

## SEA BEE NEWSLETTER

The Chicago SEAPLANERS CLUB meeting will be:

Thursday, September 21, 1967, at 7:00 PM

at

MATT SCHULIEN and SONS

2100 W. Irving Park

Chicago, Illinois

their phone:

IR8-2100

Matt Schulien's is on the north side of Irving Park; parking lot just to west.

We have the banquet room, so plenty of space for those new movies and slides.

Usual Dutch Treat, from general menu. German dishes their special

## FROM CHICAGO AREA

The 4<sup>th</sup> of July holiday found many of the Chicago group on Canadian border lakes: the Misiowiec's in N6013K; Maas, Semenchuk, and Law in N6019K; and the Mojonniers in N6723K; plus the Kytes in 8575A. Kytes unsidedown airplane may make it to the border in 2:45 hrs., but by the time 2 Bees clear customs both ways to pick up the Banana wagoneers at Orr all advantage is lost. Hanson and Trefny in 6070K stayed south of the border hunting for the Big One, but not even a photo to date. But the fish were biting in the Quetico, and yours truly caught a 42" Northern, much to the disgust of the fisherman in the group. We couldn't help but think of the inaccuracies of the Dusty Gem in the last NEWSLETTER as we loaded outboard motors, duffel, fuel and bodies into our birds. But as Scheffner remarked, "who ever flies a Sea Bee at gross".

The most recent venture north of the border was to the Toronto Group Fly-In at Doe Lake. Weather was the usual stinco, so only 5 of the 17 ships expected made it. Maas and the Scheffner's in N6019K, and the Mojonnier's (including the four-legged member) in N6723K did manage to make it around the north side of the weather, arriving Sunday, August 28<sup>th</sup>, to find Bradley's CF-GAD, MacLean's CF-DKY, and Taylor's CF-JKS on the MacLean beach. Monday was again stinco, so Bradley drove to Toronto, leaving the keys to CF-GAD with the understanding that it would be delivered to Lake of Bays, 24 minutes away. The following day was CAVU, so the U.S. pilots took off, following MacLean. We found out when we landed some time later, to follow CF-GAD. What they didn't know was that we couldn't even find a road map under all of the life jackets! No wonder everyone was flying so slow. We did finally make it, with an average ground speed between Doe Lake and Lake of Bays of 10 mph. But who wants to work on a nice day?

---And then there are those who leave wrenches on the wing to go thru the prop

## FROM BEREIA, OHIO

Jan Shaffer (N267JS: orig. N6350K) was off on a fishing jaunt to Canada with his son July 1<sup>st</sup>.

## FROM VANCOUVER

D.A. Hazlewood sent a copy of a newspaper clipping with a photo of 8 SeaBees in formation. Understand that nine started and nine returned!

C.S. Newton (CF-JLI) spent an evening with us here in Lombard filling us in on many of the Vancouver activities. He stopped in on Bob Mael at Portage, and was planning stops at Toronto and Montreal and quite naturally would contact other Sea Bee owners there.

How many saw the picture of 7 of the Vancouver Bees at Princess Louisa Inlet in MacLean's magazine?

*FROM SEATTLE*

*Now that Don Kyte is settled in Seattle, we have a good source of news from the Northwest. He and Maxine were in this last Thursday, and understand that he has already uncovered a rumor of a Bee in Alaska with a big engine and a cruise of 155. Don intends to check this out, so will have the dope in a later issue. Don made the trip to Seattle from Chicago in N6144K in 3 days via Missoula, Mont. Nothing out of the ordinary, except he picked three of the hottest days of the year and encountered high engine operating temperatures. We did get a chance to observe the spray action of his Canadian spray rails prior to departure, though, and they seem to hold down the spray, especially at preplaning speeds.*

*FROM BIRMINGHAM, ALABAMA*

*Dr. W.F. Kelly, Jr. has the engine freshly majored by George Heinley back in place. Ship is stripped, ready for paint; new upholstery; strobe lights; Mark 12 and ADF. Sounds like this should be a real jewel. It must be fun getting a Bee back on its feet when there isn't another for miles to look at. Then again, it may be less confusing, as I have never seen two which are just exactly alike. Dr. Kelly hasn't given out the N number or serial number of his ship, though.*

*HELPFUL HINTS*

*For those round inspection holes in the wing and tail, try BPF 1-1/4" Caplugs manufactured by Protective Closures Co., 2158 Elmwood Ave., Buffalo, N.Y. 14216. If you insist on metal, try covers manufactured by Tinnerman, as used on some current production aircraft.*

*J2245-1 Lord engine mounts for the Franklin are the same as used in Continental powered Navions, and may be obtained from Continental: Part Number 352043. Price is around \$10. per set (2 sets required for the forward end in the SeaBee) These differ slightly from the J2860-5 Lord mounts designed for shear loads as used for the aft section of the engine, recommended in Republic Service Bulletin #4 and furnished as standard on serial number 100 and above.*

*Tired of holding rudder to fly straight? A spring with one end connected to the horn at the forward end of the rudder cable, and the other to an adjustable control (I used a vernier throttle), and it's adjustable for various throttle settings.*

*NOTES FROM THE EDITOR*

*Many SeaBee owners have expressed the desire for an International SeaBee Club, with Fly-Ins, parts pool, exchange of information, and all the other advantages of a cooperative venture. In many areas there are sufficient number of owners who can get together and form clubs on the local level, but as many of us have found, there would be a definite advantage if we could tie both individuals and groups to a central organization through which we could all exchange ideas and help chase down rumors which in turn could be evaluated and published for everyone's benefit. What we are leading up to (if you haven't already noticed) is that we have changed the name of our publication to SEABEE NEWSLETTER, which will be mostly about our dear gold studded hunks of lead. This doesn't mean that we won't mention other types, or that we intend to exclude owners of Lakes, Rivas, Skimmers, Volmers, float planes, and the like, as they have many things in common with the Bee owner, and it is not our intent to bar them from participating in our activities.*

*The very existence of the publication of course depends on news, and therefore we look to our readers to supply us with information of their activities and new developments, to improve our birds. Then, too, if your group has regular meetings, and you allow strangers, keep us advised of your next meeting date. Quite a few travel, and it may be quite possible that someone could make it.*

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