

SEABEE NEWSLETTER

Next meeting of Chicago SEAPLERS CLUB will be THURS., SEPT. 24, 1900 hrs.

at
 ARC STEAK HOUSE (Their phone: 724-7600)
 1813 Waukegan Road
 Glenview, Illinois

We have a private room, plenty of parking space, and they are open late. From the Tri-State, get off at Lake-Euclid exit, go East on Euclid. ARC STEAK HOUSE is about 1 mile North of Euclid, on the East side of Waukegan Road.

FROM CHICAGO AREA---Paul & Lois Hanson (N6070K) showed up at Beaver Dam Lake with a fresh annual. Surely nice to see this beautiful Bee back in the air.---Even Herb Maas pulled N6019K out of moth balls and braved the weeds at Beaver Dam---Chance Fitzgerald got his Bee flying, all mods approved, but had to resort to ground transportation at the last minute for the trip North 'cause of a leaky gas bag. This has been rectified, so he is all ready for the next time.---Bert & Eloise Hanson and their children flew into our last meeting in their Bamboo Bomber. We had a little difficulty turning up a Bee for Bert to look at, though, as Herb's was the only one there (& in its hangar). With the exception of Lonhart's Nardi, all transient ships were land-locked---some showing for a bunch of Water Bugs!!! But we had a fine time, and the water was PERFECT.---Guess who opened his big mouth and wound up keeping the left seat of N6239K warm for 29:02 hrs. enroute San Francisco Bay area? Burned 483.2 gal. Of 80 octane, splashed 20 qts. Of oil all over the tail, to drip all along the 2064 odd nautical miles (2374 statute), and all without a mechanical catastrophe. The better than 80 mph average really wasn't bad considering a West bound flight, with the usual head winds.

FROM LAKE TAHOE AREA---September is Air Race time at Reno, and Mike Brown is planning a splash-in at Tahoe and a fly-by of water birds at Reno again this year. This should be an even bigger event than last year, with water birds from LA area, San Francisco Bay area, Seattle, Vancouver, and even Toronto. And---there is some talk of a Bee or two from Chicago. But as Herb says, "it would sure be nice to have a real airplane along, just in case", and HE'S supposed to like Franklins! If interested, just draw a line to Homewood Seaplane Base, Lake Tahoe, and you will find people like the Kytes and Bradleys there From Sept. 18 to the 21. The motel is part of the Seaplane-Marina complex, so everything is handy, including an extra motel across the way and a dry airport in the hills for machines that won't float. If you plan to go, call the Base for confirmed reservations: (916) 525-7143.

FROM LOS ANGELES AREA---If you see a white and turquoise machine sitting on the water that looks like a highly modified Bee, look again, as it may be N111DA, the SPENCER AMPHIBIAN AIR CAR. It was planned to have it on display during the Annual EAA Meet, at Oshkosh, but a stationary front just North of Kansas City prevented this. However, when weather cleared, flight was continued eastward, then South, and West back to California for a total of some 5000 miles: Flying time, 55 hrs.; fuel consumption, 11.4 gph; 2 quarts of oil; airspeed, 110-115 mph, depending on load. This bird is scheduled to be at Tahoe splash-in.

FROM SEATTLE---Don Kyte's N6144K is now sporting drooped tips, with FAA approval on Form 337. This will be the Kyte's transportation to Tahoe, so all will have a chance to draw their own conclusions.

FROM HAWAII AREA---Recently heard the sad story of the end of Campbell's Bee. Seems he had around 2 hrs. on the newly majored engine wen he lost a float on landing. The coast guard came to the rescue, and, in their usual efficient manner, tied a line around the wing and lifted, then around

the other wing. Still not satisfied, around the fuselage (hull), naturally in the most obvious spot. The result: a twisted, mangled, pile of aluminum. The one thing we can all learn from this and similar stories is, if you want to save your machine, DON'T call the Coast Guard.

SWAP AND SHOP--Lee Dalske's Bee (N6007K) s for sale. It has Alcor-inspired paint job, marine seats, 24 volt electrical system, tip plates, and more. Contact him at (414) 334-520; or write him, Rt. 6, Box 74, West Bend, Wisconsin 53095.---Paul Hanson's Bee (N6070K) is for sale. This is an outstanding machine with a new cam and many minor improvements over the past year. Contact at 215 McHenry Avenue, Crystal Lake, Ill. 60014. His phone is (815) 459-1193.---Even your truly is peddling a used Lear LTRA-6A 12 crystal transmitter, tunable VHF, LF and marker receivers, with separate omni head and cables, \$50.00. Working when removed from upside down pooch to make room for more stuff.

HELPFUL HINTS--If you have oil leaks at the cylinder base, try a National 157-B46A "O" ring. It's just slightly larger in cross section than the larger of the two types furnished by Franklin in their gasket kit.---I have for some time been going to list the most common "O" rings used on the Bee, including some hard to find replacement seals, so at long last here it is, with the number required per assembly in parentheses:

Main Gear Leg

Through Bolt (1) AN6227-07
 Inner (1) AN6230-10
 Outer (2) AN6227-37

Main Gear Cross Tube Seal

(2) #2157 (Mfg. By
 Garlock)

Flap & Tailwheel Hydraulic Cylinder

Shaft (1) AN6227-10
 Piston & ends (3) AN6227-19

Master Brake Cylinder

Valve (1) AN6227-05
 Rod (1) AN6227-07
 Cap (1) AN6227-21(Used on
 late series master cyls. Only)

Hydraulic Pump

Valves (8) AN6227-01
 Seat (2) AN6227-06
 Piston Rod (1) AN6227-13
 Piston (1) AN6227-15
 Reservoir (1) ELB 20-13 (AN6230-13)
 Relief Valve (2) ELB 19-5 (AN6227-05)
 Plug (10) ELB 19-6 (AN6227-06)
 Bolt (1) ELB 19-5 (AN6227-05)
 Retainer (1) ELB 19-16 (AN6227-06)

Prop Cylinder

Inner (1) AN6227-44
 Outer (1) AN6227-67(Small cyl.)
 Outer (1) AN6227-72(Large cyl.)

Inspection Plate Rings

(1) 351-8327 (Mfg. By
 Precision Rubber Products Corp.)

NOTE: Part number in brackets are those found to be suitable substitutes.

DUSTY GEMS---here we go again---

Farmer: "Say, you've sure got a lot of nerve to come down in a parachute with this 100-mile-an-hour gale blowing!"

Camper: "I didn't come in a parachute. Went up in a bloomin' tent!"

And then there was the seven-year-old who had gone fishing with her father. After an hour or so, her father asked, "Are you having any luck?"

She replied indignantly, "No, I don't think my worm is really trying."

---And that's all for this issue---

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