metal prop blades to clean up erosion, we can't help compare the service life of the aluminum blades to that experienced with the armor-tipped plastic. It came as quite a shock that the apparent small improvement in performance with the metal blade was not nearly as noticeable as the loss when I was tempted to switch to the less efficient plastic. In addition, maintenance on both airframe and prop is noticeably higher with the plastic blades, as compared to metal. To better understand this, let's analyze the material from which the plastic blade was produced. The blades were made up of layers of linen impregnated with resins from phenol + formaldehyde. Even though the material is cured under high pressure and heat, impregnation of the linen fibers is not complete, and therefore is subject to water absorption. Inasmuch as the design dictates that each plastic blade be closely fitted over the pilot tube, the bearing area cannot be finished with a moisture-proof material, so the fibers absorb moisture, the linen swells, and the blade becomes tight on the pilot. Usually one blade tightens before the other, so each blade then operates at a different pitch, which is most helpful in the vibration dept. In addition, the resistance to movement of one blade cocks the jack plate so it becomes in essence a wobble plate, resulting in accelerated wear to the hydraulic mechanism, which in short order produces oil leaks. Then, too, I have personally inspected linen aircraft covers which are supposed to be rot-resistant, but have completely deteriorated in less than 5 years. In short, it is possible that a plastic blade that has not been kept thoroughly sealed and dry can absorb moisture and deteriorate in strength far below normal minimums. Sometime back, Nick Flyn lost an exhaust stack in flight, and it took quite a chunk out of the metal prop blade as it passed through. Had the prop been plastic, with far less than original 40 to 50,000 psi tensile strength, in all probability, it would undoubtedly have failed, and a good chance of loss of the tail section. I, for one, am looking for a small round electric clock, so that my plastic prop can at least be made into a useful dust catcher.

### DUSTY GEMS

"What makes you think your wife is getting tired of you?"

"Every day this week she's wrapped my lunch in a WAC chart."

Two Arkansas moonshiners were discussing their operations.

"When I take the stuff into town," One said, "I always drive slow....about 20 miles an hour."

"Skeered o' the law?" jeered the other.

"Nope," said the first, "ye gotta age the stuff, haint ya?"

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