

The Northwest Seabee Club



Stan Edburg on lake Pend O'rielle last summer

Greetings everyone...

Sorry this is so late coming out, the Bremerton issue has taken up loads of time, partly because of the tremendous support everyone has shown. What... I've entered all the responses into a data base and tried to draw some conclusions about the survey which has been sent to the Commissioners, the Port and all those respondents that included their email address. I've included that later in the newsletter. Thanks for your support.

News

Bob Dempster is the New President of the Washington Seaplane Pilots Association. We had fun at the Trade show talking to every one about Bremerton where we shared a booth with the guys from Canada. What a fine bunch they are. Their organization is going through much of what we are with the Lake Isabel issue. Their government is trying to close a bunch of their lakes, so they could use your support too. The BC Float Plane Association or the Canadian Pilots Association are both working on this.

It is sadly reported that Mr. George Mojonier passed away a few weeks ago, at 85 years old. George was a well known and true Seabee enthusiast, and in the early 1970ies he published Seabee Newsletters that were very much enjoyed by all Seabee enthusiasts receiving them. George lived in Washington, and owned a number of Seabees.

Interesting Small boat response was...The guy here in Seattle rents Feathercraft. If you don't want to pop for a couple of thousand worth of boat, renting one for the weekends you need it is not a bad way to go.

Let's go fly I've often asked "Would anyone be interested in having a once a month fly-out?" This summer we will be going off at least once a month to explore something. Come along and please let us know if you know an interesting spots. I've been doing some research on BC for some longer trips. At some point we will be going to Harrison Hot Springs, probably late in the summer. Looks like a great spot with fine food and fun. It should also be a great spot for jumping off to do some exploring. We'd like to get the Bee into the backcountry and hike into some of the natural hot springs. We have also looked at what's called the southern loop. Going north from Harrison to Pemberton, then back past Whistler to the Straight. Several places along this route are of interest. One inparticular near Whistler is the Edgewater Lodge at Green Lake. Looks like we could have the airplanes right in front of the Lodge.

Other trips will be out to Eastern Washington, Idaho and Montana. Over the next few months we hope to have some plans. The monthly fly-out idea had met with some interest at the show. I think what we need to do is just go. Something like the 3rd Saturday each month we'll just meet at a designated location. Pick one! If nobody shows, at least you went. If a bunch show, great deal. So call or email with your ideas and lets do some day trips.

Saftey Section new

Last month I mentioned that I found some interesting information on the AOPA web site and how you can pull up accidents by type. Since then I've been in contact with the NTSB and was able to down load their Accident Briefs. I thought this would be a good addition to the newsletter each month and include quick review of a particular type of accident.

This month's review relates to some interesting discussion recently from the Yahoo discussion group concerning the fuel cap. Discussion had gone back and forth about wether the fuel could siphon if the cap was left off...

July 12, 1983... "The pilot stated that he took off with 35 gallons of fuel aboard. After about 128 nautical miles the engine lost power. While landing in a muddy corn field with the gear retracted, the aircraft slid a short distance then nosed over. One of the first persons to arrive at the scene stated that he could not recall smelling fuel. The next morning (after the aircraft was inverted all night), he arrived at the scene and noted that the Fuel cap was dangling by its chain, but he did not recall the cap dangling on the night before. It was noted that the aircraaft had been broken into over night and several aritcles had been removed. An inspection and operational check of the engine revealed no preimpact failures." The pilot had 2018 hours, 43 in type and was 48 years old.

Draw your own conclusions about this one, I don't want to touch it. I don't trust line personal or guages. I make a point to use a dip stick, cap it and sump it myself, everytime I fuel. Fuel, oil and hull plugs are on my check list, and then I pray I don't forget! How do you drain the sump if you've fueled while afloat? I guess all you could do is drain the strainer!

Bremerton Survey Results

Sorry, some of you may get this twice, I'm sure my lists will overlap. It may take me a while to straighten that out, but this comes with many thanks to all of you who participated in my little survey concerning the water runway at Bremerton. While that total is only 68, I had printed 200, I think that's a pretty fair return concerning the nature of these things, and the results are impressive. The responses had been coming in at the rate of 3 or 4 per day when we left town for a few days. I figured this would be a good time to try add up some totals and draw some conclusions. An interesting thing also happened, someone sent it to the Cessna 180 discussion group... I've received some from them too... thanks, that's the kind of networking we need.

Of that 68, 78% responded with a contact; email, phone or address. So, I weigh the responses with some honesty, thank you for stepping forward. Seven of you indicated you would consider establishing a business at or near the Bremerton Airport if they did the Float Pond. A few of these could turn the tide! If you were one of those, I'd like to get a non committed letter of intent. You may get a call from the Port or the County to discuss your idea, and probably some encouragement, especially from the county. I've said this before, but the county commissioners and planners really like the idea. We just have to show the port this can work. This will be a big decision on their part and they are looking for interest, not necessarily commitments! (At least at this stage) Some of the respondents have not given a contact, so I'll be forwarding any information I have to you in hopes that you may know of them or others so interested.

All but 5 said that they'd use the restaurant (94%) and a surprisingly high percentage, indicated the desire for something social, the camping/picnic responses were 65%, while the fly-in group was 76%. While that would bring in more people to the county, what does that do for business? 82% would purchase fuel. 43% would have maintenance performed. 50% would use the Customs services. Three of the responses indicated that these were owners of more than one airplane. One being on straight floats while the others were wheeled or amphibious. These folks would move their aircraft to Bremerton!! 9 said they would purchase a seaplane, and 18 would convert to floats. I don't know about you, but I think that's pretty impressive. (I should get my aircraft broker's license!) Every one that stopped by the booth during the trade show seemed impressed too. There wasn't much conversation about membership or much else... just Bremerton! And, a couple of great ideas surfaced too. The "pond" could be an emergency source of water that could be used for fire fighting on the airport, or tapped into for 200 homes in the event of an earthquake or some other disaster. Float Storage, has anyone been to Renton lately? They don't have much room to store many more floats. The opportunity to do float/wheel changes for the seasons could be a boon to the airport. The other great idea is one of safety, the ILS. Where else can you shoot an ILS to the water with only a side step maneuver?

While these comments were of great help, one, which may be a common thought, is really detrimental to the whole project. That is "Build it and they will come!" That may be the case, however, they won't build it unless they see the need. We just can't get the cart before the horse here...

Thanks again for all your support, I'll continue to run these totals and keep you all posted. And for all those who offered to go to some of the meetings a special thanks.

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!

Henry's Auxiliary Wing Tanks That's right, 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 **1**

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**

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 2

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 (their is an _ between his first and last name) 3

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. Contact 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 360-604-9549 3

Planes and Parts (old listings)

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 **3**

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 \$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. **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??" contact info@xpmods.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. Thanks for the interest. A.K. Young, Margaretvictor@cs.com **Anyone know if this is still available?**

Needed Seabee fuselage, preferably with little or no corrosion to complete project aircraft. Gordon @ Ph(503) 694-5316. **1**

The Experts

IRSOC (International Republic Seabee Owners Club) See the new web site 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 Geroge 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 one of the experts. If you ever heard of a problem with the Franklin, he has the fix for it! 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, Let's get out and go!

Bee Sea n'ya,

Bruce

360-769-2311

360-710-5793

(2003 Calendar of Events Below)

Events for 2003

New additions highlighted

April

6th Start Daylight savings time

6th-12th Sun and Fun

20th Easter Sunday

26th Odessa, WA Jubilee in the Desert Music Festival and Fly in. Noon to 7pm Lou 509-670-7953

May

11th Mother's Day

23-25th Watsonville CA 39th annual flyin and air show Largest in Northern CA

www.watsonvilleflyin.org

26th Memorial Day "Observed"

June

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

15th Father's Day

24-27th McCall mountain Canyon Flying Seminar FAA Wings approved instruction in the Idaho

Backcountry Lori 208-634-1344 www.mountaincanyonflying.com

July

Nimpo Lake, B.C.,

9-13th Arlington

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

15-18th McCall again

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

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

August

2nd Frazier Lake Airpark Antique Aircraft Display 10-4

8th-10th Whitefish, MT Stillwater Landing SPB and Camp... "nonstructured social event open to all interested in Aviation. Pot Luck, Pig Roast www.stillwaterlanding.com Bill Montgomery 360-629-7453 bill@stillwaterlanding.com

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

October

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

26th Daylight savings time ends