

SEABEE NEWSLETTER

Next meeting of the CHICAGO SEAPLANERS CLUB will be THURS., SEPT. 20, 1900 hrs.

at

RUSTIC MANOR (Their phone: ON2-2789)
Grand Avenue (Rt. 132)
Gurney, Ill.

The restaurant is on the North side of Grand Ave. (Rt. 132), 2 miles East of Illinois Tollway, 1 mile West of Rt. 41. Grand Ave. (Rt. 132) is one of the main streets coming out of Waukegan. Dutch Treat, naturally.

FROM CHICAGO AREA---Didn't think it possible, but amphibian operation around this area has been even slower this year than last. At this time, Herb Maas (N6019K & ?) has the oil cooler off both Bees; the Misiowices are well into the face lifting/ modification program on N6013K; Tom Morley's Volmer (11TM) was damaged by a tornado that swept thru Lewis-Lockport airport very late in July.--Meanwhile George Pomeroy has made countless water takeoffs and landings, hopping passengers in N217G.---Yours truly even managed to get N6723K's hull wet at Beaver Dam Lake.---Don Lockhart squeezed in a check ride in N6234K at Mendota on his return from EAA Meet at Oshkosh. Incidentally, the throttle in the Riviera came off in his hand during final to Lockport, and at night, too. Some pretty anxious moments, especially when the nose gear light would not come on. All ended well, tho, as gear light malfunction was caused by the microswitch, and they had enough altitude and power to make runway. Don & Marilyn are presently in the process of moving from Atlanta to Florida, namely Orlando and Tallahassee. During their visit in Chicago, Don mentioned that the Riviera (Nardi) was never certificated in Canada. Perhaps this explains the fact that one never sees a Nardi up there.---Quite a few new faces appeared at the Seabee Seminar at Oshkosh. DO regret missing so many that I know planned to make the EAA Meet.

FROM THE PACIFIC NORTHWEST---Jack Daubenspech is in the process of ground testing the GO480 engine installation in his Bee. Please, though, no inquiries yet, as approval is a long way off, with proof of strength, airworthiness, flight tests, and all the other details yet to be completed.---Trident Aircraft, Ltd. flew the prototype Trigull for the first time August 5. Soon after it was flown to Abbotsford for exhibit during the Airshow. Now that the prototype is flying, certification and production should follow in due course. So for those who want a new amphib to replace the Bee, contact Dave Hazelwood for a firm production number in the growing line.

FROM ONTARIO, CANADA---Weather turned bad in the East during most of the EAA Fly-In, so Andy Chapeski didn't make it with -GAD (or at all). Apparently that wasn't the end of the poor weather, as Loch MacLean's -DKY was tied up on Andy's beach during part of August when he was forced to leave it and proceed by other means. Plans are again under way for the annual moose hunt about the end of September. The average moose will dress out at about 500#, which sure makes the whole project seem more worthwhile with the price of meat these days.

PLEASE, let's hear about you Beekeepers in the Northeast, Southwest, and all the points in between that receive this NEWSLETTER!!! We don't even know if you still have your Bee, if it's flying, if you have found some little secret that would help your fellow Beekeepers enjoy their ships more. WRITE, and share with the rest of us!!!

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