

SEABEE NEWSLETTER

Next meeting of CHICAGO SEAPLANERS CLUB will be on SUN., Sept. 19, 12:00 hrs.,

at
 MAAS LANDING STRIP (“Russell International”—sorry,
 Zion, Ill. Herb, for error in name in
 Phone: (312) MA3-2480 last issue.)

It's a Fly-In Picnic, so bring your own food. Gas-fired B-B-Q available. It's probably the last outing of the season, so let's see all "thum thar" flying machines that have been sitting around gathering dust all summer,---and if they won't fly, come by car. The Maas Strip is the 2nd farm North of Route 173, on the West side of Delany Rd. Delany is approx. 2 miles East of Route 41.

FROM CHICAGO---George Pomeroy (N217G) made it July 28, being airborne just 30 min. prior to sunset. But things don't always go well on the 1st flight, and a hydraulic failure called for deviation from 'once around the pea patch', and the 1st landing was on Cedar Lake. Subsequent flights on the 29 & 30th proved more successful, and we are expecting a formal showing Sept. 19th.---The Splash-In at Beaver Dam Lake July 4th was great, with 5 BEES, a LAKE, and the demonstration of Chance's outboard motor bracket for the BEE. With Chance's device one can sit in the seat of the BEE with a fishing pole in one hand, the motor tiller in the other, and go chasing fish. It's the 1st time that I have seen a BEE go forward, back up, or go sideways, all at the command of the driver.---Yours truly (N6723K) has been plagued with spark plug fouling in 1 cylinder. I now know what Dalske, Fitch, Egemeier, and, as Dick White predicted, it certainly was an amphibious year, with many VOLMERS, Anderson's KINGFISHER, Molt Taylor's COOT, and Spencer's AIR CAR. The latter now cruises 130 MPH at 65%with the 260 HP O-540 Lycoming. Spence has a pair of Daubenspech's droop tips, but didn't have time to install them before the Oshkosh trip. After seeing the AIR CAR perform, Molt decided to put more power in the COOT. There is nothing like competition to stimulate progress!--Lonhart's NARDI has surely been getting a workout since Chance finished repairing the windstorm damage. Last we heard, Don & Marilyn were in the Virgin Islands. Understand it really scoots with the rebuilt engine.---And will Tom & Sandy arrive Sept. 19 in the VOLMER? WE HOPE.

FROM OMAHA---Bert Hanson (N6499K) became airborne late afternoon July 11. This is the BEE that was purchased from Christianson, moved to Georgia, then bought by Bert and moved to Omaha. They were returning from Lake of the Ozarks about the middle of Aug. when the gear collapsed on landing in a small field. So, Bert is looking for a #1112 main gear lock link, the lower casting to the main gear hydraulic cylinder, and a #1053 float strut. Anyone with any or all of these parts contact Bert at 5608 Walnut St., Omaha, Nebr. 68106.

FROM THE PACIFIC NORTHWEST---Don Kyte's column in the Aug. 1 issue of Northwest Flyer carried the sad news that Jack Morgan lost the tough battle against cancer. Jack was a confirmed BEEKEEPER (CF-GLP) and part of the Vancouver, B.C. group. We will surely miss Jack and his dry Scottish humor.---There is an article by Don Kyte in the October issue of Sport Flying magazine about the mass flight of BEES to Alaska. Understand the photos are well worth the price of the publication.

HURRAY---No space left for any DUSTY GEMS!

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