

SEABEE NEWSLETTER

FROM TEXAS---All the Bees in the Dallas area are operational. This is a departure from the norm, as usually the report is quite different from any one group.---Marion Wright (N6048K) has a new Narco 111B, 720 comm. No less. Radio man is trying now to sell him radar, as installation would be so simple. Couldn't be that he misses all those goodies he has in his Delta 101 office? Marion solved his oil temperature problems by installing a large cooler forward of the fan.---Bert Hansen (N6499K) says El Paso is further from Houston than MKC or STL. As they say down Texas way, "the sun has riz, the sun has set, and here we is in Texas yet". Bert had 2 bolts shear and the rest strip out of the fan hub while in flight. This is another case of finding out that although a fan spinner results in better cooling, it restricts visual inspection of the fan bolts, and could result in a rather costly repair. Incidentally, the fan bolts are special high tensile material and standard AN bolts should not be used.

FROM ONTARIO---Ron Jameson purchased Jim Taylor's Bee, CF-JKS, some 3 years back. Is now in the process of installing a Lycoming.---Lake owners in central Ontario have formed a club, and 26 Lakes showed up for the first outing in June.---Rumor has it there is a turbine powered Bee in the works.---Andy Chapeski (CF-GAD) was flying in mid April due to an unusually early warm spell. Found fishing in northern Ontario great. Set up the usual tent camp in Quebec in early June, and made regular trips there in Bee. Best fishing season since 1968.---Sam Cant (CF-OKA) found a Bee flying traffic patrol in Melbourne, Australia. TV stations started broadcast with shot of Bee, bursting through waves on take-off. He also spotted one Bee in Iceland: TF-RKH, owned by Gudjon Sigurgeirsson. Sam has a novel ramp at his summer cabin/ski retreat using highway metal guard rail sections and electric winch.

FROM St. LOUIS---Raymond Ploeger (N87537) purchased his Bee on Memorial Day 1975 in Winterhaven, FL., and flew it to St. Louis. Two couples flew down in a 172 to pick it up, and on the trip home the Bee brakes gave trouble, so the girls helped walk it in at each fuel stop. The tower folks at TLH and BHM are still talking about those two kids in bikinis on the runway with that crazy Bee. His wife Martha is unfortunate in being small, so in addition to mastering the art of manhandling a cantankerous Bee on the ground, has inherited the job of crawling inside the hull to buck rivets. Most of their friends don't quite believe that all her black and blue marks were acquired in her fight with a bucking bar. Ray has a fresh A&P ticket, and is trying to talk Martha into trying for an "A". but he thinks perhaps the noise from bucking rivets has affected her hearing.

FROM CHICAGO AREA---Herb & Rita Maas & Eddy Conafice (N6019K & 6755K) jetted to the Northwest, then drove down the coast and grabbed a jet to Chicago. We spent most of the evening finding our way to one restaurant in Seattle (missed a turn or two): they did, however, manage to see the Lycoming installation in Bob Hansen's Bee, and had a brief chat with Chuck Herbst, designer of the Trigull.---Don Ickes finished his Flybaby N127, and has it in his hangar at Dutch Gap Airstrip, which is just 3 minutes north of the Maas strip. Made a couple of trips north to their cabin in Canada: one trip in a Lake Buccaneer accompanied by a second. Two of his sons have taken up parachuting at Winfield Airport, immediately west of his strip.

PACIFIC NORTHWEST---Mary and I just completed packing, loading and moving a lifetime accumulation of aircraft parts, furniture, household items, knickknacks, brick-a-brack, plants and literally everything but the proverbial kitchen sink from Lombard, Illinois to Snohomish, Washington. Quite frankly we both haven't quite recovered from the sick feeling we get every time we think or see "cardboard box". We're here, though definitely not all settled, and our new address is at bottom of this page, and our phone number is (206) 568-7180.---During our absence, Bob Hansen submitted the final papers, and STC No. SA367NW has been issued for the Lycoming conversion that I mentioned in the last NEWSLETTER. (See Page 2 for information.)

SWAP AND SHOP---Bert Hansen, 4607 NASA Rd., Apt. 6-312, Seabrook, TX 77586, has a wing strut, flaps, B9 crankcase, B8 extension, and wheels. He advises that UNIVAR in Denver has tailwheel tires for \$9.00---George Heinley has sold all his 215 Franklin parts to Carl F. Baker, 14807 Aetna Street, Van Nuys, CA. 91411

The plan was to get this NEWSLETTER out in time to get another to you this year. But "tempus fugit",so, BEST WISHES FOR A MERRY CHRISTMAS and a HEALTHY, HAPPY and PROSPEROUS NEW YEAR!!!

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