

SEABEE NEWSLETTER

Next meeting of the CHICAGO SEAPLANERS CLUB will be Thursday, May 15, 1900 hrs.

at
 Little Joe's Restaurant
 Roselle Airport
 Roselle, Illinois

Airport phone: 837-6255

Roselle Airport has a 2500 foot surfaced, lighted, E-W runway, so here is a chance to fly rather than drive. For those earth-bound beings, Roselle Airport is on Rt. 19 (Irving Park Rd.) about half way between Rt. 59 & Rt. 53.

FROM CHICAGO AREA: Water is rising in Beaver Dam Lake and we are all anxious to try out the Misiowiec's new ramp. A few faces at our last meeting: Leander Dalske, West Bend, Wisc., now owns N6007K; and Charles Carncross, Port Moody, B.C. (Vancouver area). Seems Jack Morgan made a special trip to Port Moody by Bee to get movies to Charles prior to his departure. Some of our ardent fisherman couldn't make it and they missed the shots of the sixty odd trout on Jack's stringer. Bob Otto (N6204K) installed step vents, and initial tests indicate approx. 15% reduction in time to get on step. Nick Semenchuk (Coowner 6019K) was fatally injured in an auto accident on April 20th.

FROM DETROIT AREA: Flew the Baylon-Sloan Continental powered Bee N6747K (see May '67 NEWSLETTER for modification details). Although some 3½ months had elapsed since flying N6432K (see Jan. '69 NEWSLETTER), temperature and wind were comparable and comparison between the two conversions was possible. Both use IO470P Continental engines. The only noticeable difference is the cowling treatment, down turned tips, and 3 blade prop on N6432K, vs. 2 blade prop and standard tips on N6747K. The 3 blade seems to be about equal. It was difficult to make an accurate comparison of noise level, but the 2 blade prop seems quieter; definitely quieter than a standard Bee when the baggage compartment door was open. 6432K has received STC. 6747K expects STC this summer.

FROM VANCOUVER AREA: Charlie Carncross advises he is getting ready to splash paint on his Bee. He was amazed at the condition of jugs and pistons with only 80 hrs. since TOH. But then life is full of surprises for a Franklin owner, especially when he chances a quick peek inside. Dave Hazelwood has word that the Bee rights were purchased by someone in Florida. Anyone have definite word on this?

FROM OMAHA AREA: Bert Hanson (N6459K) is now installing upholstery, and engine is about ready for reassembly. He's hoping the Big Day will be this summer.

FROM LOS ANGELES AREA: Court Bennett soon tired of the high control pressures on his Bee (he's used to be boosted Big Jobs) and with the blessing of FAA has been adding levers and stuff on the elevator trim tabs, and has been quite successful in reducing stick pressures. Last word from our west coast snooper has it that he is working to reduce rudder pressures. I'm for that!

HELPFUL HINTS: Bob Otto finally tracked down the dope on the Stewart-Warner 6 volt pressure senders used on earlier model bees. The fuel pressure sender is used by Caterpillar and available from them under #2L3405. The 353F oil sender is an OEM item and replacements are not available from the usual jobber outlets in U.S. or Canada, but only on special order through Stewart-Warner Sales Offices (not jobber). Office should place order attention Mr. Blankley, Stewart-Warner Instrument Division, 1826 Diversey Parkway, Chicago, Ill. 60614. Over 200 in Chicago stock.

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