

SEABEE NEWSLETTER

FROM CHICAGO---The greatest event around this area since our last NEWSLETTER was the snow storm April 2nd. O'Hare was closed in the afternoon and didn't reopen until rather late the following day. Abandoned cars all over the place, and worst of all, most of the snow plows had been converted for summer use. Fortunately it warmed up and the snow didn't stick around long.---Herb Maas and Henry Scheffner have been working on restoring a C-3 Aeronca. Have the wings just about ready to assemble. There are many bits and pieces, and understand there are no two ribs exactly alike. It's great to see that this is being carefully restored to like new condition, as this is the last model of the C-3 produced.---Tom Morley 'snuck' down to Florida the latter part of March, and expected to find time to work on a water rating.

FROM LOS ANGELES---Met with Spence & Andy at Whiteman Airpark the latter part of February for a short chat, and suddenly found myself in the right front seat of the Aircar enroute to Long Beach for some water and air work. Then a stop at Long Beach Airport and a short drive, to see another Aircar being built for a 3rd party in New Orleans. All in all it was an experience I shall remember always; first, because 2 great guys took the time to show me the results of their efforts, and secondly, because every time I think of it I curse the fact that wood and I just don't seem to get along. No doubt by now everyone has read the article in the May issue of AIR PROGRESS "Son of Seabee", and members have seen the article in the EAA house organ. These cover pretty well the design and history. Of course, what I'm interested in is how it compares with a known quantity: namely our own Rubber Duck. Initially the only things foreign to me were the increased visibility on the ground, rotation required for take off, the stick rather than the wheel, and the rather high engine speed. Cabin noise was on a par with the Bee, and much lower than most single engine factory jobs. As a matter of fact, I felt right at home, especially when I caught a glimpse out of the corner of my eye of a familiar wing float. Like the Bee, the Aircar is at home on the water. There was an 8 knot wind blowing, and I was able to make downwind or into the wind turns as easily as a float plane. The water rudder is far more effective than the one used on the Bee. Take off is a thrill, with 5 to 6 seconds on the step, and 15 to 18 seconds to become airborne, depending on load. I found myself airborne while still hunting for the most efficient planing angle. Slow flight in the Aircar is just plain s-l-o-w. The angle of attack is so great, and the speed is so low, the airspeed just won't register. As a matter of fact, at 15" mp it just hovered around 0, and angle of attack was approaching 45°. Santa Anna winds passed thru the area the previous day and the air was still a little choppy, so it was difficult to pin down an accurate cruise speed, but it varied between 125 and 130 indicated (mph), at 20" and 3600 rpm (about 58% power), alt. 4000' msl, outside air temp. 14°C. The best came when on the last water take off, Spence left the throttle in (29" at 4000rpm), held it about 10' off the water and let the airspeed build to the maximum of 150 mph. So there you have it: a machine that will do everything that a Bee will, with a respectable top speed. As AIR PROGRESS says, "Son of Seabee".

FROM THE PACIFIC NORTHWEST---A provisional type certificate has been issued by the Canadian DOT for the Trigull. Production is dependent upon suitable financing.---Jack Daubenspeck finally received and has installed the new fitting, so everything is in order to proceed with flight tests.

SWAP AND SHOP---J.A. Simonovich is looking for a three blade Hartzell prop from a Nardi (Lane Riviera), which would be compatible with the IO-470P continental engine. Contact him at P.O. Box 284, Hope, Idaho 83836.

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