

SEABEE NEWSLETTER

FROM CHICAGO---Tom Morley sold his Volmer (N11TM) to Jerry Stergion, San Jose, Calif. Jerry flew it West following U.S. 80. Must have been quite foreign to him, as he usually occupies the left seat of an AirWest aluminum smudge pot.---I found I have an ally in the 'ruin the Franklin' department. Seems it all started for George Pomeroy (N217G) with a shorted rotor in the distributor which caused backfiring and blew an "L" shaped tear in the rubber hose of the induction manifold crossover balance line. This was a difficult thing to find as the torn section acted as a flap, opening and closing with intake manifold pressure changes. After a seemingly endless struggle, the engine was operational: the 100 hour completed. He was again back in operation when he blew a gasket on the prop control valve and lost all the engine oil. The Coast Guard towed him in, repairs were made and oil was added, but on the first flight the engine began to sound different. George did make the airport before a rod went through the case and the engine quit forever. Now, about that spare engine he was thinking of selling? Somehow this all sounds just too familiar.---On our trip from Seattle to Oshkosh we sprung a leak in the fuel line in the right engine nacelle of N1915G, and during rollout at Great Falls fuel hit the hot exhaust, and we cooked the spar. Now we know how people feel when they lose a good airplane. It's repairable but it's a matter of economics. It's a tough decision and one which I have given and will continue to give much thought before making it final.---Lloyd and Leda Misiowiec (N6013K) were still having trouble with Good Grief (their boat). Even the Franklin wasn't that cantankerous. Finally traded engine for another model. Now for Cohos!

FROM TEXAS---Dick Sanders (N6458K) advises there are now 9 Bees in the land of tumbleweed, sand storms and the like; 2 in Houston area, 1 in Wichita Falls (17 yrs. Yet), 1 near Beaumont, 1 in San Antonio, and the rest in Dallas/Ft. Worth. Dick is a board member of United States Seaplane Association, and says they desperately need additional members to help fight the legislative processes that are encroaching on our seaplane activities. There are now only about 700 members, and that doesn't give them much leverage. I know that people have been bitterly disappointed with a previous attempt for a seaplane organization but do believe this may prove to be what we have been looking for. For information write: USSPA, Little Ferry Seaplane Base, P.O. Box 43, Little Ferry, N.Y. 07643

FROM THE PACIFIC COAST---Another Tiara powered Spencer AirCar has taken to the air. This time at Chino, CA. Another AirCar with a 205 Continental and Seabee prop is about to fly in the Seattle area.---Fred Leonard has joined the ranks of those who have blown up a Franklin in the Bee. He is now negotiating for another, and should be back in the air shortly.---Aerocraft ran into financial difficulty and is presently out of production.

FROM ATLANTA AREA---Aubrey Sweezy sold N6320K (this is the one with the Potter smooth wing) to Wally Wallenbach of Hamilton, Ohio, and understand it's been sold again since. During Aubrey's ownership, problems encountered were with the engine and prop, not the airframe. Sound familiar?

HELPFUL HINTS---For those of you who have experienced difficulty using Republic's homemade tool for installing windows, try a marine supply house. They have a tool for around \$8. Made for that purpose.

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