

## SEABEE NEWSLETTER

Next meeting of CHICAGO SEAPLANERS CLUB will be on Thurs., Nov. 18, 1900 hrs.

at  
SHARKO'S RESTAURANT & LOUNGE (Their phone: 776-6644)  
7840 South Western Avenue  
Chicago, Illinois

Smorgasbord, or order from the menu. Dutch Treat, as usual. Easy to find, too.

FROM CHICAGO AREA---The first snow fell Nov. 8, and Chance Fitzgerald was still in Mendoto. Mighty unhappy, especially when he discovered frozen water lines in the Ultravan. So, it's off to the more moderate climate 'til Spring.---The end-of-the-season Fly-In picnic at the Maas strip proved to really be the end, with overcast, rain, and wind. Perhaps '72 will be a better year.

FROM NORTHERN CALIFORNIA---Bill Richards (N6401K) tried out Lake Tahoe on a no-wind day with density altitude of 8500 feet. Now he's installing Met-Co-Aire Hoerner tips for an Apache, requiring little surgery to adapt to the Bee. Also using a VDO instrument cluster purchased from friendly VW dealer.

FROM FLORIDA---Fulton Ivy sold his Cream Puff (N6261K). Ferried it to N.Y. at average speed at 3000 feet of 112 mph. with only 23" M.P. This Bird was modified to carry 12° droop on ailerons with full flap, and included fences at wing root, and between flap & aileron. He is working on STC for system.---Hugh Donahue (N6704K) ordered a set of droop tips from Aerocraft. He will be the first kid in the block with a pair.

FROM ONTARIO, CANADA---Andy Chapeskie (CF-GAD) had generator trouble at the EAA Meet which turned out to be 6 Volt fields installed by Toronto outfit. Can see how they could have made mistake, as armature is a 6 Volt unit. Next, moose hunt.

FROM VANCOUVER, B.C.---Charlie Carncross (CF-DLX) is having problems with corrosion under his new plastic paint (Alumigrip). Trouble apparently lies in primer. Only solution is to strip plane, etch, and start over.---Trident Aircraft, Ltd. is now in a favorable financial position to complete prototype and certify under new FAA regulations which, incidentally, covers wing fatigue tests.

FROM SEATTLE---Even tho Don Kyte lives on a lake and parks his own flyable amphib on his beach, he has managed to take only 1 swim and fly the amphib 2 times for fun this year.---Leo Mahler's mods on the Bee have resulted in the stall speed of 38 mph., and understand some increase at the other end. More on this later.

SWAP AND SHOP---Andy Chapeskie's 7x36" yellow and black SEABEE is now available in pressure sensitive decal from WAGAERO, P.O. Box 181, Lyons, Wis. 53148, @ \$7.95.---Available: 1 Bee engine, 1 plastic prop, 2 metal props. Tim Holt, 205 Bailey Drive, Bossier City, La. 71010. Phone: 1-318-746-3833.---Mike Coutches finally "sprung" the IO-470P Cont. engines in storage at Franklin. Contact Mike at American Aircraft, Hayward, Cal. 94541. Phone: 415-783-2711.---Understand Wm. Richards is considering selling the IO-470P he is committed to. 2490 Greer Rd., Palo Alto, Cal. 94303---Aerocraft has received STC for droop tips for the Bee. Order from Don Kyte, 114 W. Lake Sammamish Blvd. SE, Bellevue, Wash. 98008. \$285.00 per set.---2x5" cloth patches of original Bee design for sewing on jackets, etc. \$2.50 each. Registration number included for 50¢ more each. Send order with check to Richard Sanders, P.O. Box 29056, Dallas, Texas, 75220.

AS THIS IS THE LAST NEWSLETTER OF 1971, THE EDITORIAL STAFF WISHES ALL OF YOU A MERRY CHRISTMAS AND HAPPY NEW YEAR, AND MORE AND BETTER FLYING IN 1971.

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