

SEABEE NEWSLETTER

FROM CHICAGO AREA---Indian Summer has departed and we are in the midst of the usual rain and snow mixture of early winter. All the local Bees have been put to bed; N6723K in a nice snug metal hangar for the first time in years.---Civilization has caught up with Herb & Rita Maas (N6019K & N6755K) and they have been getting static from the usual type of trouble makers even though their strip has been a certification RLA for many years.

FROM CALIFORNIA---A carbon copy of Spencer's AirCar has recently been completed by a builder in the San Francisco Bay area. This is the first of many that are nearing completion using a wide range of powerplants, starting with the 180 HP Lycoming, to and including the 285 HP Tiara, with as yet an untried 210 Continental version with turbo charger. The AirCar is really a practical family machine with the advantages of the Bee plus good performance.

FROM SEATTLE AREA---Spent some time with Jack Daubenspeck helping make templates and parts for the Lycoming conversion, in preparation for the FAA Parts Conformity Inspection. Once this is out of the way, the engine will have to be put back in so the FAA can run dive tests. The usual winter rainy weather has just started in the Seattle area which may delay final STC approval somewhat, but Jack is on the home stretch, so be patient.

FROM ONTARIO, CANADA---After Oshkosh, Andy Chapeskie headed up to Hudson Bay area with C-GAD, accompanied by a 172 with 180 HP Lycoming conversion; fine machine, but sure wouldn't carry loads comparable to those carried by the Bee. Andy admitted he had to spend the rest of the summer working, but did slip away for another week to get a caribou in the Ungava region in Northern Quebec. During GAD's annual, the left fuel pump was removed and replaced with a Bendix electric. Just in time, too, as the old pump was loose, which ultimately could have resulted in another broken fuel line. Andy's itinerary called for fishing for pickerel and hunting for mose before committing GAD to hibernation.

MORE BUREAUCRACY---The Nov. 21 issue of AIM, Notice to Airmen, Part 3A, warns seaplane pilots to contact local law enforcement agencies adjoining the waters before attempting use of any surface waters in Wisconsin and Adirondack region of New York. Also listed are some lakes closed to seaplanes.

SWAP AND SHOP---A. A. Swezey is selling a wing tip extension kit purchased from Roger Mensing and never used; also his low time SMOH, smooth skin Bee. Contact at: 3980 Somerled Trail, College Park, Ga. 30349 (N6320K, Ser.#544)

HELPFUL HINTS---People in coastal areas have found that corrosion can be reduced by coating the inside surfaces of the aircraft with XP400. It never dries, is not effected by moisture, and may be thinned to spraying consistency and applied with conventional spray equipment. Best time to apply is shortly after painting, as the material oozes out of all joints for some months after application. It's available from U.S. Rust Control, 1461 NW 23rd St., Miami, Fla. 33142: Phone 305/634-6564.---A gallon per hour fuel flow meter is now available from Floscan Instrument Co., 3016 N. Blakely St., Seattle, Wa. 90105. Phone 206/524-6625. The model 25B3 for the Bee may be approved in the field on Form 337. Price is \$139.00.

It's again nearing that time of year for the appearance of the jolly gent with the red suit and white beard. So we of the editorial staff wish everyone a slightly premature but VERY MERRY CHRISTMAS and HAPPY NEW YEAR.

---and extent all subscriptions one (1) issue, too!

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