

## SEABEE NEWSLETTER

Next meeting of Chicago SEAPLERS CLUB will be THURS., MARCH 18, 1900 hours  
 at  
 LOBSTER HOUSE  
 8906 31<sup>st</sup> Street  
 Brookfield, Ill.

Lobster House is on South side of 31<sup>st</sup>, at Prairie, 1/2 mile West of the Zoo.

FROM CHICAGOLAND---Even though Don Lonhart (N628) made arrangements to pick up the Nardi from the engine doctor the day after he was advised it was ready, he was about 12 hours late. Seems, when completed, said doctor's employees pushed the Nardi and a 150 outside for the night, but neglected to tie them down. The two got together in 70 mile winds, resulting in a total for the 150 and extensive damage to the Nardi. Airworthy parts for this bird are rare, and needed are things like tip floats, rudders, ailerons, nose gear doors, windshields, and the like. What a nasty situation with summer just around the corner.---George Pomeroy (N217G) is going to make it for sure this summer! Bee is inside at the airport and is getting things added like the tail, new cables, and will get wings as soon as the weather breaks, when it can be pushed outside.---And guess who DROVE to Florida, leaving behind a hangar full of planes near Zion?---And guess again: who left an Apache tied at Opa Locka and flew in a 720 to Puerto Rico?

FROM SAN FRANCISCO BAY AREA---W.B.Richards (N6410K) didn't make the Xmas test flight date as scheduled, but did make it recently, so is now the proud owner of a flying Bee. It took the mechanic just ages to get the Franklin back together.---Mike Coutches advises that N6239K is still operating without a mechanical mishap. All that has been done since arrival is to replace the seals in the prop to stop the constant dribble of oil (29 qts. from Chicago). He now is in the process of cleaning it up and making it look pretty.

FROM SEATTLE AREA---Jack Daubenspeck (N6272K) is working on numerous STCs for mods. on his Bee, including the droop tip as approved by 337 for Don Kyte's N6144K. Perhaps some of Don's enthusiasm is rubbing off on others in the area, as some of the Boeing engineering personnel are casting more than a casual glance at the Old Bird. If nothing else, perhaps the recession has given the dreamers time to think about the little ones for a change.---George Pappas was down from Alaska and spent some time with Don and others discussing possible replacement power plants, from 200 HP reciprocals to PT6 turboprops.

FROM TORONTO AREA---The Bradley-McWilliam's CF-NXI made it to Reno for the air races: a 185 on amphibious floats. Total flying time enroute, 37 hrs. Found out that in this configuration, at their normal gross, they had a service ceiling of about 8000 ft., and it became quite a chore to reach 12,000 to clear the rock piles West of Denver. Performance must be quite different with the wheel-skis in use this winter.

SWAP AND SHOP---New Seabee brakes, \$50.00 Advertised in Trade-A-Plane by John McCallion, 4000 Holly, Mt. View, Calif. 94040. Phone: (415) 967-8729.

DUSTY GEM---Teacher: "What is the formula for water?" Johnny: "H, I, J, K, L, M, N." Teacher: "That's not the formula I gave you." Johnny: "I thought it was. You said the formula for water was H to O."

Anyone with some news or views on the Bee out there? We could use more!!

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

NOTE: Many thanks to you who sent your dollar (Some, even more!) to receive the NEWSLETTER another year, and for your kind comments.