

SEABEE NEWSLETTER

Next meeting of the SEAPLANERS CLUB will be on Thursday, November 16, 1967,

7:00 PM at

*SHARKO'S RESTAURANT and LOUNGE (Their phone: 776-6644)
7340 S. Western Avenue
Chicago, Illinois*

Smorgasbord or order from menu, and Dutch Treat as usual. Screen is available, so bring those new movies or slides of summer activities.

FROM CHICAGO:

Herb Maas (N 6019K) developed engine trouble and flew it home solo by grounding the bad cylinder. Performance on 5 didn't differ much from that of 6723K with ballast and Herb's passengers.

Paul Hanson (N6090K) dropped an intake valve seat on #1 cylinder just after he took on a load of fuel; had to push it from the gas pump.

Misiowiec's N6013K is still on the ground for an annual.

Bob Otto accepted a ride in 6019K. Later, with only two in his Apache, he flew briefly with 6723K at full gross. Result: he just sold his beautiful Volmer and is looking for a Bee.

The Misiowiec seaplane base (Randolph on the Milwaukee Sectional) is taking shape with yards and yards of stone, cement, many boulders, and much fill. Surely will be a great place for Seabees---when they plug up the dam to refill Beaver Dam Lake.

FROM SEATTLE:

Don Kyte got a moose in Alberta, Canada. Used his truck and local rental aircraft. Says, after checking out the area, he intends to make the next trip by Bee. Kyte and a couple other commercial thrust lever benders intend to join us on the 16th. Understand one also owns a Bee.

FROM VANCOUVER:

Don Kyte found during a recent visit to Vancouver that research work is still in progress on turbo prop installation in a Bee. Nothing in metal as yet, but the project is apparently still active.

FROM TORONTO:

Jim Taylor (CF-JKS) has had his share of Franklin troubles, as he developed a crack in his crankcase. Three major engine problems, that I know of in just a few weeks, demonstrates the need for a modern replacement power plant.

Apparently many misinterpreted the explanation of the name change for the NEWSLETTER, and felt that it was going to be restricted to Seabee owners & pilots only. This is NOT correct! The name was changed primarily because most of the information concerned our problem children. The Seaplaners Club still exists, and information concerning activities of any group, and news about other aircraft will be included if available.

How many saw the many rare photos from Spencer's private collection of the prototype Seabee in the December issue of SPORT FLYING?

DUSTY GEMS:

Fortunately for you readers, there isn't enough space left! Instead, we of the editorial staff wish you all a MERRY CHRISTMAS, and the best flying yet in 1968!!!

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