

SEABEE NEWSLETTER

*There will be a meeting of the SEAPLANERS CLUB on Thursday, MARCH 21, 1968,*

*at*

*Office Furniture Clearing House, Inc.  
236 West Lake Street  
Chicago, Illinois*

*Bob Otto's phone:  
DE 2-3456*

*236 is on the NE corner of Lake and Franklin streets. Room to park about 8 cars in the alley off Franklin on the north side of the building; arrangements for more have been made in the public parking lot just to the north. Entrance is at the door on Franklin Street.*

*There will be a buffet dinner, hors d'oeuvres, and set-ups: bring your own favorite booze. Plenty of room for movies, and we are looking forward to seeing Kyte's and Maas's latest. Should be a great evening, with Robert Otto's newly painted Bee as a backdrop. Casual dress is suggested.*

## FROM CHICAGO

*Maas-Semenchuk (N6019K) have their engine back together, and it's now equipped with a 50 Amp. Alcor alternator and a Harrison aluminum oil cooler from a twin Beech. This cooler is approximately the same size as the original copper cooler for the Bee, about 1/3 the weight, and can be readily adapted to the Franklin.*

*Paul Hanson (N6090K) has all the parts for his engine and is about to start reassembly.*

*Robert Otto (N6204K) has quite a bit of work before his new acquisition flies, but it is just a few steps from his office so we expect to see it in the air come summer.*

*Brackett-Whitney sold N6007K to a Waukegan party.*

*George Pomeroy recently received the fourth registration number to be issued to #791. It started life as NC 6531K, then in Canada CF-HCN, then N6326T, and now N217G. George finally located a gear and removed it in 6 hours in zero weather. Don't blame him, one in the hand is worth much more than the many promises to him on paper. Says he will now be flying this summer.*

*Your truly (N6723K) now has a fresh annual and a noticeable lack of oil leaks. It surely gets cold on those subzero days when the Bunson Burner up front goes on strike, though.*

*Was very disappointed when only two upside-down ships made it for the second annual trip to the warm country (this time Mexico), but it's nice to know that the Bellanca had some super-snooper navigators aboard when they managed to locate us at the Hotel Anita, in an out of the way spot near Manzanillo. The only dark clouds were the bum weather for the Bellanca around the border, and Maxine's discovery that her purse with most of the Kyte's bank roll was missing: loss is covered by insurance, though, and a note was waiting in Seattle from some nice person in Puerto Vallarta that she was mailing the purse to Maxine, so the peso squeezing between Puerto Vallarta and the border was not too great a calamity. Took yours truly 4 days, after the Kyte's dropped us off in near IFR weather, to get the 172 out of Long Beach; but that's to be expected when flying VFR across Smokey Hollow (residents call it L.A. area)*

## FROM CALIFORNIA

*Mike Croutches (N6485K & N6518K) keeps both his Bees in Lake County. Both are stock except for flush gas caps, are low time (314 & 283), and never in salt water. They look just like new and, with the exception of one other, are the only Bees I've seen still in factory colors.*

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Got some reliable history on the Sentas Supercharged Bee from a man, now located at Long Beach, who flew most of the test flights for George Sentas. Actual dynamotor tests showed the stock Franklin developed 205 HP, and with supercharger 260 HP; rate of climb just under 1000 FPM; cruise at 75% power 120 MPH. Seems project was abandoned principally because they couldn't hold cylinder liners in position.

FROM TORONTO, ONTARIO

Dennis Bradley and Charley McWilliams (CF-MXI) have the 185 on floats in good shape and, now with 6-1/2 to 7 hrs. range at 140 indicated, are looking forward to some extended cross-country. Congratulations are in order for the Bradleys: Joan had an 8 pound boy on January 7, 1968---their first son. Dennis must be all smiles, after two girls.

Andy Chapeskie (CF-GAD) still is having his problems with cross winds on land. It's no wonder, though as, from the description of one runway strip with a hill on one side and a cliff on the other, it could be real hairy in anything. He apparently is no different from any confirmed Beekeeper, though, as he has no intention of parting with The Beast considering the green stuff, all the goodies, and those smooth water landings on a clear lake; but, who wants to land on ground?

FROM HAWAII

Lloyd Campbell (N135N) had his Bee up for sale when he experienced no end of trouble locating replacement parts. Then, when he got it flying again, changed his mind---so there still is an active Bee in our 50<sup>th</sup> State. I can sympathize with his actions, as most of us at one time or another have tossed our tools in a heap and walked away, nursing our bleeding wounds; but when again airborne, she seems to have a sneaky way of making us forget our battle scars, and all is forgiven. Lloyd has a 60 foot twin screw cruiser, a beach house at Waikiki Beach, and the Seabee, all or any of which is available on a commercial basis. So, if you are planning a vacation in Hawaii and have need for a roof or transportation, look him up: 835 Keeaumoku St., Honolulu, Hawaii 96814. Phone: 961-110.

FROM SSEATTLE

Don Kyte's (N6144K) attempt to form a Seabee Club in the Seattle area really got off to a good start, with around 25 people showing up for the first meeting on Jan. 7, 1968. Understand there were quite a few favorably impressed when they considered the potential of such a group. With the number of Seabees, float planes, and Don Kyte in the Seattle area, this could turn into quite an active organization! The Seattle Seabee Club's second meeting was scheduled for March 8<sup>th</sup>. Future meetings will be scheduled for the second Friday on odd numbered months (Jan., Mar., May, etc), still at the El Nido Restaurant on Bellvue Airport, Bellvue, Washington.

FROM ANCHORAGE, ALASKA

Don Kyte finally chased down the rumor of the high performance Bee in Alaska. It's a long way to go to check out a rumor, especially in view of the many previous dry runs, but as Don says, 'It sure was worth it'. The airframe is basically stock EXCEPT for many little things like: 24 volt electrical system, Nycad battery relocated forward under pilot console, new instrument panel, electric hydraulic system, new trim tab control mounted on floor like a 182, elimination of the long engine controls through use of a system of stainless cables and pulleys, replacement of the troublesome rubber biscuits in the tail wheel with a shock strut out of an amphibious Stinson L1, Mooney yokes, cabin heater from engine muff, flush door handles, contoured arm rests in doors and rear seat side walls, double windows, white and gold vinyl upholstery, and no doubt many other hidden changes not even mentioned. Of course the most noticeable change is replacement of the usual blob on top with a nicely contoured cowling, and air intake similar to the P51. This covers a neatly installed IO-470P Continental. Spinner and 3 bladed, quick reversing prop complete the package. Cruise speed at full gross is 115 (using FAA's trailing bomb) at 23" and 2300 RPM. Fuel consumption at this setting is 13.5 GPH. Smooth water take-off is 20 seconds, and choppy water as soon as 14 seconds. Climbs at 80 to 8000 feet in 16 minutes; rate of climb 750' per min. at sea level, to 250'/min. at 8000'. STC is in works, and only vapor lock flight tests remain, which means this should give the Bee another engine possibility soon. Understand this ship will be in the Seattle area in early June and will be for sale.

Don spotted Alcor's Super Bee (see cover of Feb. 1966 AOPA PILOT) at Merrill Field, Anchorage, complete with FOR SALE sign.

#### FROM FLORIDA

Hugh Donahue (N6704K) has completed the ramp at his house, so the Bee is parked in the back yard: much better than the airport for maintenance.

Fulton Ivy's (N6461K) long ordeal of rebuilding his low time Bee (6:45) seems to have paid off, as his maintenance seems to be minimal.

If you think a Bee is hungry, try flying a 4 engine Sikorsky: one tied up at Chalks Flying Service, Miami, on the way to the Virgin Islands, and took on 2000 gallons of the precious stuff.

#### FROM THE FAR EAST

The Bee that yours truly flew East to be converted to a Twin-Bee for Father Gendusa to use in New Guinea ran aground in Australian paper work. Father G. located a Cessna 336 Skymaster (fixed gear Mixmaster) at Galt, northwest of Chicago. So now he is in the air in a CLT twin. This be ideal for his island hopping schedule, and a much needed replacement for the shank's mare which has been his transportation through the island bush for twenty years. Plans to fly the ship to its new home have been abandoned and it is to be dismantled and shipped by steamer to New Guinea where it will be assembled and equipped for its new mission.

#### FROM MANILA

Chuck Miller spotted a tired Seabee (#842 and the only one in the Philippines) which he purchased in 1966 and has been putting the pieces back together ever since. The end is in sight, though, and flight tests are scheduled for sometime before May. Understand that this is painted the same as the one on the cover of Feb. 1966 AOPA PILOT; this makes number 7 that I've either seen or heard of following this design.

#### IT'S A SMALL WORLD

Harry Stewart-Moore (formerly N6350K, now a Rangemaster) was in Vancouver over New Years and saw 9 Bees of the local Seabee Club. Too bad we weren't aware of your presence, as I know everyone would have been most interested in the modifications which were incorporated before it was sold to Jan Shaffer.

#### SHOP AND SWAP

Mike Crutches has an assortment of spare Bee parts. Send him your want list at American Aircraft Sales Co., 21015 Skywest Drive, Hayward, Calif. 94541.

Seattle area Seabee for sale for \$5500. For details contact Ed Kennel, 2818 Boyer Avenue West, Seattle, Wash. 98102

Need a steerable tailwheel or overhauled Bee cylinders with pistons? Contact George Pomeroy, 1860 Reichart, Sauk Village, Chicago Heights, Ill. 60411

#### MECHANICS CORNER

Having trouble with worn piston compression ring grooves? Hastings Suppliers can furnish rings thicker than the standard Perfect Circle. Understand the Hastings Dubl-Test type 205 compression ring 5" x .109 is just about the right thickness to clean up the ring groove and leave the desired clearance.

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News Editor: George W. Mojonier, 550 N. Grace Street, Lombard, Illinois 60148  
(Comment by stencil-maker: "Hurrah, no room for Dusty Gems I this issue!!!")

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