

SEABEE NEWSLETTER

The next meeting of CHICAGO SEAPLERS CLUB will be Thursday, January 15, 1900 hrs.

at

DON & MARILYN LONHART's Apt.

9046 W. 31st Street

Brookfield, Ill. 60650

Their phone:

485-2420

The Lonhart apartment is above the Lonhart Walgreens on 31 st Street, about 15 blocks from either 1st Avenue or Mannheim Road, and about 20 blocks from either Stevenson or Eisenhower Expressways. It's a buffet dinner. All are to chip in to defray costs. Set-ups available, but bring your own favorite liquid additive.

Advise them if you plan to attend so they can plan quantity, but don't let it keep you away if you forget. They have 8, Super-8, and 16 mm. Projector equipment. But bring your own slide projector if you have slides to show.

FROM CHICAGO---Tome Morley hopes to have his Volmer ready soon. His registration number is N11TM.---We made the Vancouver shindig in November despite 70 knot headwinds. Average ground speed was 76 knots. (For Apache, NOT N6723K!) Surely worth it, though, as not only did we enjoy the meeting, seeing other Seabee owners, and the Holmes' oysters, but I found someone else who misplaces tools. Result: CF-DKI is sporting a new blade on an almost new prop. Don't think anyone will ever let Dave live it down.

FROM TORONTO---Dennis Bradley reports that on the way to Freeport, Bahamas, they spotted a Twin Bee in Tilford's hangar being repaired. Apparently the port door had been opened into the rotating prop.

FROM MIAMI---Phil Mirgle finally did it: John Van der Bunt purchased N6604K, so now its neighbor is Hugh Donahue's N6704K. John lost the generator belt enroute, so it's a good thing the Bee is easy to hand prop -- on land, that is. By now he knows what a project it is to replace that belt.

FROM THE DEPARTMENT OF TERROR (D.O.T.)---Time was extended for adopting ruling on terminal areas, supposedly to query interested airplane drivers about the "inverted wedding cake". Meanwhile down in the government print shop they produced Enroute Low Altitude Navigation Charts for Nov.-Dec. showing control zones where special VFR flight previously not allowed, as prohibiting any VFR flight of fixed wing aircraft. It doesn't take a genius to realize what kind of a game these characters are playing, especially hen they removed all explanations for marks around these areas on subsequent charts starting Dec.-Jan. Even the local radio network has been running an editorial urging "corridors" for our big carbon spreaders, rather than the proposed FAA "cake". We can furnish copies if interested.

LATEST FROM REINERT-WERNER, INC.---PBY-5A Super Catalina, R2600 engines, 32,000 lb. Gross, 3000 mile range, up to 207 mph cruise, 50 fpm single engine climb at 15,000, sleeps 6, seats 14, electric galley with refrigerator, hot shower, cabin cockpit and ground heaters, fishing hatch, and two 15 foot boats with outboards mounted under wing. Navigation and communication equipment includes VHF, HF, LF, ILS, Loran, Radar, and RMI. JUST what Bob Otto needs to get to the shack on Grass Lake.

DUSTY GEMS---Then there was the considerate gent, who, when he heard that tar and nicotine caused cancer in mice, moved his smokes to mouse-proof containers.

IT'S ANNUAL APPEAL TIME AGAIN---HOW ABOUT SOME NEWS? Send card, letter, or even call (312-MA7-3640). Or a visit would be even better!

Also, anyone who feels like it and has been getting SEABEE NEWSLETTER for over a year could send another 1.00.

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