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SEABEE NEWSLETTER

The next meeting of the Chicago SEAPLANERS CLUB will be Thursday, Jan. 23, 1969
at
SPARG'S RESTAURANT and LOUNGE
5537 W. Diversey Avenue
Chicago, Illinois *(Their phone: BE7-1124)*

Diversey is 2800 North, and 5537 is just a few doors East of Central Avenue. Dutch treat as usual. Meet in the lounge around 7:00. Dinner in the dining room from general menu at 8:00. Italian dishes are their specialty.

FROM CHICAGO AREA---Before the ice, snow, and bitter cold paralyzed the local Rubber Ducks' activities, we ran some quick tests of drooping ailerons 1-7/8" (about the same as the Robertson STOLs). Altho tests were not conclusive, we did note a noticeable increase in glide ratio. More on this come warm temps.

FROM LOS ANGELES AREA---Spent a few moments with P.H. Spencer discussing his AIRCAR. As might be expected, he has retained many of the desirable features of the Bee, except it is on tri-gear and has a new airfoil developed specifically for amphibious applications. This is a design that bears watching, and will undoubtedly turn out to be one of the more popular homebuilts. Anyone interested in building a wood amphib contact P.H. Spencer , 8725 Oland Ave., Sun Valley, Calif. 91352.

FROM SEATTLE AREA---Though the courtesy of John Urban and Bud Rude, we got a hop in N6432K (the Bee converted by Geo. Pappas in Alaska). Weather was rain, supposedly 3 miles with fog, and all the rest of the good Seattle weather for early January. We did mill around enough though to discover the IO-470 surely makes a difference in performance, changes flight attitude, and results in a sea level cruise at 75% to 120 mph, with fuel consumption around 15 gph. Altho this uses the same engine and prop as the Riviera, cabin noise level is far lower, due mostly, we feel, to the different location of the exhaust. Glide was more like an extended wing Bee, and altho we didn't check the time, rate of roll seemed slower than the standard Bee. Feel this can be attributed only to the replacement of the blob on top with a neat engine nacelle, and drooped wing tips similar to those on a 210. Water take-off was a pleasure: on the step by the time the throttle was open, and airborne in a total of around 12-15 seconds.

FROM WICHITA FALLS, TEXAS---Checked in with Tom Danaher (N191VW, & also a Goose, N291VW). Landing strip and seaplane base are surely everything we've heard they were. Tom droops the ailerons and flaps on his Bee something over 1" and claims better cruise and higher performance.

HELPFUL HINTS---Dr. John A. Green, Eau Gallie, Fla., suggests using American premium grade auto gas rather then 100 octane aviation fuel to stop detonation at higher ambient temperatures. Technical info. shows its 100 octane nonleaded with a vapor pressure about 0.1 too high to be certified for aviation use, but apparently suitable for operation under 5000 feet. Engine runs cooler, no detonation problems, no lead build up, and noticeable increase in take-off power. Editor's Note: Auto fuel varies considerably from one area to another, and though information indicates that fuel suitable for use as noted, it does not necessarily hold true for same brand obtained from other areas.

AND HOW ABOUT SOME INFORMATION AND/OR NEWS FROM SOME OTHER OF YOU BEE-DRIVERS?--NEW MODS. THAT WERE USEFUL, PLACES WITH GOOD BEACHING & CAMPING? LET US KNOW, TOO, unless you prefer to keep them just for yourself, that is. But weather around here for the next three months makes Bee flying mainly a topic of conversation, so NEWS is badly needed for the next two issues, usually.

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

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