

SEAPLANERS CLUB NEWSLETTER

SEAPLANERS CLUB meeting will be:

THURSDAY, MARCH 16, 1967, at 7:00 PM

at

MATT SCHULIEN and SONS

2100 W. IRVING PARK

Chicago, Illinois

Matt Schulien's is on the north side of Irving Park; parking lot is just west. Dutch treat as usual, in Banquet Room. General menu. Specialty is Ger. Dishes.

Movies, slides, etc. are welcomed. Understand Maas and Kyte have some new movies that we all want to see.

#### FROM THE CHICAGO AREA

A group of Chicago area pilots took a week off and flew, in 7 lands ships, to Florida, hoping that the snow piles would disappear before their return. Even though some of us did stretch this to two weeks, much of the sooty white stuff is still with us. Kyte, Maas, and yours truly couldn't resist the opportunity to drop in to see old friends, and meet first-hand many with whom we have corresponded. Looked over 5 really nice Bees at Tamiami, including Fulton Ivy's beautiful white and gold N6461K. Noticed most were sporting root plates, which they feel really help, especially with the standard wing. Hugh Donahue (N6704K) accompanied us to the Black Angus, where we had a very delightful dinner, and discussed girls with rivets, floats, and the usual curves. Would have liked to have stopped in to see many others, but time flew faster than weather, and I was playing navigator in someone else's 'Banana', so, perhaps next time---

Jim Law has been looking about for a Bee for some time, and made the trip to inspect the one advertized by Cross in Georgia. Yours truly couldn't resist looking at another one, so went along in a borrowed Mustang (by Ford Motor Co.). If nothing else, I am now convinced that there hasn't been a production aircraft produced to date as cramped: even the old Cessna AW was comfortable by comparison. Discovered the ship to be the same one advertised in Trade-A-Plane a few issues back by Lester Christianson. No sale, but as of March 5, Jim was dickering for N6320K, with Potter smooth wings. Perhaps, at long last, we may get a chance to settle the smooth wing argument by comparison with Hanson's (N6090K) standard Bee.

#### FROM FLORIDA

Dimitri Rebikoff (N6205K) tells the story of a SeaBee owner-pilot who hit a pile of construction material on landing at a private air strip. He got out, carefully closed and locked the door, then stood back to watch his ship consumed by fire. He is now looking for another Bee to rebuild.

Fulton Ivy found N6461K in storage with only 6:45 hrs. ferry time. Ivy's description of the three year struggle to repair damage inflicted in storage, and update the design by installation of wing extensions, baggage vents, and other goodies, illustrates the grim determination of the SeaBee owner to restore his ugly duckling to better than new condition.

#### FROM ONTARIO, CANADA

J. I. Taylor suggested an international SeaBee Fly-In this summer. Our Spring Splash-In is open to all, so why not join us and we will go INTERNATIONAL all the way!

#### FROM TEXAS

Philip Mirgle (N6604K) has put about 200 hrs. on his Bee in the last two years. Not without the usual problems, though. He surely would like a few tips on cross wind take-offs. If anyone has the answer, let me in on the secret, too, as cross wind take-offs from land can be really nasty, using up many, many feet before staggering into the air. A 195 cross wind gear might be the answer, but a real nuisance on the beach.

Gerald Trimble, Jr. (N6290K) purchased his Bee in Columbus, Ohio, and trucked it and spare parts to San Antonio. He is now in the process of assembling, incorporating improvements including the electric hydraulic system from an Apache. HE has an extra pair of wings and tail feathers for anyone in a bind.

#### FROM NEW YORK

Victor Ludmerer (N6041K), like many other devoted SeaBee owners, has had his share of the all too familiar experiences in the almost 5 years of ownership. The following quote is too good not to pass on to the rest of the group: "I have learned, quite reluctantly, the innards of her engine, hydraulic pump, prop housing, and bilges, and somehow, amid all the trials and tribulations and swearing, I still manage to hold her up as the ideal airplane."

Lester Christianson (N37WT) was talking about a Riviera when he sold his old Bee, but now he turns up with the above number, and it, TOO, is hung on a BEE!

#### COMING EVENTS

The Spring Splash-In is scheduled for the week end of May 13-14, at Wulff Harbor Resort, on Lake of the Ozarks, Mo. As mentioned elsewhere, we plan on going International this year, so let's have a good representation. Wulff Harbor landing strip is 2600 feet, lighted, and adjacent to the resort; and blacktop surface, if AOPA Airport Directory, 1967, is correct (see under Gravois Mills, Missouri). If your waterbird isn't flying, come by land based craft. Commercial air transportation to the Ozark region is available on Ozark Airline as far as Jefferson City, Mo. That is only 40 air miles, on 240° course, from Wulff Harbor. That close, if there is the will, there must be a way! Ground transportation and boats available to guests. We have firm reservations for 15 double rooms, and arrangements for overflow with nearby lodges. Confirm your own reservations with:

Herbert Barton  
Wulff Harbor Resort  
Gravois Mills, Missouri 65037

Their phone: (314) PR2-6683

If you like Japanese motif, try Tan-Tar A for a few days. It's just 11 air miles on a compass course of 145° from Wolff Harbor. Linn Creek Grand Glaize is the closest airport, and a courtesy car will pick up Tan-Tar-A guests.

#### PARTS DEPARTMENT

The Florida group have had quite good results with upholstery sets for the Bee from AIR-TEX PRODUCTS, Morrisville, Pa. 19067. See their ad in Trade-A-Plane for prices.

#### HELPFUL HINTS

There has been much discussion concerning the value of various modifications for the SeaBee, and methinks the time has come to put something down which is a composite of many owner's views, and can be used as a guide in updating our birds. So, whether you agree or not, here goes.....

#### Recommended Modifications

1. Baggage compartment vents per Republic Service News Letter #39. This changes as oven into a refrigerator; and takes away engine fumes, if any.
2. Metal Propeller. 2-blade preferred. 3-blade for those who want more convenient hand starting and more power-off braking action.
3. Spray rail modification. Reduces prop erosion and improves the already excellent hydrodynamic characteristics. Your choice of 3 basic types.
4. Flush gas cap. A good safety feature.
5. Root plates. A simple, inexpensive modification. Recommended especially for standard Bees, to improve performance.

6. Starter modification. 24 volts to standard direct drive 12 volt starter; direct drive starter rewound to 6 volts; geared 12 volt starter.
7. Rear view mirror. Another safety feature: to detect oil leaks.
8. Exhaust temperature analyzer. A good check of engine operation.
9. Steel tube water rudder post. Original aluminum post is too weak.
10. Rear spar cover. Keeps out our feathered friends, and improves performance.  
(See July 1964 NEWSLETTER)

#### For Hot Weather Operation

1. BT oil cooler (see Item 104 Spec A 769). Lower operating oil temperature.
2. Four foot wing extensions (Miller or Aero Products Eng., Inc.). Improves rate of climb, and makes cruise at altitude practical.
3. Fan spinner. This is supposed to improve engine cooling, but have conflicting reports on its value.

#### In the Convenience Department

1. Quick disconnect gear. What a world of difference sans gear! Also is 5-place as flying boat (see Note 5 of Spec. A 769).
2. Steerable tail wheel. A real help in strong cross winds, but should be modified as done on N6723K to remain straight for water operation.
3. Wall-to-wall carpeting. Lowers cabin noise level.
4. Tinted glass. Much cooler on those hot summer days. BUT, install one untinted if you take aerial color photos.
5. Overhead controls. Personal preference, but many find them awkward and hard on the head.
6. Revise bow door brace. Best yet is one developed by Wes Stetson which enables pilot to open door from left seat (see July 1964 NEWSLETTER).
7. Electric hydraulic system/ Danaher (N191VW) has one operating, others are in the works. No details, so cannot pass judgment.
8. Clam shell air vents as furnished as original equipment, in sky light and rear windows. A must in hot weather.
9. Tip plates --- for faster rate of roll.

#### Appearance Corner

1. Hub caps. Look good, but a nuisance when it comes time to adding air or cleaning out sand.
2. Flush windows. Don't hit a dock or land hard on water, though!
3. Wing-to-strut cuffs. Another door closed on our feathered friends.

#### DUSTY GEMS

The budding author sent a poem to an editor and wrote: Please let me know at once if you can use it. For I have other irons in the fire.

The editor wrote back: Remove irons and insert poem.

Co-ed explaining to her friend that she wanted to be an airline hostess: You meet a lot of men that way.

Friend: Yes, but wouldn't you meet as many men doing something else?

Co-ed: Could be - but not strapped down.

Johnny hurried to get the evening paper. Tomorrow was to be his first cross-country, and he wanted to know what the weather forecast was.

"Well, Johnny, what do they predict?" his mother asked.

"They haven't decided yet", said Johnny gloomily.

"Haven't decided?"

"No," said Johnny. "It says, 'Unsettled'."