

SEABEE NEWSLETTER

Next meeting of CHICAGO SEAPLANERS CLUB will be THURS., SEPT. 21, 1900 hrs.

at
 SPARGA'S RESTAURANT & LOUNGE (Their phone:
 5537 W. Diversey Avenue BE 7-1124)
 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 about 7:00. Dinner at 8:00.

FROM CHICAGO---It is September, and N6723K has flown little over 8 hours this year, with only 1 water operation: even worse than last year's record low. Perhaps Don Kyte can blame the lack of flying activity on weather in the N.W., but we can blame it mostly on lack of time. Even Herb Maas, who represents ½ of the local operating fleet, has been tied up caring for the third generation.---Don Lonhart sold his Nardie, and is scheduled to return to pick up his Bee (N6234K). This was formerly Chance Fitzgerald's.---Did not see a familiar face at the Bee Forum given during the EAA Meet at Oshkosh. Did, however, meet Bradley and McWilliams under the Fairey Firefly, searching for a hydraulic leak. (Thought maintenance headaches were limited to only Bees!) They did get the trouble corrected, and Dennis wound up with a War Bird trophy.

FROM SEATTLE---In case you have been wondering what happened to the Lycoming installation, blame the long silence on the bad habit Jack acquired early; namely eating. He took time to rework a tired Bee. Understand it's about finished and already sold.

FROM ONTARIO, CANADA---Andy Chapeskie (CF-GAD) and his 2 boys spent a week fishing the Sutton River, which is on the Ontario side of Hudson Bay and about 50 mi. East of Winisk. They were accompanied by a Piper PA-18 and Cessna 172, but the Bee always arrived at each refueling stop at least ½ hr. ahead of the others! Andy has been waging the never ending battle of eliminating oil leaks. It's most discouraging, but if one persists it CAN be done. I know Herb Maas has, and I did, once.

HELPFUL HINTS---While checking a sluggish hydraulic system, discovered a plugged screen over the pump inlet. This is a fine mesh screen, only about 3/8" in diameter and doesn't take much to plug completely. Understand that some owners simply have removed the screen. Others have made up a standpipe screen, which gives considerable more area, but still requires periodic maintenance. However, the screen is located just under the filler plug to the reservoir, so another solution is to drill a 5/16" hole in the baffel in the bottom of the reservoir so that a pencil may be inserted through the filler to stir up the material on the screen in case it gets plugged. Then, upon landing, the system may be drained, flushed, and the screen cleaned.---While on the subject of the hydraulic system, plugs in the front and rear of the pump have been known to blow out. The failure is caused by improper installation of the snap ring, or possibly a worn snap ring groove. There are 2 remedies: The easiest is to install a plate front and back covering the plugs, so if they do blow they can't come completely out. The second method is to remove all plugs, tap the valve body with a standard pipe tap, and install pipe plugs. If the latter method is chosen, make sure in instances where springs rest against the plug, that the inner end of the plug is in the same position as the original.

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