

SEABEE NEWSLETTER

Next meeting of the CHICAGO SEAPLANERS CLUB will be on THURS., NOV. 19, 1900 hrs.

at

TUREWICZ RESTAURANT
1643 N. Milwaukee Ave.
Chicago, Illinois

Their phone: 278-8848

Turewicz Restaurant is just north of the junction of Damen, North, and Milwaukee, on the North side of Milwaukee. Just park along Milwaukee Avenue.

FROM ILLINOIS---Everyone in this area is busy preparing for a long cold winter, and there has been little flying activity of late. Chance Fitzgerald managed a trip North for some hunting, in his much modified 2-place Bee. Hanson (N6070K) and Maas (N6019K) showed up at Beaver Dam Seaplane Base one recent Sunday, and everyone agreed that summer was over, and none of us has started flying yet this season.

FROM CALIFORNIA---Those who get Northwest Flyer know the results of the splash-in at Tahoe. Briefly, 4 Bees started from Seattle, 3 Bees showed up at Tahoe, and eventually 4 Bees turned up at Seattle. All others drove, flew landlocked machines, or rode with others in quite loose formation inside a Big Carbon Spreader. In all it was a great event, but we missed Stetson, who flew off to Africa. Did manage a ride in Don Kyte's Bee with drooped tips, and they surely seemed to make a vast improvement. Most noticeable is lower nose attitude, which reduces drag and improves cruise an estimated 5 to 10 mph.

FROM TEXAS---Gordon Travis (N6705K) was murdered by thieves who invaded his residence about 9 PM, August 21. Gordon was a confirmed Beekeeper, and his much modified Bee (complete with gold plated cabin hardware) is probably one of the best in the country. Marion Wright (N6048K) is in charge of disposing of Bee, T6G, N—Bonanza, parts, and shop equipment. (1517 Jenson Rd., Fort Worth, Texas 76112) (his phone: JE4-7952)

FROM FLORIDA---Perhaps some of you spotted the STOL Amphibian Corp. ad in Trade-a-Plane under parts, services, etc. It has been confirmed by Fulton Ivy that they have a working corporation and are in a position to furnish replacement parts from stock on a replacement cost basis. Parts production and some much discussed mods come first, with production of new machines to come later.

FROM WASHINGTON---Don Kyte (N6144K) has been insurance hunting for the Bee, and has kicked up a reasonable commitment for group insurance with the C. Don Fuller agency in Seattle. Coverage is offered to cover pleasure and personal business flying for qualified named pilots, for bodily injury, property damage, passenger bodily injury, and medical payments if desired. The agency submitted a sample quote, and rates are surely lower than anything I've seen for some time. If interested, send your name and pertinent aircraft data to Don Kyte, 114 West Lake Sammamish Blvd. SE, Bellevue, Wash. 98004.

HELPFUL HINTS---Have you checked the cooling fan bolts lately? One Bee driver in Miami area lost the fan at about 300 ft., just after takeoff. A simple preflight inspection could have saved him a noticeable number of new gray hairs.---The air intake robs the engine of power, so it has been common at altitudes above 5000 ft. and areas where the Bee is operated off water comparatively free of dust, to remove the air filter. One Miami based Bee driver, who wished to remain anonymous, says to install some fine mesh wire screen in [place of the filter, as frogs do not allow a good air-gas mixture when sucked into the Venturi. Understand the beast actually let the pilot become airborne before lousing up the mixture sufficiently to reduce power below that required to remain airborne.---The sands of time have just about run out on another year, so we of the editorial staff (BOTH of us!) again wish you all a MERRY CHRISTMASS and a HAPPY NEW YEAR.

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