

*The Northwest*



*Club*

Welcome to Spring!

I started off last month's newsletter with the wonderful picture courtesy of Kenmore. The picture of Founder Bob Munro on a glacier in 1953. While the Seabee may make a wonderful snow plane, don't try it in anything else...



## News

We missed Sun and Fun this year, but the turnout of Seabees is always great! We were there on foot last year and said how fun it would be to make the trip in the Beast. Maybe next year you'll see ours with a group like this.



I keep hoping that we can get more folks out at the same time up here. I'd love to get a shot like this one at some place local...

### **Bush Plane Legends Come Back**

#### **Canadian Company Plans To Build New Beavers, Otters and the Tri-Gill (latest evolution of the Seabee)**

Decades after they were discontinued to make way for more modern designs, the legendary [de Havilland Beaver](#) and [Otter](#) bush planes could soon resume production. Beaver Aircraft Canada plans to build the historic aircraft -- as well as an amphibian called the [Tri-Gull](#).

The company is down to the short strokes in setting up a full-fledged manufacturing facility in a former truck factory in Kelowna, B.C. Service, engineering support and training will be done at the [Vernon Regional Airport](#), about 35 miles from the factory. "It will be a wholly-built B.C. plane," said company spokesman Mark Sager. "We want it to be a real Canadian product."



Sager, a Vancouver lawyer and businessman who owns three Beavers, said the idea to resume production was borne of a lopsided supply-and-demand ratio for the historic planes, which are sometimes considered to be the best bush planes ever built. Although there are many modern bush planes in production, the 50-year-old Otter (about 230 still flying) and Beaver (about 1100 still flying) designs continue to be hotly sought after. "I know from my own experience how hard it was to find a decent airplane," said Sager. Rebuilders search the world over for wrecks so they can obtain the certification plate and create a new aircraft around it. Sager said an Otter wreck was recently pulled out of the Ugandan wilderness for that precious plate. Assumption of the type certificates gives the company the right to build the aircraft from scratch to the same specifications as the originals.

### **...Original Jigs And Drawings Preserved...**

A key component of the plan is the inclusion in the project of [Viking Air](#), of Victoria, B.C. Viking rescued the original de Havilland production jigs and drawings in 1983. Since then, Viking has used the jigs to manufacture parts for the original aircraft and to reconstruct wrecked Beavers and Otters. Viking is also one of the leading modifiers of Beavers and Otters. One of the most popular retrofits is replacement of the original radial engines with modern turboprops. In fact, "new" Otters will only be available with turbine power. New Beaver owners will have a choice. Tri-Gulls will have turbine power only and will be aimed more at the recreation market. Of course, the aircraft will be available with all the avionics and comfort options offered in modern aircraft like autopilot, electric trim, GPS/Nav/Com as well as digital systems monitors. All that makes the airplanes more comfortable and pleasant to fly but it's the performance and carrying capacity that keep them in demand. The Beaver, first built in 1947, was among the first true STOL designs and its ability to get a heavy load in and out of short, rough wilderness strips quickly established its reputation. The Otter is basically a bigger version of the Beaver, with similar STOL abilities. But there's a reason you've never seen either aircraft racing at Reno. Even with 600 hp up front, they lumber along at about 110 knots.

### **...Company Says Market Is There**

Anyone in aviation knows the terrible economic state of the industry, particularly the manufacturing sector, but Beaver Aircraft Canada is unfazed by the current doldrums. "Everything is cyclical," said Sager. He said prototype, flight testing and certification will take about three years and that's when many industry analysts predict recovery. The company is predicting sales of about 700 Beavers and Otters in the first seven years of operation and almost as many Tri-Gulls. The Beaver will cost about \$900,000 U.S., the Otter about \$1.05 million and the Tri-Gull \$400,000. "We have a very tight niche market," he said. He anticipates steady demand for the aircraft. Sager said the company is nearly ready to start up. Despite support from the federal and local governments, Sager said the British Columbia government has been slow to embrace the concept. He said the company isn't looking for any government money directly but it is asking the province to establish post-secondary courses at local colleges to train the production, repair and service employees it will need to create the business. In Canada, the provinces have the responsibility for education programs. A decision is expected within a week. If the training programs are turned down, he said the operation might be moved to Quebec, where generous incentives have already been offered.

Safety Section (new) will be back next month...promise

## 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 moved this add to the front, George Coy had written this add months ago, but I just now got the picture. I love the original style paint job...



"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**

He 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 am asking \$57,500 for it which is less than the parts alone cost." 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 if it didn't sell at S n F.<sup>2</sup>

### Planes and Parts (old listings)

My really nice Beech swapover yoke with the Ram's horn wheel for sale, may be sold(?) to a new Twin Bee owner from Southern California. It has a Davtron electronic clock in the middle, a mike button, map light underneath 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. \$1600 or best offer, 337 included. Call me at 360-769-2311 or 360-710-5793

Rod Teel doesn't have a Bee, but would like to find one, either Franklin or Lycoming, in reasonable condition. He's a 757 captain for American Airlines in Washington, DC and plans on using the airplane on the east coast and Chesapeake bay. Let him know if any one hears of a solid Bee for sale. Thanks! Contact [captianrod@comcast.net](mailto:captianrod@comcast.net) Last

### 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) (their is an \_ between his first and last name) Last

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) 1

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 be his partner...



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

S/N 779, N11NW was spotted on the ramp in Phoenix. TT 700, 200 SMOH and 200 SPOH. Extended wings, and wide spray rail. Annualled Feb of this year. Asking \$60,000 for the airplane and all the spare parts. He has a few airframe parts and a lot of Franklin parts. and enough used and NOS parts to put together a spare "stock" Franklin engine. He's interested in doing another amphibian project, and would be interested in a trade if the right airplane came along. His interest would include a Lycoming Bee, a Twin Bee, Widgeon, Seawind, a 20's or 30's amphibian, or ??????? He's found a very challenging 30's amphib and a Seawind project, but will consider all offers. Contact Louis Hudgin at 480 988-1382 or 602 509 3751. Last 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??" contact [info@xpmods.com](mailto:info@xpmods.com) Last Needed Seabee fuselage, preferably with little or no corrosion to complete project aircraft. Gordon @ Ph(503) 694-5316. 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 Newsletters 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 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

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)

<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