

SEABEE NEWSLETTER

*There will be a meeting of the CHICAGO SEAPLANERS CLUB will be THURSDAY, NOV.21, 1968
at
THE GOLDEN PHEASANT (their phone: 832-9825)
668 W. North Avenue
Elmhurst, Illinois*

The GOLDEN PHEASANT is located on the south side of North Avenue, between the Shell and Montana Charlie's gas stations, just west of Route 83.

Dutch treat as usual. We will meet at the bar about 1900, retire to the dining room at 2000, and to the Rathskeller about 2130 for movies, etc.

FROM CHICAGO AREA---Here it is almost time for that jolly old man with the white beard, and not even a splash-in yet. Next year is going to be different! There are some plans for a fly-in near Toronto, there will be water in Beaver Dam Lk., and we have a nice beach all picked out on White Otter (Ontario), meanwhile everyone is at the newly acquired building of Maas, Otto, and Associates on Grass Lake (Ill.) each weekend, as the water may go solid any day now.

FROM SEATTLE---The Seattle Seabee Club scheduled their November meeting at Vancouver, B.C., this time. The dinner meeting is in the wardroom of the H.M.S. Discovery, a land-locked ship.---Who says Bee owners are the only ones with mechanical troubles? Don Kyte was two and one-half hours late on a run from Denver to Chicago in a United cargo jet with just 28 hours since factory new. The excuse was even better than some of the shaggy dog stories I've heard about another popular aircraft.---Don Kyte brings good news: that spinners are now approved for use on the Bee. To get the necessary paper work, send a letter to KENMORE AIR HARBOR, INC., P.O.Box 64, Kenmore, Wash. 98028, giving your registration and serial number, and they will send you back a Form 337 covering installation of the spinner which they can supply.

FROM TEXAS---Rumor has it that Marion Wright (N6048K) has his Bee confused with Delta's stretched DC-8: seems he unloaded 8 live bodies upon landing from a trip to the local lake. That's a good load, even though 4 were small kids.---Horton and Horton (they did Air Force 1) are doing a face lifting job on a Bee for George Beck (Revlon V.P.). A few goodies are dual nav/com, marker beacon, remote compass, ADF, heater, extended wings, steerable tailwheel, external power plug, new fuel cell, 24 volt starting, new instrument panel, prop engine and accessory overhaul, new paint, --and no doubt many more minor items. Have to agree she surely must look strange among all those corporate aircraft.---Tom Danaher (N191VW) has a combination seaplane base-airport 3 miles SW of Wichita Falls; 4700 foot paved strip and air conditioned living quarters with view overlooking lake. Hangar houses Bee, Goose, and Banana, with plenty of room for more. Understand he bought another Goose and has 2 surplus turbo-jets on hand. (???)

FROM TORONTO---The Bradleys and McWilliams took in the Reno Air Races, a stop at the Kyte establishment in Seattle, a turn over Winnipeg, Vancouver, and back to Toronto via Chicago. Had a total of seven border crossings—something wrong; must have been six—for the trip. Needless to say, they removed the amphibious floats from their 185 and used wheels to gain that extra 30 MPH.

FROM MIAMI--Dimitri Rebikoff (N6205K) has experienced detonating problems in the higher Florida temperatures. 100 octane corrects condition, but George Heinley (Franklin doctor in Fla.) feels engine was not designed to handle the quantity of lead found in 100 octane fuel and frowns on practice. Any of you hot-weather Bee Keepers have any comments?

FROM LOS ANGELES---Dick White flew his Riviera to Lake Geneva, Wisconsin, this summer in 12 hours flat from west coast. Just got the bad news that very recently an engine failure on final terminated future aerial maneuvers in this particular machine.---Look for two new Homebuilt amphibians at Rockford next year; Molt Taylor's COOT, and Spencer's AIRCAR>

FROM VANCOUVER---Hope everyone saw Jack Ligget's excellent article on the Vancouver group in the November issue of Plane and Pilot. Those who read Jack Morgan's letter in our last Newsletter know full well what the initials JLI in Ligget's closing paragraph stood for.

SWAP AND SHOP---Philip Mirgle's Bee is for sale—N6604K, Serial No. 877.
Address: Star Route Box 44B, Grayford, Texas 76945.

Michael Croutches needs right and left wing panels, steerable tailwheel yoke assembly, main gear wheels and axles, and a list of any other parts that are for sale. Contact % American Aircraft Sales Co., 21015 Skywest Drive, Hayward Air Terminal, Hayward, Calif. 94541. Phone: (415) 783-2711.

Dick White has some bent Riviera parts, also a IO-470P. Address: 7630 Willow Glen Road, Los Angeles, Calif. 90046.

DUSTY GEMS--- (The Editor says the empty space MUST be filled, so here goes--)

"Do you think raw oysters are healthy?" asked a lady of her physician.
"Yes," he replied. "I never knew one to complain."

"What happened to that dizzy blonde your husband used to go with?" asked Mrs. Brown.
"I dyed my hair," was the curt reply.

Proud mother, exhibiting her baby: "He's eating solids now – pencils, newspaper, rubber bands, spiders and ash trays."

Bragged a recent bride: "I have my husband eating out of my hand."
"Saves dishwashing, doesn't it?" said another bride.

Up from Texas is a report about a man on an airliner asking a woman seated beside him if his cigar smoking would bother her.

"No," she replied, "if my getting sick doesn't bother you."

(Thrifty Editor be hanged---I'm just going to WASTE a few lines)

NOTE: THIS MEETING WILL AGAIN BE ON THURSDAY, one week BEFORE THANKSGIVING.

This issue winds up the sixth volume of the NEWSLETTER, so once again we of the editorial staff wish to get our greetings in early, and extend to all of you a

VERY MERRY CHRISTMAS

and

HAPPY NEW YEAR

News Editor: George W. Mojonier, 550 N. Grace St., Lombard, Illinois 60148