

SEABEE NEWSLETTER

Next meeting of CHICAGO SEAPLANERS CLUB will be THURS., March 15, 1900 hrs.

at
 MANDAR-INN RESTAURANT (Phone: 842-4014)
 72130 S. Wentworth Ave.
 Chicago, Illinois

Chinese food or American dishes, your choice. Mongolian style Smorgasbord their specialty, and you watch them cook your own selection. They are located on the West side of Wentworth, just North of Cermak. Park in lot across street.

FROM CHICAGO--Lloyd Misiowiec decided to top the Franklin. Found a loose cyl. Liner and 1 con. rod rubbing on the opposite piston skirt. This in addition to the usual problems found each time on e chances a quick glance inside a Bee jug. Nothing that can't be corrected, so Lloyd & Leda expect to make it North this summer by Bee for those big ones. (Please don't anyone get the idea that I am running down the Franklin engine and soliciting the kind of verbal licking that Don Kyte received when he talked sidewise about the dear old dog. But let's face it, it's going on 26 yrs. Since production was terminated, and unlike alcoholic beverages, engines and their associated parts do not improve with age. In addition there have been some technical improvements in engine design since the Bee engine was conceived. 'Nuff said!--Bob Otto (former Bee owner) at this writing is on an over-water round trip from Florida t Cozumel, Mexico by Travelair. Hope he remembered to take a Thermos and empty containers.

FROM CALIFORNIA--The McCarthys have spent the last 5 yrs. Attempting to adapt the IO-470P Continental engine out of a Riviera to their Bee. The engine is finally majored and ready for installation. All that remains is a suitable engine mount and cowling. As Mac says, "I'm five years older and 20 yrs. wiser."

FROM VANCOUVER,BC---Understand that the Trigull (formerly Trident) is about ready to make its maiden flight. This is the first bird that has been designed as a replacement for the Bee. The wing incorporates an airfoil designed specifically for the application, slotted Fowler flaps, ailerons that droop, and drooped leading edges. It's powered by a Continental Tiara 320 HP engine with an 80" constant speed, reversible propeller.

FROM SEATTLE--It's been mighty quiet out in those parts of late, but at long last those who read the 2nd Feb. issue of NW Flyer know that Jack Daubenspeck has the Lycoming conversion about ready for the first flight. I have received a number of inquiries recently about a replacement engine for the Bee, and it surely would be nice to be able to point them toward Snohomish for an approved installation.

FROM ONTARIO, CANADA---Jim Taylor (CF-JKS) has a new red, white, and black paint job. Now is planning all new upholstery. Jim is another who has had his share of engine troubles.---Andy Chapeskie (CF-GAD) is still having generator problems which started before he was down for the 1971 EAA Meet at Oshkosh. Here is another one who has trouble with loose fuel pumps, yet Herb Maas (N6019K) claims he never has!! Andy has many plans for flying GAD into the north country this summer, and is also planning to make Oshkosh.

HELPFUL HINTS--Had trouble with low fuel pressure lately? Try cleaning the fuel cell vent. Miami group found 2 Bees with insect clogged vents.

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