

## SEABEE NEWSLETTER

Next meeting of the CHICAGO SEAPLANERS CLUB will be THURS. MAY 16, 1974

at  
 SPARGA'S RESTAURANT and LOUNGE (Their phone:  
 5537 W. Diversey Avenue BE 7-1124  
 Chicago, Illinois

Diversey is 2800 North, and 5537 is just a few doors East of Central Avenue. Dutch Treat, as usual. Meet in the lounge about 7:00. Dinner at 8:00 PM

FROM CHICAGO---Spring has finally sprung, and we are now trying to get to the hot summer which will signal the 22<sup>nd</sup> Annual EAA Convention at Oshkosh July 31 through August 6. The Forum on the Bee will again be conducted, tentatively sometime during Saturday the 4<sup>th</sup> or Sunday the 5<sup>th</sup>. In this way I hope to get the assistance of some of the local Beekeepers.---Not much Bee flying in this area. Can't blame it on the fuel crunch though as Herb Maas is the only one with a Bee that is ready to go, and he has 2 ready!!

FROM TEXAS---THE NORTH AMERICAN BEEKEEPERS CHILI FEAST and SPLASH-IN proposed during the snowy months is now scheduled for FRIDAY JUNE 28 through JUNE 30. Beekeepers from all parts are expected, with confirmed intentions from more than 8 Bees, Spence and Andy from Ca in their Air Car, Herb Maas from Il. With his beautiful Bee, Fulton Ivy from Fl., a couple of Royal Culls, a Riviera, a Buccaneer, a Goose, and even our Commander. Quite possibly the TriGull and Daubenspeck's Lycoming-powered Bee. Carl Bergman (co-writer of the Bee column in the NWF) is trying to work up a group from the Seattle area. Should be a great get together of North, South, East and West. However, Lake Wichita which was the original site has, I quote Richard Sanders, "dried up". So the site will be the T-hangar area at Meacham Field, Ft. Worth, Tx. It is only 7 mins. From Eagle Mt. Lake, so plenty of water to splash around in. Remember, if you can't bring your Bee, come anyway with movies of it. Bring your sleeping bag, air mattress, and if you want privacy a tent. Buffet meals will be available (you may have to volunteer help, tho). This is to be fun, education and entertaining affair at minimum expense. As they say in Tx., "You all come on down".

FROM CALIFORNIA---Spent some time with Spencer and Andy going over the details of the Tiara engine installation in the Air Car. Cruise speed is now just over 140 mph at 65%. They increased the sweepback, and by sealing the ailerons increased their effectiveness. It's a great machine with some 25 under construction. One individual was so impressed he sold his Twin-Bee and is having an Air Car built for him.

FROM FLORIDA---Henry Roosakouski sank his Bee in Card Sound, and during the salvage operation had to be towed some 5 miles by a 60' boat to a ramp. To keep the Bee from diving, Henry stood on the horizontal stabilizer. The tow boat couldn't maintain steerageway at the slow speed, so a small outboard boat was used to keep the bow pointed in the right direction. So the final picture turned out something like this: a small outboard towing a large boat which in turn was towing a partially submerged amphibian with its owner standing on the tail, hair piece askew, washing oil off the rudder. Must have been enough to make the local inhabitants flip.---John van der Bunt's Bee N6604K (formerly Phil Nirgle's) now belongs to Jim Smith and is still based on Palm Island, Fl. John has acquired Twin-Bee Serial #3, and his comments are most interesting. First off, he is very pleased with the Twin as he now has the performance we have all dreamed of, while still retaining the roomy and docile characteristics of the original machine. In addition, added features such as coupled autopilot surely helps on those approaches to minimums, simplified trim system, 2000 hr. low maintenance engines, and reasonable cruise speed, to name a few. Except (and there has to be a catch), there are 2 problems that surely detract from an otherwise good design! The first and of course the most apparent; is NO reverse, not even neutral. Apparently no one has come up with a system that will work with the starter ring used on direct drive Lycomings. This limits maneuvering in close quarters, and having spent most of one's water time in a Bee, is naturally one thing that we would all miss. The second and possibly the greatest drawback that could happen to any design is that the fuel injected engines used inherited the hard starting habits of the early unmodified Bee. To

make matters worse, one can't hand prop a fuel injected engine. So the usual starting procedure is to get one engine started, then keep it running at a good clip to keep the battery charged until the other starts. This takes as the FAA would say, a high degree of planning in a crowded harbor. The fuel injected engine was used principally because of its low profile, and showed a considerable increase in performance over its normally aspirated counterpart. One added feature is, being a twin, the pilot can use differential control while taxiing on land or water, thus eliminating weathercocking problems in a cross wind.---Understand that George Heinley is out of pistons, valves, guides and many other engine parts for the Bee. Further, he has had no success to date getting Franklin to manufacture any more. Hope he succeeds, as at last count there are some 360 Bees around, and the Franklin will be with us for some time to come.---Don & Marilyn Lonhart (N6234K) have been having a ball with the Bee they purchased from Chance; in and out of the lake just a short distance from Tallahassee airport. As Marilyn says, "it makes a better boat than an airplane". Sound familiar?

FROM THE PACIFIC NORTHWEST---If you hear a flying machine that sounds like a Commander with one engine out, be sure and look up as it is probably the Daubenspeck Lycoming-powered Bee. According to a recent conversation with Carl Bergman, Jack is in the middle of the long hard road to Certification.---Had another good look at the Trigull in April. Even had a ride around the ramp. Understand that Kyte flew it the next day, so we should have a pilot report forthcoming in some future publication. The second preproduction prototype is nearing completion, and Dave Hazelwood is seeking 3.2 million to get production rolling on the some 74 firm orders on hand. Gross weight has been upped to 3800 lbs., with a useful of 1450. Speed is 170 at 6500' and 75% power.

HELPFUL HINTS---Availability of fuel senders as used on the early Bee seem to be becoming increasingly hard to come by. Bob Otto researched this some time back, and according to Stewart Warner the unit used by Caterpillar as #2L3405 is an exact replacement. This is what I have, and a check with a local distributor indicates they are available from stock, list price each is \$7.19---Have had many requests for installation details for landing lights. In most instances installations are run through on a field approval basis, on Form 337. A grimes D3150 was listed as optional equipment as shown on the spec. sheets, but was located well forward. Some have relocated the same unit in the wing between the wing lift strut fitting and the float strut fitting. Even two GE4509 lights mounted in the bow work quite well, and are comparatively easy to install.

Thanks to all of you who responded to our appeal for a "reverse mailing". As you may note, we gleaned at least one colorful anecdote, and many kind comments! Other info. Gleaned will be put into later issues: 2 pages is all we can mail for 10¢. Now if lots of you will show up in Texas and/or Oshkosh, maybe we can get to know more of you personally! Be seeing you----

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