

SEABEE NEWSLETTER

Next meeting of CHICAGO SEAPLANERS CLUB will be THURSDAY, NOV. 16, 1900 hrs.

at
MACK'S GOLDEN PHEASANT
663 W. North Avenue
Elmhurst, Illinois

Their phone:
(312) 279-8544

The Golden Pheasant is on the South side of North Avenue, just West of the Shell station on the SW corner of Ill. 83 and Ill. 64(North Avenue). Dutch treat, as usual. Meet in the bar, then eat in dining room at 2000 hrs.

FROM CHICAGO AREA---N6013K will be inside, as the Misiowiec's are putting up a new hangar at Beaver Dam. It looks big now, but will fill up mighty fast with the wing extensions and spare bent up hull Lloyd picked up---Bob Otto (former Beekeeper) found himself in quite an amusing position when, while driving, he passed up Herb Maas (in 6019K) bucking a headwind.

FROM SEATTLE---Official word from the Kyte stronghold has it that Jack Daubenspeck is back at work on the 270 HP Lycoming installation.

FROM CALIFORNIA---William Richards (N6410K) has had his share of starter probs. and finally succeeded only after he had his own rebuilt. Bill has Met-Co-Air Hoerner tips on his Bee and reports cruise at 110 and stall less than 55, all at near gross. Advises that Fred Sorenson is rebuilding his Bee, sunk in Japan.

SWAP AND SHOP---Herb Maas has a number of plastic model kits of the BEE put up on special order by Lindberg. Available for \$2.00 each (most to cover packing and postage), or less in quantities. Order direct from Herb Maas, Rt.#1, P.O. Box 182, Zion, Il. 60099.---Tie-Tac of the Seabee available from Sporty's Pilot Shop, Clermont County Airport, Batavia, Ohio 45103. Price \$2.95; Minimum order \$3.00. These are the same size as the pins Mode-Aire used to handle and are available in GOLD or SILVER (specify which when ordering). Has a chain.

HELPFUL HINTS---Bill Richards' starter problems reminds me that it may be about time to summarize information that has been given in previous issues on starter problems and the various ways found to correct them. The Bee has the same starting problems that plagued the early light twins and some mono-engine machines; namely the long run between the battery and the starter. They would start when new and everything was just right, but after a time, or if the engine was hot, if you expected to go you had to revert to the start-it-yourself method. The manufacturer handled the problem by installing high torque armatures or geared starters. A high torque armature is basically a lower voltage unit which will give the necessary torque at the low voltage values caused by the long cables. The only solution then, other than installing a geared unit, is a lower voltage starter. This can be accomplished by either converting the starter to 6 V. and use a minimum of a 60 AH battery which will give approx. 8 V. at the starter, or converting to a 24 V. starting using an Orpin relay & two 35 AH batteries which gives approx. 15 V. to the 12 V. starter. The only disadvantage in using the higher voltage is it results in higher starting RPM and in cold weather the mag impulse couplings in the -8 engines sometimes fail to engage. Incidentally, converting the starter to 6 V. by reconnecting the fields without changing the armatures makes things worse than ever as it won't turn the engine over under any conditions (I know, as this has been tried locally).

As this is the last issue of 1972, we of the editorial staff once again get in our holiday greting early and extend to all of you a VERY MERRY CHRISTMAS, a HAPPY NEW YEAR, and especially hope everyone does more and better SEABEE FLYING throughout 1973!

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