

## SEABEE NEWSLETTER

Next meeting of the CHICAGO SEAPLANERS CLUB will be THURS. FEB 21, 1974

at

ZUN DEUTCHEN ECK RESTAURANT (Their phone: LA5-8121)  
2924 N. Southport Avenue  
Chicago, Illinois

The restaurant is between Diversey and Belmont, and Southport is 1400 W. (A clue: Ashland is 1600 W.) German cooking and the best we have tasted in some time—also steaks. Dutch Treat, naturally! Meet in bar about 1900, Dining 2000.

FROM THE CHICAGO AREA---The annual safari to the warmer climate by the usual group has taken a new twist. Despite Eddy's 2 upsidedown machines, they are planning to go by Big Smoking Bird to the southwest, and by rented car to Baja.---Chance and Margaret Fitzgerald sold the airport at Nendota and have moved. They live on the edge of a lake of ample size for a Bee, and no doubt there are fish in the lake, too. Their address: Rt. 5, Box 244A, Talladega, Alabama 35160.---Don and Sharon Kyte joined us for dinner on an overnight stop on a flight East. Don is surely enthusiastic about Jack's Lycoming installation. We agree with most of his figures, but think he is expecting too much in the cruise dept.---George Pomeroy (N215G) has Michigan's approval to operate again this summer, so we won't see much of George during the tourist season.---We took in the Greater Miami Air Show which was substituted at the last minute for the Air Races. They were supposed to make up the debt incurred in last year's event, only they wound up deeper in debt. Blame it on the energy crunch or whatever, but you can bet that the Chamber of Commerce will vote down any future attempts at a replay. While wandering around Tamiami, spotted a Bee with a homemade bow that eliminated the bow door. It surely did illustrate just how lucky Bee owners are to have that handy opening.

FROM PACIF NORTHWEST---Norm Snihur made the mistake of keeping accurate records of what his Bee cost to operate for 21 months. Keeping the results for his own amazement would have been one thing, but he chose to publish them in a Feb. issue of WESTERN FLYER and I read them. I learned early that this gas hungry maintenance hog was no solution for one on an economy kick, so never wanted to know the actual cost. But I surely was shocked at his figure. AND with fuel and maintenance costs going up---now, about that Lycoming??

FROM TEXAS---Remember, it's Wichita Falls, Texas for the North American Bee Keepers Splash-In & Chili Feast. Watch this publication for definite dates. We may be able to arrange for some seats if your machine isn't flying.

HELPFUL HINTS---Franklin is back in business, but plans include only the same line of engines that they were producing when they suspended operation 4/13/73. Parts for the Bee engine will still be available from George Heinley in Fla.---Last minute reprieve for ELTs; deadline is now June. Demand for units so great that factories 6 to 8 weeks behind, so order to have on hand in time.

HOW ABOUT A REVERSE MAILING? Will each of you receiving this NEWSLETTER do us a favor and write? Let us know if you have Seabees (or whatever), the Reg. No. & Ser. No. if they are Bees, and if you wish to continue to get this NEWSLETTER. If no word is received from those who haven't been heard from for ages, we'll stop bothering you with our mailings, OK? Thanks for recent notes and contributions: some feel we'll still be writing in 1988!

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