

SEABEE NEWSLETTER

FROM THE CHICAGO AREA---George Pomeroy (N217G) seems to be the only one in this area who will brave the cold to exercise his Bee. Claims if he doesn't fly, he at least runs it regularly. George is building up a set of Ivy extended wings with drooped aileron feature, and hopes to get them ready in time for summer operation. He even is going so far as to replace all rivets in the wing skin with AN 426 countersunk rivets. This alone should increase wing efficiency.

FROM MINNESOTA---Warren LaPanta hopes to get N6179K flying this coming summer. He has been flying 180's since he sold his other Bee, but says he sure misses some of the features of the Bee. (What is not generally known is that a 180 on wheels with the O-470 (225 HP) engine trues out at around 160 mph, but on floats has only about 10 mph edge on the Bee. All things considered, this makes the Bee look pretty good.)

FROM THE PACIFIC NORTHWEST---Jack Daubenspeck has the replacement strut fitting, and it's a matter of getting it installed so the dive tests can be run to complete the STC on the Lycoming engine. No definite commitment until it's all down on paper and signed, but it appears that the STC will cover the G)-435 and GO-480 series engines ranging from 260 to 295 HP for takeoff. As soon as all tests are completed, plans call for the installation of a IGSO-480 (340 hp), so test may be run and ultimately approval will also cover this model. Incidentally, this engine is on hand, and as a matter of fact has already been bolted in place on the existing mount to make sure it would fit. Due to the supercharger, this will maintain rated horsepower to 11,000 feet, so the Bee should true out to something over 150 mph before one has to don the oxygen mask to remain legal, as well as healthy. This is not a VW by any means, as fuel flow at 75% is around 20 GPH. Wonder what the reaction will be when one requests clearance into the positive control area above 18,000 (14,000 in the east)??---Carl Bergman admitted he didn't recognize me when we chanced to meet at Harvey Field last October. Sure glad to see that other people misplace faces. Carl loaded 3 good sized men into his Bee with him and climbed out at a right smart angle, and these runways are far from jet length. This is something that just couldn't be duplicated in warmer climates.

SWAP AND SHOP---Ben Paschall is now operating Paschall Aircraft, Inc. The new address is: P.O. Box 693, Bellevue, Washington 98009. He may be reached by phone (206) 827-4694, 8 AM to 10 AM, week days only.

Sorry for the short NEWSLETTER this time, but I have been spending quite a bit of time with Jack Daubenspeck, and although there is a lot going on, it really doesn't make good material for this column. So how about dropping a note in the mail before the Spring thaw, and possibly the next issue will be a little more interesting.

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