

*December 2002*  
*Northwest*



*Club*

Holiday Greetings everyone, and welcome to some new members;

Sorry this is so late getting out, I had some computer problems... well, more like operator problems! Regretfully, I've lost some information. So for those of you who asked me to put something in the newsletter, if you don't see it, it's because I lost it! Please resend your information and I'll have it in the next newsletter.

I've made some more changes to the newsletter. Last month I reduced the size of the picture files, that will take less memory to download the pictures and I added a limitation to the length of time I'll carry your classified before getting an update. Hopefully the download will come through much faster and those of you who couldn't get pictures before, can now receive them. This month I've cut out the first page of recipients. This will add some privacy for you and cut down on paper if you decide to print it. I hadn't realized this was becoming 10 pages long with this size font. I welcome your input, so let me know what you think.

The end of February is the Northwest Aviation Trade Conference and of course the Friday night before will be the annual WA-SPA Ground Hogs Dinner. If you happened to see "improving your chances" an article that appeared in the AOPA Pilot, Dec. 2001 by Barry Schiff, It's about underwater egress training. The same outfit that Barry wrote about, Aviation Egress Systems, Victoria, B.C., will be giving demonstrations at the conference and making a presentation at the dinner, come get soaked! I'd like to go to take the training this spring, anyone want to go. Check it out ... [www.dunk-you.com](http://www.dunk-you.com)  
WA-SPA's new website is coming together. It has a link to the new site. The discussion group is now open for business, [www.WA-spa.org](http://www.WA-spa.org) still works. I'm not sure if the old address will remain in effect.

## *Local Issues*

Lake Isabel is still an issue! Sorry to go on about this, but now it's more important than ever. If you've felt a sigh of relief when reading the title of SPA's article ... "Saved by the bell!" **Please read on!** Most of this is right off the web site. It's still in limbo and they still need our help. (this is only some of the information, there's more on the web, see [www.seaplanes.org](http://www.seaplanes.org) )

*November 25, 2002* - Legislation that would have created the Wild Sky Wilderness in Washington State failed to reach a vote before the House of Representatives adjourned on Friday. The legislation passed in the Senate by a wide margin, but without a companion bill from the House, the Senate bill has no effect.

The seaplane community was successful in obtaining an amendment to the House bill that allowed for continued seaplane access to Lake Isabel. Anticipating the reintroduction of the Wild Sky legislation in the 108th Congress, SPA and local pilots are now organizing a campaign to urge lawmakers to protect established seaplane access to the scenic mountain lake.

Washington Senator Patty Murray, Washington Congressman Rick Larsen, and Washington Congresswoman Jennifer Dunn introduced legislation in 107th Congress to establish a new wilderness area in the Cascade Mountains of Washington State. Lake Isabel, a popular seaplane destination and one of the few suitable mountain lakes in the state still open to seaplanes, would be closed by the legislation. In spite of intensive efforts on the part of SPA and a group of local Seattle pilots, the legislation passed in the Senate without a provision to protect seaplane access. The companion bill in the House, which contained provisions to protect seaplane access, failed to receive a vote before the House adjourned, thus killing the legislation.

The wilderness lobbies and legislators who supported the failed legislation have vowed to introduce it again in the 108th Congress. While a Republican majority may hamper their efforts, the legislation has considerable momentum and stands a fair chance of passage.

Seaplane access to Lake Isabel has no impact on the environmental problems that proponents say justify the wilderness area designation. Thus, the Seaplane Pilots Association is continuing to push for an exception in the legislation to allow for continued access to Lake Isabel by seaplane, or the exclusion of Lake Isabel from the proposed wilderness area.

SPA President Michael Volk met in Washington D.C. with Brandon Hall of Representative Rick Larsen's office in September of 2001, prior to the drafting of the legislation introduced in the 107th Congress. Hall supported a clause specifically permitting continued seaplane access to Lake Isabel in the wilderness proposal, a solution endorsed by the Seaplane Pilots Association. Although this clause did not appear in the legislation as introduced, an amendment to the House bill provided for continued floatplane access. The Senate bill did not contain any language protecting seaplane access.

A group of pilots in Seattle flew legislative staffers in to Lake Isabel several times over the summer, giving them an overview of the proposed wilderness and better appreciation for the virtues of seaplane access. The same group has also been compiling logbook entries to show historical use of the lake.

At this time, rather than writing your elected officials, SPA is asking that you review your logbook and forward photocopies of entries indicating a landing at Lake Isabel. We are particularly interested in entries showing use of the lake going back twenty or more years. This information will help us show conclusively that seaplane access to Lake Isabel is a historically established use. Please fax (863/701-7588) or mail (4315 Highland Park Blvd., Suite C, Lakeland, FL 33813) your logbook entry photocopies to SPA soon! **If you know some of the older pilots who may not do the web who have been there, please encourage them to help out.**

Congressman Rick Larsen (D-WA) and Senator Patty Murray (D-WA) are jointly promoting the Wild Sky Wilderness and authoring the legislation to establish the wilderness. Larsen's staff has voiced support for seaplane access, but have had limited success in converting that support into legally binding legislation. Senator Murray, who is known for her support of environmental protection initiatives, has not offered any sign supporting continued seaplane access to Lake Isabel.

Congresswoman Jennifer Dunn (R-WA) is a critical player as the proposed wilderness extends into her district. Dunn is a co-sponsor of the House bill, and has been supportive of seaplane access to Lake Isabel. Her endorsement is key to the proposal's success.

Senator Maria Cantwell (D-WA) is also a key player. She is a member of the Senate Energy and Natural Resources Committee (107th Congress), which would consider the wilderness legislation, and her endorsement could help assure the success of the legislation in the Senate. Cantwell was elected in 2000 with strong backing from environmental lobbies, and her statements to the local press have been supportive of the proposed wilderness.

Congressmen Doc Hastings (R-WA) and George Nethercutt (R-WA) typically oppose wilderness designations, but may not play a significant role in this proposal as their districts are not impacted.

Groups in support of the wilderness proposal include the Sierra Club, the City of Index, the Northwest Ecosystem Alliance, the Alpine Lakes Protection Society, the Washington Wilderness Coalition, and the Wild Washington Campaign (a coalition of environmental interests).

Groups opposed to the proposal include the American Land Rights Association, whose Executive Director pointedly asked Senator Murray if there was no end to the greed of those who would lock

people off federal lands, and snowmobilers who use the Eagle Creek Drainage.

President George Bush, who as Governor of Texas signed into law legislation to open all state waters to seaplanes, opposes the roadless policies enacted by Clinton. In June 2001, Bush said that the policy, which is similar in effect to a wilderness designation, "has virtually shut down the ability of a lot of people to use public lands." The Republican majority in the House and Senate are bound to complicate passage of any wilderness proposal, but support for this legislation appears to be strong. If you haven't been to the SPA's web site yet [www.seaplanes.org](http://www.seaplanes.org), all the Isabel stuff is there so you can print it and at least read it when you have a ~~movement~~ moment.

## Bremerton

Here's another subject I really don't want to go on about. But, I've agreed to head up an effort, to form a committee of interested parties who would consider attending some meetings at The Port of Bremerton. Which I believe, could become the only seaplane base on the peninsula, if we are willing to make some effort. This is not a short term effort. It will take some time, but could be promising for the future of Seaplane operations in the northwest.

The port commissioners have asked for "a presence" at their meetings, and they are willing to listen to our needs. (When was the last time you have ever heard of a governmental body that wanted input from the masses?) Pat Haseltine and John Kittelson have both expressed a separate interest in operating a seaplane base and a float manufacturer has expressed an interest in moving their business there. I'm looking for anyone who would could attend some of these meeting. My plan would be to have several people on a committee so that at each meeting we would have at least one representative in attendance, hopefully more. Bremerton has a great restaurant where we could meet afterwards to gather our notes and draft a short update for the WA-SPA.

Please take a moment to comment on any of the following questions, or submit to me any other information you may think would help. I'll take what ever ammunition with me I can muster.

1-Who has a float plane that they would like to keep at Bremerton?

- 2-Who would convert to floats, if they had a convent base near by.
- 3-Who would purchase a seaplane if Bremerton had a Seaplane base!
- 4-Who could attend a meetings and would be interested in a committee to oversee the development of the Seaplane base.
- 5-Who could use a fuel and maintenance.
- 6-Who could use a pit stop between B.C. and SW Washington or Oregon?

The following is part of my last message I received from the port...

Thanks for your continued interest. We will be discussing the seaplane alternative as one of many alternatives for the master plan update. Pat H. is a member of the citizen planning action committee and will be present at the Dec 12<sup>th</sup> meeting. I think what may need to be done is a cost-benefit analysis to see if the millions of dollars that would be sent on a project like this is worth the return on investment. But, the seaplane lane is an active option on the master plan which will ultimately be decided by the commissioners. If you have any additional questions please don't hesitate to email me or call.

Port Commission regular public meetings are held the second and fourth Tuesday of each month at the Bremerton National Airport Terminal Building Conference Room, 8850 SW State Hwy 3, Port Orchard, Washington.

Commission meetings held the **second** Tuesday are convened at **4:00 p.m.**

Commission meetings held the **fourth** Tuesday are convened at **10:00 a.m.**

**Study Sessions:** Study sessions are held after the second meeting of the month (fourth Tuesday) is recessed. The purpose of the study session is to better inform the citizens of the Port district and other interested parties of Port activities, and to provide a platform for the Port Commissioners and Port management staff to discuss Port issues. Study sessions are open to the public

The commissioners are inviting anybody with any interest in the development, to come forward and present your thoughts. So, plan to

attend a meeting! If you can't attend but wish to write, send your comments and or

suggestions to: Kenneth W. Attebery, CEO , Port of Bremerton, 8850 S.W.State Hwy 3, Port

Orchard, WA 98367 (360) 674-2381 ext. 21 or [kena@portofbremerton.org](mailto:kena@portofbremerton.org) If you

correspond with the port, please send me a copy of any correspondence so I can stay on top of stuff.

### *Bee Keepers Needing Help*

Roger York up in B.C. just got his bee flying again after a few years in the shop, he's Seeking out commentary on down-turned spray rails for the Bee. "I'm wondering how much reduced water take-off-run in enabled with rails that point downward? Currently, mine are in the horizontal position." He's also talking about turning them down at 45 degrees, sounds dangerous to me. Anyone wishing to comment, contact

him at [roger@rogerthepilot.com](mailto:roger@rogerthepilot.com) (his email is temporarily down as of 12/7/02)

### Found Help! (thanks)

Tom Hoag finally found a good Frankenstien Crankshaft. Rich Brumm has rebuilt his engine, it's on it's way back across the country, so hopefully Tom will be back in the air soon.

***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 have a really nice Beech swapover yoke with the Ram's horn wheel for sale. It has a Davtron electronic clock in the middle, a mike button, map light and of course the Aileron Trim.

This is a specially made bolt in set up for the Seabee! The Beech shaft that goes through the panel has been mated to the Seabee unit.







Just widen the hole in your panel and bolt this puppy in. It has been modified to connect right up. You will only have to drill a slightly larger hole in the instrument panel. \$1800 or best offer, 337 included. Call me at 360-769-2311 or 360-710-5793

### Can't afford your own airplane, here's an interesting deal...

I'm in the process of completely refurbishing a Cessna 180 on Edo 2870s. We're putting a number of STCs on it along the way (wing extensions, horton stol, baggage extension, and a bunch more). Eventually, I'll be putting together a fractional ownership program for the aircraft. We'll be basing the aircraft at Kenmore. I have 2 of the 5 fractional owners already accounted for (me and a mechanic from Kenmore). When we get a little closer to getting the aircraft back to airworthy status, I'm going to take applications and offer the other 3 fractionals to the most qualified folks. The buy-in for each fractional owner will be somewhere in the 30-35K range. [vince\\_mancuso@compuserve.com](mailto:vince_mancuso@compuserve.com) (there is an \_ between his first and last name) **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 put them in touch. \$250" Contact [tdonnelly@mindspring.com](mailto:tdonnelly@mindspring.com) **2**

Ron Lyall's Super Seabee is for sale in OR, but he'd actually rather find a partner. It's a simuflight conversion with the 340HP supercharged Lycoming. \$115,000 or bee his partner...



Contact Ron, [rlseabee@internetcds.com](mailto:rlseabee@internetcds.com) 360-604-9549 2

Doug from Kenair writes... "Finally got some info on the Bee for sale. TTAF - 1089 TSMOH - 154 IGSO-480 Lyc. 340 HP Simuflight conversion New prop. Goodies include extended wings, bilge pumps, electric hydraulics, HSI, marker beacon, bearing buddies, droop tips, rudder lock, steerable tailwheel, Cleveland brakes, electric oil cooler door, EGT/CHT, vacuum system.



He doesn't mention radios but there are some. Encoder by the looks of the paperwork. Seems to me a good deal for \$145K. Couldn't build one for



that. Ken put this together a while back, I think it was the first one he did, made the cover of TAP. Not flown very much." Contact Ken Thompson 707-939-0401 [2](#)

### **Planes and Parts (old listing)**

Bob Synoground has a Generator for the GO-480. Only \$100! 360-253-6253 [2](#)

Larry Kruejack had 5 GO-480 Cylinders. 503-838-6465 [2](#)

S/N 779, N11NW was spotted on the ramp in Phoenix. TT 700, 200 SMOH and 200 SPOH. Extended wings, and wide spray rail. Annualized Feb of this year. Asking \$60K. Contact Louis Hudgin at 480 988-1382 or 602 509 3751. [2](#)

Tom Benedict in Vancouver, WA. has some Seabee stuff ... 360-896-6494 ... 2 engine cowls with baffles, nose bowl, cabin windows, 3 tail wheels, tail shock strut rubbers, 3 starter and generator fan sets, 3 engine blocks, 18 cylinders, 2 carbs, 1 heat box for carb, 4 starters 2 generators, All items for assembly as push rods & Housing tubes, rocker arms, valve covers, Seals, 4 motor mounts, Valves and springs, 2 fuel pumps, 3 oil pumps, 4 oil coolers(1 small, 3 large), 3 oil pans, 8 pistons, 4 magnetos, 100 new sparkplugs, 2 intake manifolds, 2 lower cooling shrouds, 1 set engine baffles, 2 set battery ignition, 3 relining seat brackets. He also has a bunch of Cessna and Piper stuff ... [2](#)

Kathy Anderson from XP Mods. writes ..."We've had a Sea Bee here for a long time and the owner wants us to find the remaining part, used. It's a **reversing control block with spool**, for a Hartzel reversing (3-bladed) propeller. The part number of the part I need is A4117.

Waaaaay too expensive to buy new. Can you help??" [xpmod@tgi.net](mailto:xpmod@tgi.net) [2](#)

I am looking for bow door, rudder, complete landing gear front and rear, or a gear set I could borrow so I could duplicate it, Complete control column, yokes, etc. My address is 365 Monitor rd. Silverton, Or. 97381. Where I own a steel fabrication shop . Byron Miller 503-873-2857 shop 503-873-1113 house email [majajudi@teleport.com](mailto:majajudi@teleport.com) [2](#)

Seabee RC-3 N6019K and all parts and equipment \$60K. Annual -01-01-01, 1135.6 hrs TT , 347.6 SMOH, Prop 37.8 hrs (9-15-99 OH), No salt ever (?except the day it rolled off the assembly line?), overhead throttle quadrant, 20" wing extensions, KX 170 B comm, TX(non mode C), nav and strobe lites, Nice Bee Call me if interested. 361-547-6692. Out of town until 12-26-01. Thanks for the interest. A.K. Young, [Margaretvictor@cs.com](mailto:Margaretvictor@cs.com)

FOR SALE, Seabee suffered Off Airport Ldg. due to ignition failure.,S/N 1035, TT 590, B9F eng. with 9 hr. smoh, prop 20 hrs smoh, mod. hull damage, wings , struts, floats/struts, tail feathers all OK. New or OH instruments, new Valcom and KT-76 Tx, support equipt., work stands etc., plus extra complete B9F engine and parts. \$14,500. Sam @ Ph (503) 678-5114 or E-Mail [czechride@juno.com](mailto:czechride@juno.com) / 2  
Needed Seabee fuselage, preferably with little or no corrosion to complete project aircraft. Gordon @ Ph(503) 694-5316.

### The Experts

John Hooper is stepping down from the IRSOC (International Republic Seabee Owners Club) and is handing the reins over to Jim Poel and Steve Mestler. See the new web site [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! I contains all the Seabee Service 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. 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! The charge is \$25 which includes shipping. " Contact Steve at [smestler@bellsouth.net](mailto:smestler@bellsouth.net) **I have it and I love it, it's a great reference!** It now comes with a Seabee Hat for \$50.

"Frankenstein Guru" Rich Brumm in Northport, N.Y. is one of the experts. If you ever heard of a problem with the Franklin, he has the fix for it! [richkarenbrumm@prodigy.net](mailto:richkarenbrumm@prodigy.net) Phone: 631-757-2216 Office: 516-885-5879

### *Interesting Web Sites*

<http://groups.yahoo.com/group/Seabee> 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. [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) These is mostly B.C. stuff, but I'm already dreaming of next summer

<http://www.bcfloatplane.com/>

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

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

I hope you have a great holiday season,

Bee Sea n'ya,

Bruce Hinds

360-769-2311 or 360-710-5793

