

SEABEE NEWSLETTER

Next meeting of CHICAGO SEAPLANERS CLUB will be on Thursday, May 18, 1900 hours,
 at
 MATT SCHULIEN and SONS (Their phone: IR8-2100)
 2100 W. Irving Park
 Chicago, Illinois

Matt Schulien's is on the North side of Irving Park; parking lot just to the West. We have the banquet room, so plenty of space for Morley's movies of the Volmer's flights, and the Maas' Mexican escapade. The usual Dutch Treat.

FROM CHICAGO AREA---Spring has been trying, but as yet still hasn't quite made it. We couldn't wait and flew West the end of March. Stopped in at Meacham Field, Fort Worth, just before they closed the doors on the Hangar/Birthday Party of the Texas Swarm. This was quite an impressive affair, with a Confederate Air Force PBY parked just outside, plenty of good food, and Southern hospitality. It's something they do quite often; and made us feel conscious of the comparative inactivity of our local group. Unfortunately headwinds made us considerably later than we expected, and the same winds persisted all the way to the coast and return by obligingly swinging around as we changed course. We did manage to break 100 knots g.s. on one Eastbound leg, though.---Paul Hanson sold N6070K to someone in Seattle area. Don Kyte is scheduled to ferry it West May 15th. We're installing droop tips prior to departure so he won't have quite such a struggle clearing the lumps.

FROM JAPAN---Fred Sorenson's Bee, Ser. No. 950, was back in the air briefly after a rather extensive face lifting. Unfortunately, a few days later, while Fred was out of town, someone sunk it in the local pond. It was retrieved with little additional damage, and understand the long rebuilding process may already be under way.

FROM SEATTLE---Jack Daubenspeck is busy installing a GO-480 Lycoming (270 HP & burns 80 octane fuel) in his bee. Engine and prop were formerly used in a Piaggio, and many of the parts fall quite naturally into place in the Bee. This surely looks good, and quite frankly feel it may be the answer to the Bee's problem. Jack is working on a number of other mods, including a revised bow door and windshield which improves forward visibility and makes use of the bow door more convenient. Then the reshaping of the rear window not only improves rear seat passenger visibility, but along with the forward face lift, changes the looks of the whole machine. In addition, the Bee was sitting on blocks with the tri-gear mock-up in place, so all this, plus the drooped tips on the end of 24" extensions, changed the appearance so I hardly recognized an old friend. Incidentally these drooped tips are great, and not only are approved for the standard wing, but also for the 24" extended wing.---Don Kyte advises that the Can-Am Amphibs is not an outgrowth of the Seaplane Association. Negotiations broke down sometime back, and rumoured transfer of the defunct organization never took place. Can-Am Amphibs is a completely new organization created basically for amphibious owners and pilots. Sorry, Don, for the goof.

FROM LOS ANGELES---Court Bennet has dropped plans to install a turbo-prop in his Bee. It's too bad, as it looked like it had a good deal of merit.

MECHANIC'S LITTLE HELPER---It's rumoured that one model of Dodge has valve springs which are duplicates of those used in the Franklin. Any one know for sure about this?

KEEP 'EM FLYING!

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