

The Northwest



Club

Hello everyone,

One nice thing about producing a free newsletter is that when it's late, I don't have to feel guilty, right? Then, why do I? **Well, too bad Brewster! You've actually been out using the old beast!!** Okay, okay, so yes we have! We even met up with another seabee down at American Lake for the WSPA's opener. I had only heard about John Greeff's wonderful Seabee, and this picture doesn't do it justice, his metallic silver paint is beautiful. The IO-540 installation is clean, especially the reverse setup, no beta ring and associated linkage.



John Kittelson's little seaplane base was a perfect spot for the gathering. The food was great and the weather was spectacular. Even a beach bum showed up...



It was a great feed, Veronica and Neil had enough for everyone. Maybe everyone ate so much they felt they may be over gross! Al Paxhia and I were the only two that decided to head up to Lake Isabel afterwards. When we got there the tops of the hills were in the clouds and the winds had gotten kind of gusty, so we both thought it best to wait for another day. It was a beautiful day though and so is his Murphy Moose that he put together.



John Cuny who has built a wonderful new home at Blue Ribbon Farms writes...

"a seabee came by today and just flew by it was a pretty sight and sound. it was a Frankenstien and I wish that they would have stopped in. maybe you can send a message to all the seabee owners you know that a seabee owner lives in sequim blue ribbon farms and they can always drop in and take a rest and have a cold one. 360 683-9292"

Roger in Vancouver is looking to update his GPS 90 with a current data base...if anyone has the same unit and could help him out...Seabee@rogerthepilot.com

News

I feel so privileged to have met Don Kyte and carry on a correspondence. As most of you know he started the Seabee Club in this area years ago. His knowledge of the old Bee and it's history seems endless. When I had written about the tri-gull this is what he sent back...

Happy to hear the Tri-Gull is going into production. As you may know, Spence Spencer and his son in law, Chuck Herbst did most of the design and engineering on it when the project was in Torrance, CA over 30 years ago. Bob Dent in Seattle had commissioned them to design and build it. They called it the Tri-Dent 320 at that time since there were 3 of them and the 320 came from the 320 horsepower Cont. Tiara engine it was designed around. I heard about it then and followed the project for some time until they ran out of money and were putting it up for sale. By that time I had the Seattle Seabee Club established and had Bob Dent come to one of our meetings to tell us about it. Dave Hazelwood, who was the head of the Vancouver Seabee Club at the time was there with several other Vancouver members. Over a short period of time they put together a program to build it in Vancouver. Chuck Herbst joined them as Chief Engineer. Over the next 10 years, development costs ran up about triple what they had originally estimated them to be and they put much of the blame on Chuck Herbst for constantly changing the design. They let Chuck go. They produced 3 aircraft, which were now named the Tri-Gull because the British firm that produced the Trident jet transport objected to the name. I was invited to come up and fly one of the prototypes and wrote an article about it that came out in one of the aviation magazines (can't remember which one right now but I think I have a copy of the article). It flew very well and I was very impressed with it. Unfortunately, Continental was unable or unwilling to certify the Tiara engine for 320 horsepower and didn't produce it. They installed a 300 horse Lycoming then but had propeller matching problems and it never performed well after that.

They did get a production certificate for it, however and were buying tooling to produce it in Victoria when the Canadian Government, who had put in 51% of the funds changed hands and the new officials pulled the rug out from under it and it was sold on the auction block to Clay Villas, a wealthy auto dealer from San Jose who had the US marketing rights for the plane. I lost contact with the Tri-Gull after that until your article in this newsletter.

The turbine engine they are going to power it with should certainly take care of the power plant troubles it used to have. It should be a fine amphibian but way beyond the budget of the average private owner. On the other hand, so is the top of the line Lake Buccaneer but it is still selling airplanes. Thanks Don!

I had mentioned this before, but now have pictures... 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 kevlar 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

Safety Section (new)

I still haven't been back into my accident stuff. I'd like to put in a "Bone Head" section. But, as I look back over the years, I'm sure I was close to being a feature article in someone's column several times.

This was passed on to me concerning the Simuflight conversion. Curious enough, the last two years, I've had a problem with an exhaust clamp on the left side. I just can't keep it tight and it has broken once. So, if you have a Simuflight conversion this could apply to you...

"One major problem that we had not long after we started flying it here was the port exhaust pipe separated from the exhaust manifold on take off. This caused severe damage from the 1400 degree gasses that were now cooking the area ahead of where the pipe separated. We had smoke in the cockpit since things back there were burning. A 180 got us back onto the runway and by the time we shut down there was no fire. There were blobs of what had been molten aluminum on the prop and tail feathers.

The cause of this problem was a lack of sufficient clearance where the pipe comes thru the cowling. When take off power is applied the engine torques on its mounts and the exhaust pipe was contacting

the cowling. While the engine is not running it looks like enough clearance but this is deceiving. My pipe was held on with a clamp that has a pin attached that goes thru a hole in the pipe and the manifold. This pin ripped out of this hole and caused the pipe to fall off.

After the damage was repaired we opened up the cowling hole on both sides (Starboard: Top of opening - Port: Bottom of opening) Then I had flanges welded to the pipe and manifold that are clamped with a V type stainless clamp.

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?

This could be the deal of the Century... 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 upgrade 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. Then email his daughter Adrienne akinzie@attbi.com or myself, we will be happy to forward his pictures to you. 1

I was in the process of having a Seabee built with a 375 hp Continental GTSIO 520 3 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 Tod if interested. TodDickey@aol.com 1

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, Russ Mager Phone: 509-276-4117 (Deer Park, Washington); E-mail: Rkmager@hotmail.com 1

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" 2

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 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. **3**

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

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 2

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

The Experts

IRSOC (International Republic Seabee Owners Club) Now at 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 **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 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 The flying Seabee model! This is cool! Easy to build with a 72" wing span, check it out!! Contact Bill Price 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

Events for 2003

New additions highlighted

June

7th Hollister, CA Frazier Lake Airpark Antique Aircraft display 10AM-4PM 408-779-2356

7th Bellingham, WA hanger 15 monthly Weenie Burn and Pilot Debrief at Bellingham International Airport . 11am-2pm Rain or Shine 360-671-2250

7th Lake Chelan, WA Annual Fly-in , Pancake Breakfast and Lunch by EAA Chapter 424 LakeAero FBO Presenting Miss Veedol, 1931 Bellanca Replica, door prizes, intro flights, headset, gas. www.lakeaero.biz

7th-8th Okanogan, WA 20th Annual Okanogan Fly-in and First EAA Chapter 1286 Kit Fox/Builders Fly-in www.okanoganairport.com

7th Vancouver, WA Sock Hop at Pearson Aviation Museum 360-694-7026 www.pearsonairjuseum.org

13-15th Olympia's Gathering of Warbirds www.olympicflightmuseum.com

15th Father's Day

20th Kent, WA Annual Picnic of Green River WPA Chapter. Bring a flying friend and enjoy great food at Crest Airpark 253-638-7038

20th-22nd Florence **Seaplane Splash-in** Located at the Woahink Lake seaplane base!

24-27th McCall mountain Canyon Flying Seminar FAA Wings approved instruction in the Idaho Backcountry Lori 208-634-1344 www.mountaincanyonflying.com

28th Grants Pass, OR EAA 725 Annual Airport Day Fly-In/Camp-in at Grants Pass Airport (358) Contact Steve Martin 541-479-4221

28th Port Townsend, WA **World War II USO Style Hangar Dance** featuring the Swing Fever orchestra www.ptaeromuse-um.com

July

11th-13th Nimpo Lake, B.C., AGM on the 12th

9-13th Arlington

8-11th McCall Mountain Canyon Flying Seminar FAA wings approved (see June for info)

15-18th McCall again

18-20th Cottage Grove, OR Oregon Antique & Classic Aircraft Club Fly-in Headquarters at Oregon Aviation History Center Dan Carthey 541-942-2286

19th-20th Prospect, Or 14th Annual Fly-in at Prospect State Airport (64S) 7/19 Open air BBQ. 7/20 Breakfast 541-560-3647

21-25th McCall...Returning participants only!

August

2nd Frazier Lake Airpark Antique Aircraft Display 10-4

8th-10th Whitefish, MT Stillwater Landing SPB and Camp... "non-structured" social event open to all interested in Aviation. Pot Luck, Pig Roast [N48'38.21" W114'44.17"](#) www.stillwaterlanding.com
Bill Montgomery 360-629-7453 bill@stillwaterlanding.com

9th Squim, WA Diamond Point airport association presents Airport Day 10-3 Tom 360-582-0037 or Ted 360-683-7768

September

1st Labor Day

5-6th 5th annual Port Angeles, WA Annual Airport Day Fly In and show...Warbirds, flying teams skydiving ultralights and busjets

6th Frasier Lake Antique Aircraft display

12-14th Reno Air Races

26-28th Clear Lake, CA WSPA Splash-In Contact Terry Campbell of Norcal Aviation 209 736-4554 or email norcalaviation@aol.com

October

9th-12th Copperstate Regional EAA Fly-In Phoenix regional grande walley airport 520-400-8887 www.copperstate.org

26th Daylight savings time ends