

SEABEE NEWSLETTER

Another year has passed altogether too rapidly, and I might say a little hectically, as we have been wedging into an already full schedule a few days here and there to get the rest of my accumulation of aircraft stuff from the Midwest to the Northwest. Additionally, Seabee news has been rather scarce, making it next to impossible to get out a decent NEWSLETTER.

It appears that most of the activity in the Bee movement has been toward what to do about the sear old Frankenstein engine. Naturally the question about geared vs. direct drive arises, and each has its own advantages. But no matter how you cut it, the Bee will never become a "bomb". Here are the decisions some have made in this matter: Lloyd Misiowiec is planning to finish the top overhaul on the Franklin and get his flying in original configuration---Andy Chapeskie has a Lycoming kit in hand and is presently looking for a GO-480 engine---Fulton Ivy is pulling for Jim Smith's O-540 direct drive installation. At EAA Convention time, Jim had the engine running in his Bee with new Hartzell reversing propeller. This is Hartzell's new light weight design without Beta control, using a centrifugal lockout device to prevent the propeller from going into reverse at high RPMs.--- The local FBO finished the engine switch in Don Kyte's Bee and he flew it out just over one yr. After they started the Lycoming installation.---Another Lycoming installation took to the air with the completion of Joseph Palmier's Bee. This is the third design for the GO series, and is probably the most radical departure in that it uses larger diameter propeller. Theory is that the two blade prop can be then be used, thus reducing the aft imbalance associated with the three blade units.---Yours truly's Bee is going back together with a 0SMOH GO-435 Lycoming. It's not that this is the best choice or that it will increase performance phenomenally, but it's just that it is possible to get replacement parts, and this particular installation is designed for easier accessibility to the engine and accessories than the original Franklin installation.

Bob Hansen is now flying United's machines out of the East, and has moved his family to Florida. In the shuffle he traded his Lycoming powered Bee for a Bonanza. Wonder if he ever got over the withdrawal symptoms that he seemed to be experiencing after the sale.---Dick Rocco moved his Bee to San Diego and has it parked at the same field as Alan Watson's.---Ran across the TriGull at Renton when we were showing Andy and Betty Chapeskie the various Bees in the Seattle area. This is the #2 prototype, and the one upon which the certificate was based. Quite a few changes from the original, including an all new tail. Unfortunately, we understand the changes resulted in a reduction in top speed.

It is that time of year again, so we of the editorial staff wish all of you
MERRY CHRISTMAS
A HAPPY, HEALTHY, and PROSPEROUS NEW YEAR

How about a New Year's Resolution – to occasionally post a note advising of your activities, so we can get the NEWSLETTER back on a regular basis again?

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