

SEABEE NEWSLETTER

*There will be a meeting of the SEAPLANERS CLUB on
FRIDAY, September 20, 1968, 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 the west. We have the banquet room, so plenty of space for those movies or slides. Usual Dutch Treat, from general menu. Specialty: German dishes. Notice it's FRIDAY!!!

FROM CHICAGO AREA—The Misiowiecs (N6013K) have just about completed the face lifting on their seaplane base on Beaver Dam Lake, Wis. Understand someone is supposed to put the plug in the dam sometime next month--dry fall, then, no doubt.---The Ottos (N6240K) have spent most hot summer afternoons sitting on some nice cool midwest lake. Even the tower operator at Madison inquired about the Apache, which seems to be doing time on the tiedown at Kenosha.---Yours truly recently spotted N6258K at Lancaster, Pa. This used to belong to the Jack Egemeiers, and apparently is still up to its old tricks, as part of the cowling was in the rear seat. The only noticeable change was the addition of a metal prop.

FROM LOS ANGELES AREA---Rumor of horsepower increase to 200 for Lake reported by Dick White is confirmed. Prototype is being readied at Elkhart, Ind. Hawthorne, of Angola, is doing the paperwork for certification.

FROM OMAHA AREA---Bert Hanson (N6499K) has his whole family helping him on the restoration of his Bee. Understand his mother handles the rivet gun like a pro, and was responsible for all the rivets in the new bottom section under gas bag. He hopes to have the airframe completed by fall, making engine major winter work.

FROM KAVIENG, NEW GUINEA---At long last, after many frustrating delays, Father Tony Gendusa arrived with the Skymaster at Kavieng the middle of July. It must have been a great feeling to fly at 120 knots over the territory, covering in a matter of moments distances which previously were measured in days or weeks.

FROM MIAMI AREA---The Rebikoffs (N6205K) surely get good use of their Bee, frequently in the Keys or the Bahamas, and always with diving and underwater filming equipment. Had to spend one night aboard after taxiing into a lonely sheltered cove, to wait out a wild thunderstorm.

FROM BIRMINGHAM AREA---Dr. W. Kelley, Jr. (N# STILL unknown) got his Bee airborne the latter part of August, and Headed for the Gulf coast, only to find it wasn't ready to get wet: it seems the gear wouldn't retract even though it operated OK during previous retraction tests. Hope he found his trouble, as it would be a shame to have had to return home without making use of some of that water.

FROM SEATTLE AREA---Steve Gross (N87499) has located most of the parts required to complete major on his B8 engine, but still needs the sodium valves used on early models. Understand he is replacing all 18 balls in each prop blade thrust bearing when calculations disclosed that each ball carries an 1800 lb. load at 2500 rpm.---Don Kyte (N61144K) phoned between flights at O'Hare and advised that George Pappas had received a one-only STC for his Cont. IO-470P installation (see March '68 Newsletter). The aircraft is for sale for \$27,500 and presently in the Seattle area. Don says the modification makes a different flying machine out of the Bee: most noticeably is lack of wallowing, so characteristic of the standard model. The only objections are the relative high noise level, blamed on the 3 bladed prop, and positive reverse without neutral. Don felt, tho, that with a little practice, docking could be mastered for most conditions.

FROM VANCOUVER, B.C. AREA---I have failed miserably in an attempt to edit Jack Morgan's summary of Vancouver's activities, so rather than louse it up, here is the complete copy as filched from the Seattle group's Sept. 1st Newsletter:

"I should really write down things as they happen but I didn't so I'll try and remember the high points. Number one, how the hell did I get this job anyway?---Vancouver Sea-Bee Club are now "flying" at practically full strength, Bill Christopher with ONP is the only laggard and was told so in no uncertain terms; Ron Calvert even wanted to throw a black tarpaulin over the poor thing and hide it behind the club house.---Paddy Newton has taken over the books as of the Aug. 20th meeting, on Aug. 21st Paddy announced that he was going to Farnborough Eng. To attend the air show there, something very co-incidental here do you think? Paddy was introduced to 130,000 people at the Abbotsford Air Show as Fl/Lt. Newton, without who the Air Show could not have taken place. As he said later, that was the fastest promotion he'd ever had.---A flight from the Seattle SeaBee Club, Don Kyte, Harmon Leonard, Steve Gross and Frosty Bates, met us on Sat. at the Abbotsford Air Show, making a total of nine Sea-Bees on the line. After the Air Show, we all returned to Vancouver, where the Hazelwoods hosted the party until the wee small hours. Following day, Sunday, practically the whole club plus Don and Maxine Kyte, Harmon and Millie Leonard and Steve Gross, headed for Hornby Island and a great day swimming and just plain sunning on one of the best beaches available and a perfect beach for Sea-Bee visits. Wish more of our American Sea-Bee Clubbers could come up and join us, we'd love to show you where to go, so that when you are out on your own you'll get the most out of your visit.---Jack Leggar, who is now with "Airways" and "Plane and Pilot" was supposed to be with us but "injured" his right arm at the air show, however the Vancouver SeaBee Club hosted him at Shingle point, Valdes Island, on Monday evening where he got some great pictures, the resulting article will appear in the November issue of "Airways". Jack phoned after he returned to Los Angeles to say that all the shots turned out well. Dave Hazelwood is looking after the provision of names, date, location and aircraft identification so we should have a good article.---Walter ("The Yellow Peril") Davidson was out last Sunday having pictures taken of his machine flying, seems he is having a portrait done of it, as Ron Calvert says, "Probably an oil painting".---Talking of Calvert, his brother Ken is now the proud owner of CF-ISW, having purchased it from Dave Graham, who is too busy playing polo and politics to get much time for flying. Welcome to the Club Ken, and keep your sticky fingers out of my locker.---Sept. 6th, our Club has been asked to do a formation flypass in Seattle for the twin city promotion of the Seattle Captain Vancouver Club (since canceled--SD. D.K.). Major Campbell will be traveling to Seattle onboard the barque "Monte" (Cristo) and will be met by the Mayor of Seattle. The Club has agreed to do this so we'd better get in some practice. The Seattle Club will try and hold their meeting on this date so that we can stay over and attend, so far about eight aircraft are going and the visitors bureau is trying to make special customs arrangements.---Paddy Newton (JLI) (Jehovah Loves Idiots) is also formation director and he wants all aircraft to be equipped with 122.8 if at all possible. See to it Walter!---Bill Howard is vacationing with the family and FRX in the Garibaldi Park area and will welcome any Sea Bee that would like to drop in. Free Beer!---Don Kyte asked for this newsletter, so don't blame me.

Jack (GLP – God Loves the Pilot) Morgan.

Notice that the meeting is on FRIDAY this month--hope you can ALL make it!!!

--That's 30 for this issue—

