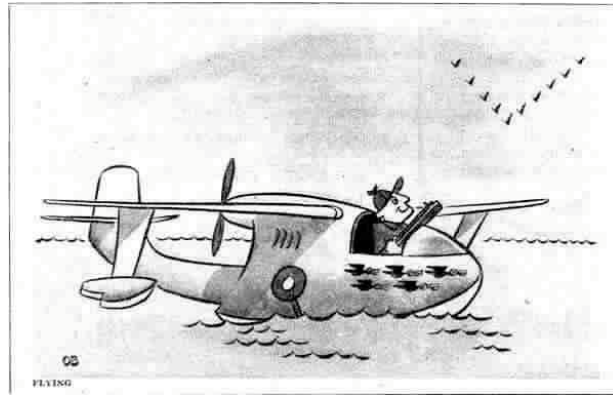


July 2002
Northwest Seabee Club



Greetings Everyone,

I shared Saturday June 22nd with some of those who knew and loved Bob McKenney. I had only known him for 2 years, but in that short time I came to admire and respect a man who was truly concerned with his profession and his passion. He took on both with an enthusiasm we rarely see. A eulogy delivered by a coworker from Houston who has worked with Bob over the years confirmed his determination to make a difference within the electrical industry just as he's done with the Presidency of the Seaplane Pilot's Association. Then, after listening to his son Cory talk about his father, there wasn't a dry eye in the church. I had a conversation with a mutual friend who summed it up well..."I've know Bob for 35 years," he said, " he was a fine man!" I think the picture above is what Bob would want us to be doing with our airplanes ... get out and enjoy this wonderful world we've been blessed with. Bee sea n'ya Bob ...

The News,

Remember my rudder lock last month? Don't forget the flag! I heard promptly from Don Kyte and an experience he had using two screw drivers! "... I was on a camping trip to Baja with Ernie Martin. We had pulled up on the beach at high

tide; did a turn back facing directly down to the water; buried our anchor in the sand and installed my screw drivers. All well and good.

Next morning when we were ready to depart, the tide had gone out (as we expected) and we loaded up to

taxi out into the water. At this point, our flawless planning took a nose dive. We made TWO big mistakes. We didn't remove the screw drivers and we didn't check the controls for freedom of movement. As a result we gaily taxied out into the water with no rudder control!

We were saved from a cold dip in the water by a boat full of curious kids that had appeared after hearing our engine fire up. After that experience I found a wood dowel the right size and would put that in only ONE side of the rudder bracket at the tail. This way, with the rudder locked full deflection, there is no way your going to forget that it is locked.

The kicker to the story I just told is that after helping us to unlock the rudder, the kids motor failed to start and Ernie and I towed the kids about a mile back to their village. I think they had stories about that for years!

All the best, Don " Thanks Don!

Lake Isabel

I had forwarded a letter I received with a comforting statement, however, I'm assured the issue is not over yet. All the information can be found on SPA's web site yet www.seaplanes.org Please print what you don't have time to read right away. Once you've read it you won't find the email addresses though, so jot these down or save them for when you can write, please:

dunnwa08@mail.house.gov, Jennifer Dunn

Rick.Larsen@mail.house.gov, Rick Larsen

senator_murray@murray.senate.gov, Patty Murray

I now have a 7 page list of Seaplaners in the state, I need some help in calling them all on this issue. I've also agreed to do this to help the Washington Seaplane Pilots Association get their ball rolling again. So, any of you who can help, please call me at 360-769-2311 home, or 360-710-5793 a cell phone that's not always on. I'll try to scan the list and if we each take a page it shouldn't take too long.

Bremerton Water Runway

The Port meetings are open to the public and give anyone with something to say a chance to get up and present their ideas to the group of commissioners. It looks real promising that they will go ahead with a water runway and float pond. If you know any of the folks from OR that regularly go to BC, I'd like you to forward this information to them. It makes much more sense to stop at Bremerton than to hassle with the Seattle TCA.

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

History of Seabees in Norway (as interpreted from a Norwegian web site)

The seabees played a dominant role in Norwegian aviation history after the war. The aircraft was ideal for Norway since it could operate from land and sea. During the time that the Seabee was used it landed on water much more frequently than on land since there were very few airports. It cost only 35000 Kroner (\$5000 US) and was considered cheap even in 1947. It was unbelievable robust and could withstand landings on the ground even if the pilot forgot to lower the gear. Thor Solberg, a famous Norwegian aviation pioneer, had such faith in the Seabee that he started a Seabee factory at Flatoya, close to Bergen in a German WWII hanger. These were parts delivered from the Republic factory in the USA. Most Norwegian aviation companies used the Seabee, especially Wideroe. (Wideroe is today the 3rd largest domestic carrier in Norway operation the Dehavilland Dash 8 into short runways. It is a feeder carrier to SAS) The Seabee was the most used aircraft during the period 1947-1957 except for the DC-3s operated by DNL(now SAS) and 50 US Army Cubs donated to various flying clubs.

Before the Norwegian Coast Guard received the Sea King helicopter it fell to the Seabee to perform many rescue operations in the coastal waters under very marginal weather conditions. Because of some of these rescue missions that "just had to be performed" there were also a few accidents. Some accidents were caused by the landing gear left in the down position during water landings. Norway's Seabee history is

also part of Sweden's Seabee history, as many were sold back and forth across the border.

Ostermans Aero of Stockholm helped spread the use of the seabee in Sweden, and most Seabees from the Norwegian factory are in fact surviving in Sweden today. This is primarily because of the Swedes liberal outlook on aircraft noise and allowing seaplanes to land on mountain lakes, something that is not allowed in Norway. The Seabee was used to transport building materials into many remote areas in support of building hydro electric dams. It was said that anything you could pack into it, it would takeoff with. There was also considerable amount of passenger flying as well.

Gatherings and Ideas

The weather was pretty stinky on Saturday June 8th. Don Schwabel, George Johnson and I had planned to meet at Lake Nahwatzel for breakfast. Don happen be there anyway and surveyed the situation. It looks like a great dock and the rustic restaurant overlooks the water. Food is good too, so let's go...

There is a tentative hanger party set for the Friends of Bob this Saturday at TIW, I think it's a little short notice, but call if you want to go and I'll forward the information to the association or you can hit the discussion group at the web site www.wa-spa.org They also like to see a showing of hands on going back to Duck Lake ...

Tom Hoag is grounded, and frustrated while he's waiting to have his Franklin rebuilt. The whole project is on hold while they look for a crankshaft that hasn't be ground already. So, I picked him up and we did a three lake tour, Keechelus Lake, Kachess Lake and Cle Elum lake. One of our finds is a potty stop for the ladies at Keechelus Lake. If you're headed east, just after passing through Snoqualmie Pass, this lake would also make a great stop for those who want to get their leaky beasts out of the water over night.



At the north end of Keechelus Lake there is a campground with two boat ramps. The south ramp is just a road that goes off into the lake. Through the water you can see a white X painted on the road. This shot was taken at the northern ramp looking back at the pass. This ramp is steeper, but my 42' wing span fit nicely between the trees and I had plenty of room to turn around at the top of the ramp. It would be a great spot for 3 or 4 Bees to get out of the water and park right in the truck and trailer parking area. And this is for the Ladies...



We were then off to Kachess Lake, sorry no pictures of this one, the northern third, the narrow portion is closed to power boats, or a no wake zone, not sure which. Right at the north end of the lower 2/3rds, right at the entrance to the narrow part is a nice beach. We didn't stop, but it looks like a great spot. The winds were kind of goofy, but it was late afternoon. It has some pretty good hills on either side so be careful.

Cle Elum Lake has a really wide boat ramp on the southeast side. (Also a nice stop for short bladder breed.) Once at the top though, there's no place to park but one or two Bees without blocking the trailer boat access. And, the trees are too narrow to get to the trailer parking area.



There is a nice little island though just off the ramp area, we could park as many as we need there!
Darn seaplane keeps getting in the way.



We were also at Lake Cushman this past week, it's up and beautiful and the water was almost warm...



It doesn't look like it's leaking ... when we got back we pulled the plugs even though we had only been in the water about 30 minutes and found about a gallon of water in the aft compartment. Yahoo groups has a good forum for the old beasts.

<http://groups.yahoo.com/group/Seabee/> I received some quick help and found that it's possible to over grease the aft seal around the tail wheel. Or as Doug from Kenair said... "They will usually pop out when the grease is pumped in too fast. The seal is held in with an interference fit. Might clean the seal real good and coat it with Loctite or some other good goo, PRC, whatever. A few extra gallons in the aft compartment could mess up your whole day with the Bee's CG being what it is. A good place to put a water detector and/or bilge pump. Good luck." Thanks for the good advise Doug.

My calendar of events is still "attached," so you can print it separately. New items I add each month are hi-lighted in yellow. Again it's only my calendar. These are some of the things I have become aware of and would like to attend. I'd be happy to post any events you may find interesting.

We'll be taking a bunch of vacation starting July 23rd. We plan to just take off and go to B.C., eastern Washington and Idaho, or maybe the Oregon Air Tour, has anyone done that? So far they have 43 signed up. If you know of any nice lodges with a soft beach where we can pull the Beast up in front of our cabin or room, please let me know. We don't have an itinerary and would love to hear from anyone that wants to join up along the way. (Next newsletter might be in August)

Old (but good) News

The IRSOC ... have you checked out the International Republic Seabee Owners Club and Joined? Go ahead, it's free! It's also the best source of information and experts on the old beast that you will find. They have free classifieds for members too jhooper3@mindspring.com
<http://www.mindspring.com/~jhooper3>>

James Poel's database and clearing house for all Seabee 337 forms and field approvals. This would be a free service to all 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.

"Frankenstein" parts ... Rich Brumm in Northport, N.Y. is one of the experts. If you ever heard of a problem the Franklin's have, he has the fix for it! richkarenbrumm@prodigy.net Phone: 631-757-2216 Office: 516-885-5879

Planes and Parts (new listings)

Tamara McKenney mentioned that they will be selling Bob's Bee. I don't have any details on the airplane just yet. I do know that he's put a bunch of money in it recently to get it flying. I'll forward any information as I get it, you won't have to wait for a newsletter.

Tom Hoag needs a crankshaft that hasn't been reground. He's been looking for a while, can't someone help him? THoag@aol.com or call 425 883-3138 at home or 206 276-5830 cell.

Planes and Parts (previous listings) please update!

I need all the parts to convert my seabee yoke back to the original. That's everything aft of the vertical assembly in the nose. With the Bonanza swap over I unit I have I can't really give any dual, I'm just not that brave. If I install the double beech unit, then I can't get out the hatch! No, a diet isn't an option! Please call if you know of any of these parts 360-769-2311 or brucehinds@earthlink.net

Tom Hoag needs a crankshaft for his Frankenstien! Rich Brumm is rebuilding his engine, but they need a crank that hasn't been ground. Call Tom 425-883-3138, 206 276-5830 thoag@aol.com or Rich 516-885-5879 or 631-757-2216 richkarenbrumm@prodigy.net

Ben Blackett is now at the restoration point for 6295K. He needs to find a special propeller. He will need an 89 inch three bladed reversal Hartsell propeller with SAE - 20 splines (no more bolted flange for him!). wbsurgconsult@attbi.com 253-752-3970

Tom Bennedict 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 ...

The Seabee CD ... Steve Mestler, N9042N (The Marty B) has produced a CD with 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 **I have it and I love it, it's a great reference!** It now comes with a Seabee Hat for \$50.

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

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

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, 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
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/
Needed Seabee fuselage, preferably with little or no corrosion to complete project aircraft.
Gordon @ Ph(503) 694-5316.

We have a completely stripped B9 Engine with most parts in good condition ...digital pictures available on request ...There are both Fed-Ex and DHL offices in Cape Town for easy shipment to the US and SAA fly direct to Fort Lauderdale and Atlanta twice weekly. Mark Becker email: markb@za.ibm.com IBM House, V&A Waterfront, PortsWood Square, PortsWood Road, CAPE TOWN, 8000 Tele. +27(0)21-402-5900 Fax. +27(0)21-402-5515 Mobile. +27(0)82-448-2779
I am in need of a wing float strut. Lower priority needs include a lift strut and RH lift strut fuselage fitting. If any one can help him, it's Tom Kennedy, 50881 O'Byrne Rd, Sardis, B.C. Canada V4Z 1B6. thos2kennedy@yahoo.com 604 824 9090

There's also this Super Bee for sale over on lake Chelan, Michael Stevens seabeepilot@aol.com 509 682-3531 home, 206-658-0333 work.

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.

These are mostly B.C. stuff, but I'm already dreaming of next summer ... if they're listed in blue, you may be able to just click on them to launch your browser ...

<http://tappix.com/506824>

<http://www.members.home.net/makins40/>

<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>

The flying Seabee model! This is cool! Easy to build with a 72" wing span, check out www.rcairplane.net *Has anyone built this? I'd love to find out more about it.*

Work like you don't need the money.

Love like you've never been hurt.

And dance like no one is watching.

Bee Sea n'ya,

Bruce

360-769-2311 home

360-710-5793 Cell

Brewster's Calendar of events for 2002 It's only mine ... these are some of the things I'd like to go and do this year, and I'd love to have the company of other aircraft, especially Seabees ... that's why I started this newsletter. So, let's buzz down to some of these events. Or let me know what interest you, I'll put it on the list, and maybe we can do some flying together ... I'll continue to up date this list as things come up, so keep checking ... **New items added will be in Yellow!**

July

4-6 Albany, OR, 4th of July flyin and Kit Plane Manufactures Display at Albany Municipal Airport. Free camping on field. 541-926-9477

6 Kent, WA, Annual WPA Christmas in July Toys for Tots. Bring a toy or donation and a great pancake breakfast 253-833-6777

6 Hollister, CA Frasier Lake Airpark Antique Aircraft Display 10-4, 408-779-2356

7 Twisp, WA Fly-in/drive-in pancake breakfast 0700-1130. In conjunction with auto show and shine. Paul 509-997-3953

9-12 McCall, Id, Mcall Mountain Canyon Flying Seminar, LLC FAA approved instruction in the Idaho back country Lori or Kathy 208-634-1344

10-14 Arlington, Wa EAA Northwest Regional Fly-In

16-19 McCall, Id, Mcall Mountain Canyon Flying Seminar, LLC FAA approved instruction in the

19-21 Spokane, Wa 4th annual northwest Biplane Fly-in and Antique air Derby at Felts Field(SFF)

www.nwbiplanes.com

20-21 Port Townsend EAA Chapter 1026 AT Jefferson County Airport

Idaho back country Lori or Kathy 208-634-1344

20 Brewster goes on Vacation for over a month!

21-26 Cottage Grove, OR Oregon Air Tour. Tom Bedwell 541-929-5598

August

3 Hollister, CA Frasier Lake Airpark Antique Aircraft Display 10-4
408-779-2356

September

? Lake Cushman, WA

6-8 Marrysville, CA Yuba County (MYU) is the New Location for Golden West EAA Regional Fly-In to be a combined event with Yuba-Sutter air expo Tracy Peters 925-676-7114 www.GWFly-in.org

7 Hollister, CA Frasier Lake Airpark Antique Aircraft Display 10-4, 408-779-2356

12-15 Reno, CA National Championship Air Races 775-972-6663 www.airrace.org