

## SEABEE NEWSLETTER

Next meeting of Chicago SEAPLNNERS CLUB will be SUN., July 26, 12 noon to ???

at

THE MAAS LANDING STRIP (Phone: (312) MA5-2480)  
Zion, Illinois

It's a picnic, so bring along your own food. B-B-Q available for outdoor chefs.

The Maas strip is the second farm North of Rt. 173, on the West side of Delany Rd. Delany is approximately 2 miles East of Rt. 41. If you plan to fly and field is soft, land at Waukegan Mem. and call above number for pick up by car.

FROM CHICAGO AREA---Don & Marilyn Lonhart (N628) flew their Nardi to Miami and the Bahamas. Enroute Don picked up his sea rating in a Lake, and the transition to the Nardi was without incident. (Incidentally, Nardi is the name of the designer of the ill fated Riviera, produced in small quantities by Siai-Marchetti, and is so referred to by the FAA). Saw a short movie of Don's landing and beaching in the Bahamas, which all goes to prove that a tri-gear will climb up on hard sand beach.---George Peklo's Bee (N6239K) was purchased by Mike Coutches. It's a l-o-n-g way from Chicago to Hayward, Calif., by Bee!---Yours truly (N6723K) developed a sick engine enroute from Canada. Made it home, but found 2 bad jugs, AGAIN. Maybe another powerplant is closer than we think----

FROM LOS ANGELES AREA---SPENCER AIR CAR was test flown May 25<sup>th</sup>. Jumped off the ground after about a 300 foot run, and indicated 95 knots (110 MPH) in level flight. Later we flew along side in the Apache and indicated air speed was 114 at 3000 feet and 89½°F. No doubt we will see a lot of these around in a few years.---Dick White is considering installing the engine out of his busted-up Nardi in a friend's Bee. Could it be that, either he is getting desperate, or association with Spencer has softened him toward our Ugly Ducks?

FROM MIAMI AREA---Spent one Sunday with Fulton Ivy and Hugh Donahue (N6461K, & N6704K, respectively) flying their Bees along the coast and inspecting all Bees at Tamiami Airport. They showed me many minor mods. such as vacuum pumps for gyros belt driven by the generator, leading edge fuel tank, airline type cabin vents, 8" Grimes landing light in wing, even a 3 light marker beacon receiver. Ivy has moved the ailerons and flaps out to the end of the extensions. This gets the flaps out from in front of the prop, and he feels results in more propulsive efficiency with the flaps down. In addition, he droops his ailerons 3" for takeoff, and it surely makes a difference. Looked over paperwork & parts purchased from Mael: it's good to know this material is in good hands. (Even ran across copy of the original factory invoice on N6723K). It's too early to make any commitments, but at least in the near future parts & modification kits will be available to enable us to keep our Rubber Ducks flying. For the present, if you are in DESPERATE need for parts, contact Fulton Ivy and he will furnish what he can from his stock, and replace it later when the Bee project gets going.

FROM SEATTLE---Don Kyte showed up at our last meeting with a reversible, buoyant jacket purchased from Farwest Garments, Inc. of Seattle. Although it isn't C.G. approved floatation device, it sure beats a wet soggy 'anchor', should you fall overboard. Contact Don Kyte for details.

SWAP AND SHOP---STOL Aircraft Corp. has available an electric hydraulic pump kit for the Bee. Kit includes all material and complete installation instructions. Price, \$390. and your old power pack. Also, new Goodyear fuel cells at \$325. These are direct replacements and weigh just 4 pounds. STOL has STC approval for both these items for the standard Bee.

Note that meeting is on SUNDAY; July 26. And it's a picnic. See Y'ALL!!! AND--bring equipment for swimming and/or blue gill fishing, if interested!!!!

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