

SEABEE NEWSLETTER

Next meeting of CHICAGO SEAPLANERS CLUB will be on SUNDAY, JULY 23, 1200 hrs.

at
 MAAS LANDING STRIP (Russell International!)
 Zion, Ill.
 Phone: (312) MA3-2480

It's a picnic, so bring along your own food, and swim suits! Gas fired B-B-Q available. Won't even mention the word that causes all bad weather, but the strip will handle Bobcats (UC78), so choose your own mode of transportation. The Maas strip is the 2nd farm North of Rt. 173, on the West side of Delany Rd. Delany is approx. 2 mi. East of Rt. 41. Come even if it rains, as we can always use the hangar and smoke it up again, as we did last year.

FROM CHICAGO---Merrill Womach of Spokane purchased 6007K from Lee Dalske. Got as far as Chicagoland and developed engine trouble. Turned out to be a grounded wire to the mag switch. Last we saw, they were loading limited baggage and 4 people for the trip to Spokane. They did have cool weather and favorable wind; why can't I have these conditions when I fly?---The Bee population in the midwest is dropping, with Maas' 6019K, Pomeroy's 217G, and Jellison's 6277K the only active Bees in the area: 6007K and 6070K went to Wash., Misiowiec's 6013K tore loose during a tornado and received float strut and tail wheel damage, the owner of 6234K isn't in this area, and yours truly hasn't flown 67223K since last fall.---Fishing was good at Eagle Lake, Ont., Memorial weekend. Plenty of walleye for shore lunch. Even enough for those who bring back frozen fish. Weather was grand until time to return, the IFR from border South.---In one of my weaker moments, accepted invitation to conduct a forum on the Seabee at Oshkosh this year. Scheduled for 1:00 PM (1600Z) Aug. 3. (Location & exact time in printed program). This is only 1 of many forums (or for a) to be conducted on classic, antique, homebuilt, and warbirds during the EAA convention this year.

FROM SAN FRANCISCO---Wes Stetson has been giving dual to the new owner of 6239K: Peklo's old Bee. They cleared up the intermittent heavy left ruder condition with new engine mounts. Understand the Lord mounts sag with age, permitting the engine to shift during flight, thus changing trim.---Wes is again back at Tahoe, operating his Bee for the summer season.

FROM MIAMI---Fulton Ivy should be flying his replacement for 6461K, and gather it's 'tops'.---Art Steijel, in addition to his Bee, has an aerobatic Swift and a McKinnon Widgeon. As Hugh says, that's enough to keep him busy. Quite frankly, the Bee is quite enough for most.

FROM TORONTO---Dennis Bradley is restoring a Fairey FireFly: grosses 16,000 #, tops 386 MPH, but won't float. Plans to have it at Oshkosh the first week of Aug.

FROM SEATTLE---Were there for the trip to Anglemont, only the weather didn't cooperate. Made good use of the time, though, and toured the flying fields with Allen Watson of San Diego looking at Bee's, Piaggios, and even Milt Scovell's modified Lake.---Quite naturally, had the usual exchange of remarks with Jack Daubenspeck about conventional vs. unconventional gear: the tail dragger being the newer design, replacing the tri-gear long before WW1. The proof of the pudding will be watching Jack get his tri-gear version down a steep ramp. This mod is due shortly after certification of the new engine installation.---Met an old friend the day we left Seattle when we popped out on top at 10 grand: THE SUN.

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