

SEABEE NEWSLETTER

The next meeting of CHICAGO SEAPLANERS CLUB will be on Thursday, May 20, 1971

at  
 SPARGA'S RESTAURANT and LOUNGE  
 5537 W. Diversey Avenue (Their phone: BE7-1124)  
 Chicago, Illinois

Diversey is 2800 North, and 5537 is just a few doors East of Central Avenue. Dutch Treat, as usual. Meet in the lounge around 7:00. Dinner in the dining room from general menu at 8:00. Italian dishes are their specialty.

FROM CHICAGO AREA---A quick glance inside the tail section of 23K confirmed that Spring has sprung in the Chicago area: our feathered friends quickly fill up the after section with straw, grass, paper and the like.---Chance Fitzgerald has returned from the annual winter sojourn in the sunny south. Notice he has 2 Bees advertised in Trade-A-Plane.---Each Spring we think that THIS will be the summer that Morley's Volmer (N11TM) and Pomeroy's Bee (N217G) will become airbourn, but this year we predict these things will happen for sure. Each is putting on the finishing touches, and it's a toss up who will be first.

FROM BARRY'S BAY, ONT., CANADA---Andy Chapeskie (CF-GAD) advises that plans are in the works to get Sea Bee decals. These are large scale reproductions of the emblem which appeared in Republic Publications during the limited SEABEE production run. Andy's name has now been added to the growing list of Bee owners who have lost the fan. Gather it's a cruel way to be awakened in the middle of the day, and expensive, too. The one objection to the spinner is that inspection of the fan bolts is difficult and promotes putting it off until, as happened, it's too late. This is one advantage of the Beech 3 blade spinner, as a quick check may be made of the fan bolts thru the blade cutouts without removing the spinner.

FROM THE WEST COAST---Smoky Hollow's Dick White; former Nardi owner-pilot, advises that Don Kyte (N6144K) has fallen heir to the remaining pieces of the National Seaplane Pilot's Association. Can't attest to the fact that he changes clothes in a phone booth, but he does regularly clear buildings in a single leap, via the great Carbon Spreaders. So, with not too much effort he could meet the min. requirements and may well become the one who can give the Assoc. the shot in the arm that it needs.---Spencer is planning to install a 260 Lyc. in the Air Car. Figures 135 MPH cruise, with a useful of 1050 lbs. A HP loading of around 10 would put it in the Cessna 180 class performancewise. If you haven't seen his machine, look at the cover picture of 3<sup>rd</sup> April, 1971, issue of Trade-A-Plane: it's landing on water, Navy style!!!

SWAP AND SHOP--Miller moved from Philippines, now in Baltimore, Md. and brought parts salvaged from wind damaged Bee with him. These are presently stored at Essex Sky Park, Md. Contact him, phone (301) 532-9311; Office phone (202) 693-7348. Also Earl Wilson, Essex Skypark (301-682-3444) advertising parts in Trade-A-Plane. Miller's address is: 6134 Chinouatin Pkwy., Baltimore, Md., 21239--William (RED) Jellison advises his 2 Bees are for sale. One has zero time since complete airframe major. Contact him at:

Elmwood Park  
 Valparaiso, Ind. 46383  
 Phone: (219) 462-3700

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