

SEABEE NEWSLETTER

FROM CHICAGO AREA---Chicago has had its share of hot humid weather so far this year. Just the kind that makes swimming from the Bee ideal. Only trouble is that there are few flyable Bees in the area.---George Pomeroy (215G) is once again at it: hopping passengers in northern Michigan. Says he is planning to make Oshkosh though.---The Misiowiec's tried a boat. So far it's only Grief!

FROM THE PACIFIC NORTHWEST---We have been keeping close watch on Jack Daubenspeck's progress with certification of the Lycoming in the Bee. It's been airworthy for some time now, and it's just a matter of tying the FAA down to a definite time to run the dive tests. Final step is to inspect each part, checking against the drawings to make sure that each can be duplicated. Jack has just about completed the first 10 kits, so this should be no problem. So come winter there should be a number of Bees being converted to reliable power.---Peter Breining pulled into Snohomish recently with his N6PB: the first Air Car, built from plans, to fly. Air speed on the trip from Sausalito, CA. To Seattle ran 125 mph at 75% with 3 bodies and baggage.---Chuck Herbst, project engineer on the Trigull, has been a frequent visitor at Snohomish, and our discussions frequently cover subjects like the Trigull.---Incidentally, latest info. From Dave Hazelwood on the Trigull project is that they are still working on financing. They did manage to complete all sheetmetal work on the second prototype before operations were suspended. Also the Canadian DOT submitted a letter rather than the provisional type certificate promised. Gather that getting a type certificate from the Canadian DOT based on Part 23 issued by our DOT gets to be quite a problem.

FROM ONTARIO, CANADA---Jim Taylor and Andy Chapeski both advise that there is a local Seabee group with 12 Bees, headed by a Steve Soyka, 30 Elm Ave., Apt. 302, Toronto 5, Ontario, Canada.---Jim Taylor sold his Bee last year, and is now flying a Lake.

FROM TEXAS---Bert & Eloise Hanson now reside in Seabrook, TX. The Bee developed starter trouble enroute. Last we heard, it was safe and sound at Baultesville, and it appeared it might be there for some time.

FROM THE TEXAS SWARM---Dick Sanders (N6458K) reminds us of the 5 minute sequence of N87545 being flown in THE AN WITH THE GOLDEN GUN. After the flying was completed there were only a few hours to strip out the goodies before it was actually blown up. One less Bee because of legal red tape.

FROM NEWFOUNDLAND---Dr. Loveys as acquired 2 unserviceable Bees, and plans to rework enough parts to assemble 1. He has previously built and flown a Volmer, but understand after listening to Andy Chapeski, decided to move up to a Bee.

HELPFUL HINTS---The STC for the 3-blade prop, originally held by Sentas, purchased by John E. Ayer, Municipal Airport, Hutchinson, MN. 55350. Phone: 612/897-0095. Also has other Sentas conversion data.---LPS-3, available from local auto suppliers, may be used to protect the inside of aircraft against corrosion the same as XP400, as mentioned in Nov. '74 NEWSLETTER. It takes about 2 gal. To cover the inside of a machine such as the Bee. May be sprayed full strength with a degreaser gun.---Paschall Aircraft name changed to SHARPLESS CO., INC., P.O. Box 693, Bellevue, WA. 98009. Phone: 206/827-4694. Ben Paschall, Pres.

VACATION PLANNING---Cabin at Bidwell, Ont. On Lake Manitou, Manitoulin Island, Canada for rent for periods in July & August. Cabin is 24 x 24' with living room, modern bath, 3 bedrooms. ½ mi. of shore cleared out so a Bee can be taxied to kitchen door. Stores, hospital, av. Gas can be reached by plane within 15 air miles. Nearest weather at Gore Bay Airport. Contact: Brent Biggs, 5210 Cherrington Rd., Toledo, Ohio. 43623. Phone: 419/822-8600.

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