

## SEABEE NEWSLETTER

No doubt most of you noticed the third Thursday in November passed and no announcement of a meeting. Frankly, now with Thanksgiving over and Christmas holidays following closely, it is felt that we should skip a meeting this time and have a big one in January. How about a fresh start with everyone attending?

*FROM CHICAGO AREA:* Looks like we may have a new Bee owner shortly. Joe Haley of Fredonia, Wis. has a 30 day option on one in the Pennsylvania area, and if it checks out OK he'll be flying it back before Christmas.

*FROM PACIFIC NORTHWEST---*Just had to see Jack's Lycoming powered Bee, N6272K. So after a little instrument time between here and Spokane, we had to resort to the Big Birds; then found they couldn't make it either,. But if you are patient, one will come along eventually, and we didn't have much choice. Jack's Bee is surely a different bird. He has removed the skylight, extended the windshield into that area so it looks more like a Riviera/Nardi, (sorry, Dave, even though the Tri-gull windshield is similar, the Riviera came first), then the instrument panel was removed forward. This combination surely improves visibility and gives a more open feeling. The engine installation is the most noticable change, with the air scoop similar to that of the rear engine of the later model Mixmaster (Cessna 337), and considerably lower and narrower than that of the stock Bee. The spray rail is quite a departure from the norm, but it surely does the trick. It not only gives the soft ride of a cathedral type hull, but it reduces the spray---and we gave it quite a workout milling around after leaving Steve's ramp. According to the gas gauge, we had around 25 gals. Of fuel, and with just two, were on the step in 3 seconds and airborne in 8½ seconds. Granted temperature was around 50°F., and Sammamish is almost at sea level, but even Herb's Bee runs around 14 seconds under similar conditions. Rate of climb was in the order of 1000 fpm. Not phenomenal and not conclusive with only a rough estimate, but there is no doubt of the angle of climb. It's just terrific. Cruise at 95 indicated was at 17½ inches and 2400 rpm (1540 prop rpm). This figured out at about 10½ gph fuel consumption. Most noticeable on the Continental powered Bee converted by George Pappas. The only aerodynamic change in both aircraft are the engine nacelles and the droop tips. We were not in a position to make any speed runs, nor have any been made to date, but projection of known curves shows cruise at 75% of over 120 mph, and this on about 16.5 gph. This all sounds great, but don't everyone run out and buy an engine and expect to be flying by Spring. Jack has many tests to run, which may result in modifications, one of which was in progress when we departed. Then after Jack is thru it will be FAA's turn with proof of strength flight tests, including dives to over 175 mph. When the STC is issued, Jack plans to make complete conversions in the Seattle area, and have kits available for conversion in the field. At that time, acceptable engine models and prop combinations will be known. There are just too many engines, props, and combinations which we already know are not satisfactory.---After our experience with flying machines and weather, we drove to Vancouver to see the Tri-gull. I might start by saying that Dave Hazelwood and Bill Clark were most patient while I took many Poloroid shots. Even the Continental representative out of Seattle made some comment about it to Dick Scheffner, of Continental's Chicago office. Didn't get to see it fly: have to take their word for that, but fly it should, with those big Fowler flaps and drooped leading edge. Couldn't help but comment about the control arm assembly, but as Dave said, "by turning it over it just fits". Then it's pretty hard to compete with 27 years trouble free service. Then, too, where else would something out of a Bee be more appropriate but right in front of the pilot and copilot. Outwardly the dimensions are approx. the same as the Seabee, except the cabin is longer with room for 3 rows of seats, and baggage behind and in the hull under the floor. Prop has reverse with beta control which means neutral, trigear with the nosewheel as a bumper and no nosewheel doors. There is enough room for electronic gear to bring one home if caught out in the rain. A feature worth mentioning is one landing gear indicator light for each wheel, and they are colored amber and blue, not red or green. They have a number of firm orders and production number reservations on the books, so if you want to get in the growing line, hurry, as this is one that should be a big hit.

*FROM THE TEXAS SWARM---Capt. Richard Sanders (N6458K) has in the planning stage a Seabee Splash-In, tentatively to be held in Wichita Falls, Texas, at Tom Danaher's private airstrip on the edge of a lake. The object of course is to tell tall tales of the unbelievable accomplishments of what the FAA considers a high performance machine, and we know it as a SEABEE, show movies as proof that the thing will fly, and when not otherwise occupied, swap a few lies. It is to be held over a long weekend (Friday—Sunday) sometime in June. This of course depends somewhat on the fuel situation, but put it on your calendar now, as a tentative date.*

*FROM NEBRASKA---Bert Hanson (N6499K) couldn't get a green light on a refueling stop at Fairbault, Minn. Got a red light, so landed on water. While there, a storm passed thru dropping 3 inches of water with hail. They were on the lee side, so no wind damage, and the hail was small, so no skin/windshield damage. Later when cycling the gear in the cradle, Bert found the wire to the tail wheel microswitch broken due to lack of sufficient slack in wire. Also found that lubricating gear crosstube bearings sure made a difference in ease of gear operation. He suggests that people check the pulley on the steerable taiwheel, as his was split. Inasmuch as the Bee isn't equipped with a potty, Louise had to resort to a coffee can. Guess hers didn't have cuts in the bottom as one person I know found hers did, and at 10,000 ft. this can be worse than no can at all.*

*INTERESTING NOTES---The Alumigrip ad in November AOPA PILOT showed Don Anklin's Bee. This was formerly owned by Richard Bach, of J. L. Seagull fame.*

*EMERGENCY--FUEL REDUCTIONS FOR GENERAL AVIATION---A bill is presently in the House (HR11450) which if passed would cut general aviation fuel allotment by 50% while boats and other R.Vs. would be cut only 10%. Barry Goldwater, Jr. of Calif., and Fred Rooney, of Pa., sponsored an amendment that, if included in the law, would force the Administration to treat aviation equally with all fuel consumers. There is therefore an urgent need to flood Congressmen with telegrams and phone calls urging that they support the Goldwater-Rooney Amendment. Time is short, so letters will be too slow. A toll free number to Western Union is available to elected officials in Washington. The number is 1-800-325-5200. Telegrams phoned to this number will be received by your Congressman's office in mins. Mention HR11450 or specify National Energy Act of 9173 in all correspondence.*

*MERRY CHRISTMAS---HAPPY NEW YEAR---MUCH GOOD BEE FLYING IN 1974*

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