

## SEABEE NEWSLETTER

*FROM CHICAGO AREA---Herb & Rita Maas (N6019K & N6755K) jetted to Hawaii the later part of January. Phoned us between flights at Sea-Tac, but couldn't talk beyond the 3 minutes as they were down to their last 30¢. Very sorry to hear Rita became ill. Too much poi, Rita?---Lloyd and Leda Misiowiec's New Years Resolution was to finish N6013K in 1976.---George Pomeroy is rebuilding the Franklin engine and should be back in operation with N217G this coming summer.*

*FROM SEATTLE---We located a replacement wing for the commander. So, it's off to Great Falls, as soon as the weather moderates, to make the switch. Meanwhile have been working on items that were flood damaged last December. Again rediscovered, when the engines were torn down, that even Certified Stations goof. In addition, one crankcase, one crankshaft, one prop shaft, six cylinders, and almost one complete gearcase are on the reject list of two engines checked. Even the crankcase of the third was bad. When finished, should have two good power plants with almost everything new, complete with reworked props. We spent the holidays in the Windy City area. Used the four wheeled vehicle for transportation; over 6000 miles total; it took nearly four weeks for me to recuperate. With the wing change facing us, we stopped at the Commander factory in Bethany to see how they marry the wing to the fuselage. Was surprised to hear they produce over 80% of the airframe parts there at Bethany. After the tour of the plant, am more convinced than ever that the Commander is a well designed machine. Of course they couldn't resist giving us a sneak preview of the new 700: that's the upside down twin being developed in conjunction with Japanese Fuji Industries. The front part is reminiscent of the 400 series Cessnas sans tip tanks (it's got wet wings), the aft fuselage reminds one of the Navajo with horizontal surfaces elevated somewhat, and all perched on three 6 inch wheels. This is a 6000 pound twin with turbocharged 540 Lycoming engines of 340 hp each. For those of you who take Western Flyer, check photos and description on page 17, first March issue.---Bob Wells and Tony Jurcan are preparing their Bee for the annual this year. Nothing like knowing the condition of what one flies.*

*ONTARIO, CANADA---Andy Chapeski, after putting -GAD to bed for the winter months, added up the summer flying time and found he had flown some 50 hours, all locally. Hunting and fishing trips by Bee are being planned for next season, which is how he has acquired most of the 400 hours since overhaul.*

*MECHNIC'S HELPER---George Pomeroy (N217G) is offering a Franklin cylinder exchange service. Consult him direct for details at: 1860 Reichert, Sauk Village, Il. 60411. His phone is (312) 758-1622.*

*SWAP AND SHOP---Bert Hanson's N6499K is for sale, or will trade towards a light or medium twin. Contact him direct at: 4607 NASA Rd. Apt. 6-312, Seabrook, TX. 77586*

*HELP!!!! How about dropping a note and bringing me up to date? News is mighty scarce with so little activity in the Bee dept. known.*

*NOTE: ALL SUBSCRIPTIONS ARE EXTENDED TO COVER ANY OMITTED ISSUES.*

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