

## The Northwest



### Club

Hello everyone,

Well here we go again, what happened to July? For that matter what happened to the last 10 years. July's been busy for us. Maybe I can catch up if I just skip a month, I should call this one August. Actually, few opportunities I've had to work on this, I've been at a loss for words... I'd like to have some news for you about what may have happened to Joe McHugh. I don't have any new information other than I did hear the other pilot, Doug Gentzkow passed away from his injuries. The most comprehensive report of the whole mess is on Steiner's web site. I'm not going to publish it here. If you want to see it, go to <http://home.c2i.net/otter32/seabee/seabee.htm> . If anyone hears anything I would be happy to forward it to the group, I've had many requests for information. Our heart felt concerns go out to their friends and family and we hope you share in our prayers for them.

Some other bad news. We just heard that another crash has claimed Gary Loveness from Vashon Island. He was killed during an off airport landing attempt after an engine failure in his turbine Bonanza. His two sons were with him, but have survived.

On the brighter side, our trip to Vancouver Island was lots of fun. We parked at Viking, where the Tri-Gull is hangered. They let us roam the hanger and admire that wonderful airplane. It's not a tail dragger, but it sure is nice. And, for the first time we were able to get out and enjoy something other than Victoria. We did spend several days there, Victoria is wonderful, but that's not why I have the Beast. We were able to make it to Sproat Lake to see the Martin Mars. Wow, what a boat! We hadn't planned to be up there for more than lunch, but it turned into an all day affair with a tour of the largest flying boat in the world that is still in service.



We had found a great place to stay in Nanaimo on a small lake where we could tie up the Bee at the hotel dock. That became our fresh water base. It's a Ramada Inn on Long Lake. Actually, there used to be a seaplane base there. The owners of the hotel welcome seaplanes and even take animals, so we fit right in. Long Lake is a mile long and the dock is perfect for the Bee.



We could do saltwater destinations by day, and the bee could soak overnight at the dock. It was a great plan. The one day we were going to do Hornby Island and Ganges, the weather turned nasty. I don't know what was in that lake, but I have yellow stains I haven't been able to get out of the paint. I've tried all kinds of cleaners, but I've been told to try wax. That's next on the list.

When we arrived, this elderly man, Mr. John Barton came down to the dock to introduce himself in the most polite British fashion. He had been Mosquito bomber pilot for the RAF and had some great stories to tell. He lives in the condos next door and saw us land, it reminded him of when he flew Seabees in the early 50's in BC. When he mentioned he hadn't flown in 30 years, I offered to take him to Sproat with us to see Martin. He declined, saying he couldn't be away from his wife that long, she was suffering from lapses in memory. I did talk him into going for a short "circuit" though... he was thrilled. He wouldn't let us depart for Sproat without giving us his topographic maps that provided more detail than our aviation charts.

We've been in contact with him since then, he's spoken with the Hotel owner, who would welcome a bunch of seaplanes if we want to plan a trip. We could get about 4 seaplanes in that dock. They also have another dock that is used mostly for the remote control sailboat group that we could also use. All rooms have a view of the lake. With animals we were on the ground floor with a walk out. It was perfect. They have a breakfast available every morning with a patio, but the only drawback is no

restaurant. There are 3 restaurants though within a short walk, and a theater if the weather is too nasty to fly. The hotel has canoes and peddle boats we can rent. Anyone interested in planning a trip?

### New Products

Wing Walks, those things you put on the wings when you want to get up and clean up the oil mess... Jim Dixon's dad is a retired carpenter and make these for \$50 each. He does a great job from the original plans, they just aren't quite as wide. Which is nice, they are easier to handle. I have two one for each side. He also puts felt on the bottom edges so they don't scratch the wing and carpet on top. Contact Jim [jdickson@intcd.com](mailto:jdickson@intcd.com) 360-701-1119 or 253 851-6315.

<http://www.aircraftwalkaround.com/seabee/seabee.htm> is an interesting series of pictures of a walk around. Note the high polish job and a very interesting water rudder.

I want some of these...



Second generation Seabee Guru, Henry Ruzakowski, has developed some [leading edge wing tanks](#) that will hold a least 15 useable gallons per side. They are made of carbon fiber and kevelar and will gravity feed to the main tank with the operation of one lever.

They will be done on a field approval, so you'll have to take your airplane to him in Florida. **So, let's plan a trip to Sun and Fun!!!**

Call or email Henry for more information. 561-436-0821 [amphibs1@aol.com](mailto:amphibs1@aol.com)

Roger Duke all of a sudden has a need for a tail wheel collar and Joe would have been his first contact. Do any of you know any of the local Seabee guys around who might know where some parts are now? Contact [rduke@whidbey.com](mailto:rduke@whidbey.com)

### Safety Section (new)

I've kind of been at a loss for words in light of the situation and it seems as though each time I come up with a subject for the Safety section, I shudder at the idea that someone might think I'd be drawing some kind of a parallel to what may have happened to Joe and Doug. We don't know for sure what happened and may not for some time. These other takeoff accidents are direct quotes from the NTSB briefs. If any correlation to some of these incidents is to be drawn, it could only be a lack of information. Perhaps, Joe and Doug may not have had all the information about George's airplane. Maybe there was some information about that airplane they didn't have that would have

kept them out of trouble. The airplane had been sitting for a time and things may have been done that they had no knowledge of. Let's please be careful out there, Okay?

July, '96 The pilot reported that shortly after takeoff, the airplane's engine stopped and then started up again. Soon after, the engine started to lose power again. A forced landing was made. When the aircraft was inspected, it was found that one of the sparkplugs in each of the number 1, 4, 5, and 6 cylinders were "finger" tight, and the second spark plug in the number 6 cylinder had completely separated from the cylinder. These plugs were removed by a mechanic for the pre-buy inspection prior to the pilots purchase of the airplane.

Sept. '84 Little Rock, AR The Antique acft was purchased and a ferry flt to California attempted with very limited dual instruction and minimal knowledge of the acft. The propeller installed on the acft was not in accordance with FAA specifications. An STC was available for the propeller but maint logs did not reflect the installation of the propeller or if the STC had been complied with. According to the pilot's statement, in the 6 hours of experience in the aircraft, the max engine RPM attained was 2000. During the initial legs of the ferry from Morriston TN, numerous takeoffs were aborted because the aircraft would not accelerate to the proper takeoff speed. Prior to the accident 2 unsuccessful takeoffs were aborted on the 9,000 ft runway. On the third try the aircraft climbed to about 200 ft, but was unable to maintain alt. in an attempt to clear a highway the pilot raised the nose until the acft stalled, entered an uncontrolled decent and impacted the ground short of the road.

June '97 Monument Valley, UT 1500MDT 81 degrees F. The pilot attempted a takeoff with the wind blowing at 30 knots and gusting to 45 knots. Reportedly, the wind was blowing through large rock formations near the airport, the wind direction was constantly varying, and strong downdrafts were being created. The pilot reported that when the aircraft was about 300 feet above the ground, it felt like it had flown into a strong downdraft, and he was unable to keep it from descending into the terrain.

June '85 On takeoff from Ely Lake the acft turned sharp left at an altitude of 80-100 feet. At this point the acft ceased rated to climb and descended into trees and a likeside house. The acft was in excess of 400 lbs over gross weight. The landing gear and nose ballast was installed.

September '96 Santa Fe, NM The pilot/owner, who stated that he was PIC, reported a takeoff weight of 2,800 lbs. and a performance climb of 290 fpm. Following gear retraction at 80 mph, the airplane encountered a "windshear, airspeed decreased to 60 mph(stall 58 mph) and the airplane would not climb." The pilot -rated passenger told the PIC that "he was getting slow and not to stall the aircraft." The pilot released the "back pressure on the yoke to recover from the impending stall, but there wasn't sufficient altitude to recover level flight." Power lines, a fence, and vehicles obstructed the forced landing area. Witnesses observed the airplane rotate, fly in ground effect, not climbing, and in a high angle of attack as it proceeded down the runway. Subsequently, the airplane was observed losing altitude and "sort of wobbling down with a tail low attitude." The takeoff weight was calculated to be at maximum allowable 3,150 pounds. Density altitude was

calculated at 7,600 feet. VFR weather prevailed with clear skies, 40 miles visibility, with the winds 360 degrees at 8 kts..

Sept. '83 Time in make and model, 2 hours. On the day before the accident, an emergency landing was made in a hay field after the eng lost power. An exam of the acrft revealed a defective fuel line. The fuel line was repaired. During a ground run-up, the eng produced full power and the magneto check was normal. However, during a takeoff, the eng lost power again at aprox 40 ft AGL. The pilot reported that while he was in a left turn to avoid trees, control was effectiveness was lost and he could not level the wings. Subsequently, the acft crashed and was substantially damaged. An exam of the acft disclosed foreign material in the inlet elbow of the gas strainer. The pilot stated that the material was a ball of gummy rust. In a diagram depicting its location, he showed that it was next to a defective hose connection.

Oct '2000 Time, make and model, 5 hours. The airplane encountered and in-flight loss of engine power during initial climbout and sustained substantial damage on impact with vegetation and terrain during a forced landing in a field. The pilot and pilot rated passenger were uninjured. The pilot stated, "Between 250' and 400' AGL airspeed began to decay and climb rate decreased quickly. ...Aircraft pitch attitude was continually being reduced to maintain flying speed. Control became difficult )control feel ("mushy") and return to runway seemed impossible. Altitude was decreasing quickly. At this point I estimated height AGL at less than 200'. Aircraft was turned into wind, towards best field. Avoided obstacles and landed in corn field." The pilot listed the mechanical malfunction as, "intake valve spring failed on #5 cylinder. When spring failed, allowed intake valve to remain open. Failure disrupted entire engine function."

March '02 According to the pilot, who was an FAA certified airframe and power plant mechanic, on the morning the accident, he completed re-installing the engine following its overhaul by another company. He made several engine run and leak checks, and all parameters were within limits and no leaks were noted. He then boarded the airplane for a 15 minute maintenance test flight. The flight taxied to the runway, and the pilot performed a pre-takeoff engine run-up, noted no anomalies and departed. (the pilot observed a flash fire through the cockpit.). The airplane slid 1,000 feet and came to rest upright. Examination of the airplane revealed that the exhaust interconnect tube of the exhaust collector for the #10 (?) cylinder was protruding through the inlet duct of the lower cheek cowl, and was disconnected from the cylinder. The area around the opening exhibited severe heat distress, consistent with a fire. Oil supply lines and the main fuel supply line were melted through and compromised. The oil and fuel line hoses were made of rubber and were not outfitted with fire shields. No other pertinent anomalies were discovered with the #10(?) cylinder or the remainder of the engine.

## Planes and Parts (new listings) New listings will only be new for 2 months, then I'll run them in "old listings" for another 4 months unless I hear from you. After that, they will be gone...renew as long as you like!

I've been watching Seabee prices the last 3 years that we've owned this monster. I'd promised my wife we wouldn't lose money on this like all our other stuff. I knew if we held it long enough we were bound to break even. It seems to me that the prices have really been going up. When we first started looking, a nice Frankenstein Bee was about 40-60 and the supers were as low as 75-90. Have any of you seen some of the asking prices lately?

Serial number 330, N6144K is a Daubenspeck conversion with top hatch access.



Aircraft TT is 3780. 340 HP Lycoming G50-480 Supercharged. 170 hours SMOH. Air wolf spin-on oil filter. 6 cylinder CHT. Prop AD done April '03. Prop TT 445. Hartzell reversible. New paint June '01. New droop tips. Dual landing lights in each wing which can flash inboard and outboard lights alternately via a Pulselite. Wing tip strobes. Custom instrument panel (shock mounted) with a new Edoair engine driven vacuum gyro horizon and electric trim coordinator, Garmin GNS-430 NAV/COM, Garmin GTX-327 transponder and a Standard Galaxy Marine VHF/FM Transceiver. Full IFR. Three David Clark and one telex ANR-1D headsets. Bucket seats mounted on tracks. Spare Piper pilot and co-pilot seats provided. Doors open 180 degrees. Wide spray rails. Heavy hull bottom. 24 volt system. 24 volt marine bilge pump which can pump any of the five hull compartments. Seven inch main wheels with Cleveland brakes recently rebuilt. Stainless steel brake pistons and sleeves. New starter and solenoids, April '03. New engine oil and gas hoses, new oil cooler, new vacuum pump, October 2000. Hydraulic system and elevator trim system refurbished April '03. New plane cover, anchor, full tool kit, new heater ready to install. Three spare propeller blades available for separate purchase. New tinted glass to be installed prior to sale. No corrosion. Annual done May '03 by Henry Ruzakowski who has been maintaining the airplane. Asking \$150,000. Will deliver anywhere in North America. [wjmcnamara@earthlink.net](mailto:wjmcnamara@earthlink.net) 252-634-9538 H 252-349-9538 C 1

A Super Seabee for only \$55K!! Bill Lomis of Port Townsend, WA has decided he just wants it to go



to a good home and would like to sell it to someone in the Northwest. Why so cheap Bill, the engine, prop and Dobenspeck STC are worth that? Bill tells me the engine and prop only have about 400 hours, and the AD on the prop has been complied with. It has the spray rails and wing extensions too. So we stopped in at Diamond Point to take a look. It's your basic VFR bird, not much has been done in the avionics department except to up grade to mode C.

This could be a great opportunity for someone who wants a superbee on a budget. And, the best part is, do the paint(really needs paint), interior and avionics the way you want. You don't have to live with someone else's ideas and it will be a great investment. Bill sent me too many pictures to include in the newsletter, but his daughter can forward them to you. Call Bill at 360-779-4544 to find out all the details or email his daughter Adrienne [akinzie@comcast.net](mailto:akinzie@comcast.net) or you can view more pictures at <http://home.comcast.net/~akinzie/> 2

Tod writes... "I was in the process of having a Seabee built with a 375 hp Continental GTSIO 520 with a new Hartzel reversing 93 in prop when WE Aerotech went bankrupt. I have the engine, prop, turbo, and mounts (and partially completed airframe). Don Wallace at WEA has already done some engineering on this conversion." Contact [TodDickey@aol.com](mailto:TodDickey@aol.com) 2

1947 RC-3 Serial No. 1047. \$133,000 Airframe TTSN 1185, Lycoming GO-480 (295 HP) SMOH 921. Bendix fuel injection, August annual. Magneto OH 2002. New fuel bladder 2002. New tires 2002. Simuflight Cleveland brakes, Steerable tail wheel, Simuflight wing extensions, Simuflight droop wing tips. Nylon cockpit cover. Simuflight heated pitot, Inflatable life jackets (4), paddle, WE Aerotech custom bilge pump system. Electric hydraulic system. Annunciator lights - gear-up, gear-down, low vacuum, low oil pressure. Flush enlarged windows, Wing tip and tail strobes. Landing lights. Southwind heater, King 76A transponder, King KMA 24 Audio Panel. King 197 Com, King KX155 Nav Com. Northstar M1 Loran. ISOCOM intercom W/4 David Clark head sets. Shadin fuel flow / totalizer. Insight Engine Analyzer. Simuflight wide spray rails. Flush fuel filler. Cessna 310 seats (front w/4-way adjust; back w/2-way

adjust)Interior window frame covers. Overhead panel with 4 individual air vents. Extra insulation, Nice paint and interior, tan and brown. Always hangared since simuflight conversion, to see the airplane in Deer Park, Washington Phone: 509-276-4117 The owner is in Alaska, Russ Mager [Rkmager@hotmail.com](mailto:Rkmager@hotmail.com) 907 362-2370 **1**

**Note about Dr. Harris's airplane**

## Planes and Parts (old listings)

I love the original style paint job...



George Coy writes... "We have decided to put our Bee up for sale. (s/n 750) It is an ORIGINAL bee with almost everything original. We have spent 10 years restoring her and have added an Icom Nav radio as well as a Transponder and encoder. We also added wing tip strobes. Other than that she is as she came from the factory. She has only 260 original hours on her. We are repairing the Wing floats now from a gear up landing last summer and she will be ready this spring. The gear up was due to a hydraulic pump failure. Rich Brumm has since rebuilt the pump and done the necessary service bulletins. The engine and prop have about 6 hours since overhaul. It is painted in the original Bee colors. The engine was overhauled by Gaston Blackburn in Canada. (Rich Brumm knows him and his work as they do the same mods). The airplane is in Northern Vermont and our phone is 802-868-5633. We re asking \$55,000.00" **1**

Geroge is also the contact for another Seabee... We have another bee here with a GO480 on her and the engine needs repairs. The owner says sell her. It needs a cam and lifters and put the 4 (?) new cylinders on her to get her back in the air.

Don Kyte's Searey is for sale! I had only heard how nice his Seabee was. This Searey sounds to be of the same quality that he's come to have a reputation for. If you know anyone looking for the best, this sounds like it... Don writes...

"It is a fine little amphib and equipped with the turbocharged Rotax 914 engine so it will go up to 20,000 feet, if you want it to. That is the best Rotax they make and it has a computer controlled wastegate. I installed everything I thought I would ever need to make trips from Florida to Alaska including enough instruments to fly IFR in an emergency (non-TSO'd)... It



also is equipped for night flying... It takes off and lands in about 400 feet from water or land with waves up to a foot high.

It was professionally built at the SeaRey factory and is has a fresh annual by an A&P for the airframe and by Lockwood Aviation (the Rotax service center at Sebring, Fl for the engine. I flew it to Sheets Field in Orlando for Page Lynette, Progressive Aerodyne VP to check over and he made some adjustments and pronounced it in good shape... the (one of a kind) heel brakes - - - - which partially inhibited use of full rudder ...have been replaced with the new Grove toe brakes (cost over a thousand bucks). I have over \$70,000. invested in it (including labor costs to have the professionals assemble, do the panel, and paint it). It would cost much more to have it built today. The engine alone has increased \$4,000. and now costs over \$18,500. It was built in early 2001 and has been in a hangar most of it's life. It cruises at an honest 90mph on about 4.8 GPH and prefers super unleaded auto gas. The Rotax 914 can also accept 100 LL avgas. With the large 23 gallon metal fuel tank I had installed, it has a 400 mile range with reserve. It also has elect. flaps and elect/hydraulic gear making it easy for a frail woman to fly. I just recertified it for a gross weight increase from 1370 pounds to 1450. Empty weight is 955 so that gives a payload of 495 pounds. In other words, 2 average size people and full fuel. It has 96 hours total time. **I have dropped the price to \$54,500. and listed my home phone number in Idaho; 208-667-2682.** Contact Don [dvkyte@aol.com](mailto:dvkyte@aol.com) Editor's note... if you have trouble getting hold of Don, let me know, he's in the middle of a move, but the little amphib is staying in Orlando for the time being. **1**

Tom Donnelly writes ..."I just updated to the new Garmin GPSMAP 196, which has more features than I can use but way whizzy. This leaves me with a II Morrow Apollo 920+ that I would like to sell. Nice hand held w/ PC interface kit and yoke mount. UPS supports this unit and publishes new databases for it. If you know someone who is looking for a nice GPS at a **reasonable price / Make me an offer.** Contact [tdonnelly@mindspring.com](mailto:tdonnelly@mindspring.com) **3**

## The Experts

IRSOC (International Republic Seabee Owners Club) Now at [www.republicseabee.com](http://www.republicseabee.com) It's still the best source of information and experts on the old beast that you will find. If you haven't checked out the IRSOC and Joined? Go ahead, it's free! They also have free classifieds for members.

Jim Poel's database and clearing house for all Seabee 337 forms and field approvals is also a free service to IRSOC members. For the time being all forms would have to be faxed to Jim: May to November (315) 531-9168; November to May (386) 767-0706.

Steve Mestler has produced The Seabee CD and the new Newsletter CD! The Seabee CD contains all the Bulletins, Flight Manual, Parts Manuals, etc.. He states ..."Everyone I have sold this CD to has found it most useful. I have re-typed all of the Service Bulletins and reformatted the parts manuals for easier reading. The **Newsletter** CD contains most of the old Seabee news letters by George Mojonier, and Richard Sanders. No special software is required. All files are in Adobe Acrobat format and I include a reader with the CD. Once the Acrobat Reader is installed, just put the CD in the computer and it starts automatically! Contact Steve at [smestler@bellsouth.net](mailto:smestler@bellsouth.net) **I have them both, they're a great reference!**

"Frankenstein Guru" Rich Brumm in Northport, N.Y. is also one of the experts. If you ever heard of a problem with the Franklin, he has the fix for it! He's also done some interesting thing to fix other plagues that continue to give Bee owners headaches. Ask him about the "Double Lip Seal!" [richkarenbrumm@prodigy.net](mailto:richkarenbrumm@prodigy.net) Phone: 631-757-2216 Office: 516-885-5879

<http://groups.yahoo.com/group/Seabee> This is a great Discussion group that gets lots of activity. If you post a question, you'll be sure to get a response with good experience behind it. If you don't want to join the group right away, you can log in as "seabee guest" with a password of "Seabee". Enjoy, it's a great site with lots of great pictures and links. The author has also done a great job with his own **new web site, this is great**, check out <http://home.c2i.net/otter32/seabee/seabee.htm>

## *Interesting Web Sites*

<http://www.norcalaahs.org/> interesting pictures

[www.rcairplane.net](http://www.rcairplane.net) The flying Seabee model! This is cool! Easy to build with a 72" wing span, check it out!! Contact Bill Price [bprice@puc.edu](mailto:bprice@puc.edu)

<http://www.bcfloatplane.com/> Interesting pending legislation in BC similar to our own Lake Isabel issue!

<http://www.alertbay.com/eagleair/> Looks like a great place to go, *let's plan a trip!*

<http://www.canadianseaplane.com/index.htm>

Call me when you can go fly!

Bee Sea n'ya,

Bruce

360-769-2311

360-710-5793