

## SEABEE NEWSLETTER

*My apologies for being so late with the NEWSLETTER, but only 2 responses were received to my plea for news. Chick Bassett (N6138K) has been working to get his Bee in shape for the summer season. Those of you who get PROFESSIONAL PILOT may have noticed that Chuck was one of a group of six retired airline pilots investigating the air traffic system, and their report has been made public recently. Had a 25 minute phone conversation with Doc Green of Florida. That's just about as far as two people can stretch a wire and still be in the continental U.S. He needed a prop blade for his Piaggio, and when talking to the prop shop later found that the lead I gave him paid off. It doesn't always turn out this way, but it's nice to know that sometimes I can be of service.---The other reason for my long silence is that Robert Hanson (N6616K) and I have been devoting long hours to finishing the development of an installation for the geared series of Lycoming engines in N6616K, which Lloyd Misiowiec (N6013K) and I started in 1967. Getting to the flying stage from conception took longer than originally thought. But other commitments made it a once-in-a-while project, and it was not until Sept, 1975 that I picked up the remains at Chicago and began devoting any appreciable time to the project. Like any development, this one was not without the usual clashes with those who became involved along the way: especially the 2 "error" nautical engineers from Boeing briefly associated with the project who insisted we use a built-up aluminum mount that would not meet the minimum strength requirements of Part 03 and 04, under which the Seabee was originally certified, rather than the 10 G mount Art Angelos produced. This, of course, triggered heated discussions of the astronomical strength of the Bee. Finally through the efforts of Fulton Ivy we obtained a copy of the factory stress analysis, and now have documented proof that the original engine mount and supporting structure were designed to carry loads in excess of 30 G forward and 12 G down, with a margin of safety exceeding the 1.5 FAA requirement. (This explains why the engine mount remains firmly attached to the hull regardless of the condition of the airframe after an accident.) When the engine was finally installed, we weighed and reweighed the complete airframe and were pleased to find that the dual battery, electric hydraulic system and other minor improvements accounted for much of the weight increase. We made the first flight with the new engine on June 17, 1976, and found that the hours of research and figuring paid off, as the machine trimmed out hands off and there was plenty of trim left to handle various load conditions. Bob has now applied for a one only STC for the modification in N6616K. Sorry, but there are no plans to produce kits, and the only Bees which may be converted in a similar manner are once owned by those who have materially contributed to the project.---Bob Hansen made a 10 hr. round trip with 2 passengers to Canada in a rented Lake Buccaneer. Seems it appeared to be slower than the Lyc. Bee, and it's almost impossible to dock.---Don Kyte (N6144K) was among the first to start the actual installation of a Lyc. Engine using the STC BEE kit. However, work has been held up for the past few weeks pending receipt of engine support brackets from Lycoming.---Because of an unknown defective fuel gage in our car, we found ourselves stranded on I-90. A passing motorist gave me a lift to the nearest station, and it turned out he was from Wenatchee, WA. And knows John and Betty Peterson. Perhaps that line to the other end of the country is shorter than one might think.---WON'T SOMEONE PLEASE DROP A NOTE IN THE MAIL SO WE HAVE SOMETHING MORE INTERESTING THAN LOCAL GOSSIP FOR THE NEXT NEWSLETTER??????*

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