

SEABEE NEWSLETTER

FROM CHICAGO AREA---Fall came with an early frost and no definite plans for a meeting, so we will try again in November.---Joe Haley (N6203K) found out quite unintentionally the dead stick gliding characteristics of the Bee. His engine quit quite suddenly when the magnetos jumped time and he made a landing on a small lake. We know of one other instance where timing changed, and traced the trouble to slippage in the magneto drive shaft extension where it is pressed into the cam shaft. This is not keyed, and was apparently designed to slip rather than break should something jam in the magneto drive train.---George Pomeroy (N217G) blew a plug in the hydraulic pump, only he was prepared. He just reached under the floor and pulled his special "grenade" pin on the end of the gear overcenter clevis pin, removed the clevis pin and let the wheels swing free while he made a water landing. Once down the parts were retrieved and replaced for an uneventful return to land. Needless to say, Geo. Has plates over those pesky plgs so that this won't happen again. Later he forgot to fasten the top cowl, and without the standard forward hinges there was only one result: shredded aluminum on takeoff. One cowl and two prop blades later he was back in the air for Labor Day weekend. Looks like George has become a confirmed applicant for the Carncross Award.---Charly Prevratil (N6307K) is looking for a partner willing to help him restore his Bee which has been sitting outside at Chicagoland Airport for a number of years.

FROM FLORIDA AREA---Don Lonhart lost his Nardi on a glassy water landing. No one knows for sure what happened, except after touching the next thing Don remembers is being inverted in 9 feet of water. He managed to escape but spent 15 days in the hospital recovering from numerous injuries including 2 fractured vertebra. Don sold his Bee last Fall, so is now without an amphib. Understand he is thinking about the TriGull.

FROM THE SEATTLE AREA---Jack Daubenspeck (N6272K) has just about completed all requirements for certification of the Lycoming in the Bee. There still remains proof that parts conform to the drawings, and the usual long wait for paperwork to clear. So, watch for the announcement of when Aero Craft will accept orders for kits (PLEASE don't bother Jack, let him work). Tests show that with the 275 HP Lycoming, cruise trues out to just under 120 mph corrected to standard conditions, and just slightly less than 5 mph gain in speed without floats. Remember, at optimum altitude 120 mph would be about 135 mph TAS.---Paschall Aircraft is closed for an indefinite period.

FROM IDAHO---J.A. Simonovich has been working for some time on a IO-470P Cont. installation in his Bee, and as of August had only some modifications before FAA will issue an experimental certificate. This will be the 4th Bee that we know of that has or is in the process of being converted to the Continental engine designed for the Nardi. Have lost track of N6747K which was flying some years back, so this may have been approved. At last word Mac and Gladys McCarthy (N87507) still hadn't gotten theirs in the air.

SWAP AND SHOP---Don Lonhart has 3 Continental IO-470P engines, 2 three-blade 78" reversible props, and numerous Nardi airframe parts from 3 machines; enuf he thinks to make one, using the hull from the only one built with a bow door. Will sell all or any part. Contact him: % Capt. Orange, 2415 N. Monroe St., Tallahassee, Fla.. 32303. Phone 404/631-4459.---Dr. John A. Green is selling his Bee N6769K (the last one built) and Royal Gull N40022. Contact him at 1300 Pinetree Drive, Indian Harbour Beach, Fla. 32935.

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Editor: Sorry, I know of no SeaBee Clubs in the East. There are groups in Miami, Dallas, Chicago, Seattle, Vancouver and Toronto.