

SEAPLANERS CLUB NEWSLETTER

Due to the close proximity of the Spring Splash-In and the third Thursday, we will not have our usual May informal dinner meeting. The next planned dinner meeting will, therefore, be the third Thursday in July.

SPRING SPLASH-IN, MAY 13-14

If we have any break in the weather, we should have a number of assorted amphib, seaplanes, and landcraft making their way to the Lake-of-the-Ozarks the second week in May. Have definite commitments: 5 Seabees, one 180 on floats, one Banana from the Chicago area; 2 Seabees and possibly others from Toronto. Depending on business commitments and weather, others may make it.

Wulff Harbor landing strip is adjacent to the resort, 2600 feet, hard surfaced and lighted. Linn Creek is closed for resurfacing, so Camdenton 12 miles south is the only other field in the area.

If you get stuck and wind up on the big silver birds, Ozark Airlines serves Jefferson City, and Trans Missouri serves St. Louis and Wulff Harbor from Jeff. City with one flight per day, after May 1.

For those who plan to attend and haven't made reservations, contact:

Herbert Barton
Wulff Harbor resort
Gravois Mills, Mo. 65037

Phone: 314 FR2-6683

We understand the resort has advised some that they are full while we haven't filled all space requested, so be sure to mention you are part of the SEAPLANERS GROUP to get one of the rooms reserved as a block by Don Kyte, and the special \$12.00/day per couple rate. Send one night's deposit to insure holding reservations. Deposits will be returned if canceled by May 10. If canceled after that date, deposit returned only if space filled by others.

FROM THE WEST COAST

A quick trip west made it possible to stop and see a few other Bee keepers. As usual, time didn't permit seeing as many as I would have liked, as we traveled by the dangerous ground method.

Stopped at Trident Aeronautical to chat with P. H. Spencer and C. Y. Herbst. Got some of the early Seabee history straightened out. Didn't realize it, but Spencer has designed many aircraft, and completed and flown some 16 different designs. Herbst loaned me some 16 mm. Shots of his Bee, including tuft test he and Spencer ran, which we intend to show at the Splash-In. Seeing the air flow pattern around the cowling explains why the root plates are so effective.

Worked in a lunch with Wes Stetson (N87482), and a casual remark got me off on another possible solution to reduce maintenance. It's amazing how new ideas pop up no matter how many times we discuss the coveted old hunk-o-lead! If anyone needs a good Seabee wing, Wes has a spare for sale.

On purely a 3rd or 4th hand rumor, we hunted down R. H. Smith, of Clearlake Highlands, Calif., and looked over the Bee he converted to a 6-place flying boat, and in which he obtained STC approval: 3 rows of seats, with the pilot alone up front where instrument panel used to be. No gear, so troublesome hydraulic system eliminated with a manual flap. Surely must be nice to have quick flap

action and know flap position without looking back. He is now planning an engine installation using a GSO 480 Lycoming, developing 340 HP with a 3-blade Hartzell. Although he has the majority of parts on hand, this modification is sometimes off, as he plans to finish his shop at John Pearce Airport before starting actual work.

FROM MICHIGAN

Sloan and Baylon (N6747K) got tired of chasing that larger engine at the end of the rainbow, and did something about it by installing a Continental IO-470P, which is the same engine as used in the Riviera. Understand Sentas tested many 215 Franklins from Bees with a dynamometer and found 185 HP output about average for a freshly majored mill with fan and accessories. Continental has rated their engine at a conservative 250 HP with accessories. So, the additional 65 HP is enough to push the Bee over the hump, and, as flight tests indicate to date, result in about 120 mph cruise and 1000 fpm climb at gross.

After receiving STC approval, which should be sometime this summer, they plan to offer a package installation to Seabee owners. Just limp in with your tired old mill, and buzz out with a modern NEW power plant and propeller in about one week. Even die-hard Franklin supporter Herb Maas (N6019K) was impressed, so undoubtedly many Seabees will be heading for Michigan this fall. They hope to make the Splash-In, so we may get a good performance comparison with the best performing standard mill present.

FROM NEBRASKA

B.W. Hanson purchased N6499K from Cross in Georgia, which he picked up from Lester Christian of New York, as mentioned in a previous Newsletter. New York to Georgia and then to Omaha, all by land.

FROM TEXAS

Tom Danaher (N191VW - and also a stray Goose) owes me a drink - have it in writing, no less - so he had better show up at the Splash-In. Then, too, he can show us the very successful electric hydraulic system he has been using in his Bee for the last two years.

COMING EVENTS

The Vancouver, B. C., group is planning their annual clambake for July 1st. They will welcome any Seabee driver who can make it.

DUSTY GEMS

Southern hospitality: A pilot was forced down in a lonely part of the hill country and found refuge for the night in a farmhouse. The next morning, his breakfast was served in a large wooden bowl. As he ate he found that he was very popular with a small pig, which kept nuzzling him affectionately. "Wal," was the explanation, "it ain't you the pig likes. It's jest that you're a usin' his bowl, mister."

Poetic Justice:

I dreamed death came the other night, and Heaven's gate swung wide. With kindly grace an Angel came and ushered me inside.

And there, to me astonishment, stood Sky-Larks I'd known below.

Some I'd judged and labeled as "UNFIT", "STUPID". Or "LOCO".

Indignant words rose from my lips, but never were set free,

For every face showed stunned surprise: for none expected me!

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