

SEABEE NEWSLETTER

The next meeting of CHICAGO SEAPLERS CLUB will be THURSDAY, NOV. 20, 1969

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., that you bring.

FROM CHICAGO AREA---Things are surely quiet around the Chicago area, with only fog, smog, and fallen leaves to remind us it's time to remove the drain plugs and drain the hull before it freezes. But as I always say, next year it will be different. For one thing, I can look forward to replacing all the hose on the Rubber Duck: seems in 1966 I decided that I had gotten most of the use out of the original hose on the Bee (all dated 1946) and replaced with fresh hose, all procured from a leading aircraft supply house and all, of course, dated first quarter 1966. Then one fair afternoon last month we found ourselves in a cow pasture with the not unfamiliar well-oiled tail. No loss other than that of some oil and a length of hose. But guess what I think of our expensive "AIRCRAFT QUALITY" merchandise?

FROM SPOKANE AREA---John J. Schafhausen sold his Twin Bee to Pete Pope of Portland and replaced it with a Royal Gull. John would like to form a club of Royal Gull owners, to share parts and information with others. If interested, contact him at 525 West Sprague, P.O. Box 2163, Spokane, Washington 99210.

FROM VANCOUVER---It's Saturday, November 15, at the Arbutus Club for this year's combined meeting of the Seattle and Vancouver groups. Next to last moth's meeting at the El Nito, when some 50 smiling faces showed, this should be the best get-together of the year. Contact Don Kyte in the Seattle area, or Dave Hazelwood in Vancouver area, if you plan to join the fun.

FROM BARRY'S BAY---It's North for the annual moose hunt for Andy Chapeski and -GAD. Two other ships, one a J3, are going along this year.

FROM TORONTO AREA---Joan and Dennis Bradley have to admit that engine trouble isn't limited to the Seabee. Understand that he repurchased the Continental in the 185 for the second time, after an anxious time over water between St. Johns and Sidney, Nova Scotia--and only 300 hours since major. The story reminds me of one 180 that just sneaked into an Indiana airport one evening about a year ago with an oil splattered windshield.

FROM LOS ANGELES AREA---From The Reliable Rumor Department we understand that Court Bennett is working on a turbo prop installation in his Bee. Court, as you may recall, worked out the elevator trim tab system for which he has been granted an STC, so it shouldn't be too many moons before we settle the argument about the amount of performance change possible with a descent light weight powerplant. More on this after I get together with our Northwest Super-Snooper.

This is the last issue for the seventh volume of the NEWSLETTER, and we start with volume eight with the first issue of 1970. So, once again, we of the editorial staff (BOTH of us!) wish to extend our greetings for a MERRY CHRISTMAS and a HAPPY NEW YEAR.

And---will some Chicago Area member choose the January meeting site, PLEASE?

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