

Clearlake – Sept 7-9, 2018

Phantom Lake – Sept 8,9, 2018

Kenmore Open House – Sept 29

SPA Adventure – Oct 1-6, 2018



WASHINGTON SEAPLANE PILOTS ASSOCIATION

Promoting
Safe Flying
Protecting
Washington

[washingtonseaplanepilots.org](http://www.washingtonseaplanepilots.org)

www.wa-spa.org



WSPA News – Sept 2018

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PICTURE OF THE MONTH



Life is Good

EVENTS

CALENDAR

See our online calendar at → <https://wspa.wildapricot.org/eventcalendar>

- Sept 7-9 Clearlake Splash in, Clearlake, CA
- Sept 8, 9 WSPA/BCFA Fall Splash-Out, BC, Canada
- Sept 29 Kenmore Open House (*Watch this space*)
- Oct 1-6 SPA Member Adventure at Kenmore
- Board Meetings Noon, Third Wed, ACE Aviation, Renton, WA

2018		
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WSPA ANNUAL PRIEST LAKE RECAP

July 13-15 was the date of our annual Priest Lake, Idaho (Tanglefoot D28) splash in. With a healthy dose of nice weather, a stunning display of seaplanes and wonderful meals by WSPA member Everett Mellish and his crew, we had a great time.

Our weekend started with the arrival of aircraft during the day on Friday including the crown jewel of the event, Addison Pemberton's restored Grumman Goose. Complete with US Navy livery, this restored beauty is a head turner. Friday evening was capped off with Everett's famous pizza.



Saturday morning while enjoying fresh baked cinnamon rolls and breakfast frittatas, we greeted Boy Scout Troop # 111 from Sand Point Idaho. The Scouts were there to earn their Aviation Merit Badge. Led by WSPA President Stephen Ratzlaff, the scouts were lectured on the principles of aviation and received instruction on a variety of flight issues including performing a preflight. Their experience culminated in a flight to a beach on the north end of the lake. Saturday morning also saw the arrival of the Kodiak amphib from Sandpoint Idaho. Flown in by Mark Brown, Chief Pilot for Kodiak, this beautiful aircraft was a welcome addition to our weekend.

Saturday evening started with a reception hosted by Loel and Olson Fenwick at their residence on the grounds of D28. Dinner that evening featured "Street Tacos", capped off by Addison's very interesting presentation on restoring the Goose.

All in all, a wonderful weekend. A big thank you to the Fenwicks for hosting us once again this year. We appreciate all of you who attended and hope to see you again next year when we hold our event the weekend of July 12-14, 2019.

CLEAR LAKE SPLASH IN

Sept 7 – 9, 2018

Greetings WSPA Members

I have been asked to get the word out about the ClearLake Splash-In, Lakeport, CA (north of San Francisco). This is the 39th year of the Splash In, with Walter Windus being one of the original organizers. It is being held September 7-9, 2018.

The seaplane ramp opens at noon on Thursday September 6, with an Early Bird dinner that evening. The ramp leads to a grass field in the middle of town, where the event will be held.

Gas and dock space is available for straight float aircraft. There is also usually a shuttle from Lampson Field, 2 miles away.

All of the hotels and restaurants are walking distance from the grass field.

Friday is a day for seeing the town, wineries and flying around the lake. Friday night there is a wine tasting and happy hour put on by the Chamber of Commerce. Afterwards everyone usually spreads out in groups to one of the local restaurants. Saturday morning the event officially starts, with a local organization putting on a pancake breakfast and hotdog/hamburger lunch. Saturday is a day for flying, and just about the entire town turns out (with kids and dogs) to watch. Saturday night is the seaplane pilot's dinner outside at the Skylark Hotel, with announcements, a raffle and seaplane movie to follow. Sunday morning everyone gets together for breakfast before departing.

It is a wonderful event that is supported by the whole community. More information will be posted at www.clearlakesplashin.com.

We are trying to boost attendance to historic levels. Usually there are 20 -30 seaplanes that attend, and they are looking for more.

If you could please get the word out to your local seaplane and landplane pilot groups, it would be greatly appreciated.

Tod V. Dickey

AZ Field Director and Spalshin Attendee for the 14th year, VMI Holdings Inc.
5050 N 40th Street, Suite 280, Phoenix Az 85018
602-954-8578 x1313, 602-954-8648 Fax

Important: Call Todd Dickey, pre-registration and AIS verification is usually required prior to arrival.

WSPA AND B.C. FLOATPLANE ASSOCIATION JOINT SPLASH-OUT – 8-9 SEPTEMBER 2018

WSPA and BCFA have a goal to increase interaction amongst members. Notwithstanding the border between us we share all of the same challenges and opportunities.

We will be kicking this effort off with a splash out in September to Phantom Lake, BC. Phantom is approx. 15nm NW of Squamish. Phantom Lake (3100' msl and 10,000 feet long) is a popular destination for floatplanes. There is a convenient sandy beach with nearby primitive camping. BCFA seasonally positions a canoe at the camp site. Nearby float accessible lakes include East Falk Lake and Kato Lake. These latter lakes, being higher and shorter, are a bit more challenging and suitable for higher performance aircraft.



The general plan for the weekend is as follows;

Saturday, September 8

- Late morning/early afternoon arrival at Phantom Lake
- Camp Set Up
- 1800 dinner (BYOF&B)
- Evening presentation/discussion by BCFA's Mike Thompson on alpine lake flying

Sunday, September 9

- After breakfast optional exploration of nearby lakes for those interested
- Afternoon break camp and depart

Customs Clearance

Multiple options for amphib. Straight floats recommendation is Bedwell Harbor (CAB3), Victoria Airport (Patricia Bay CAP5) or Nanaimo Harbor (CAC8). If unfamiliar with the border crossing process please contact Don Goodman.

Frequencies

Mike Thompson provided the following:

CTAF at Phantom will be: 123.2

Other useful frequencies en-route;

- 118.4 for Vancouver Harbour
- 123.2 for Burrard inlet and Howe sound
- 126.7 for enroute position reporting
- 122.8 for Squamish airport
- 123.5 for Sechelt airport

Route

Recommended approach via Salmon Inlet or Howe Sound. Be very mindful of CYVR and CYYJ airspace and the busy traffic zone between Vancouver and Victoria/Nanaimo.

Smoke and Weather

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Smoke very bad as I write this update. Pray for rain and wind. Will be monitoring and make the go-no-go call by 6 September.

WSPA Contact – Don Goodman, donaldjg56@gmail.com, 360-303-7076

BCFA Contact – Mike Thompson, mike@thompsonfoundry.com, 604-813-1863

The photos of Phantom Lake, Kato Lake, East Falk Lake are courtesy of Mike Thompson. WOW!! More details to follow and updates will be posted on the WSPA web site. Phantom Lake, Kato Lake, East Falk Lake

KENMORE OPEN HOUSE, Sept 29

September 29th, 10:00AM – 4:00PM

SPA ANNUAL MEMBER MEETING & ADVENTURE 2018

More than 30 people traveled to Como, Italy, in October 2016 to fly seaplanes at historic Aero Club Como in the first SPA Member Adventure. The trip was a tremendous success, and we are proud to follow it up with the second annual Member Adventure--a week flying with Kenmore Air Harbor in Seattle.

Mon Oct 1 – Sat Oct 6, 2018

Trip attendees will enjoy:

- Discounted seaplane rental rates for Kenmore de Havilland Beaver, Piper Super Cub, Cessna 180, and Cessna 172 (rates include Kenmore pilot/instructor)
- Historic hotel with fine dining and brew pub at special SPA discounted rate
- Social outings to unique area restaurants
- Free daily roundtrip seaplane flights to Kenmore's Lake Union base in downtown Seattle
- Free daily transportation from hotel to Kenmore Air Harbor base in Bothell
- Annual Member Meeting and Banquet (included in registration price)
- Optional group seaplane flights to the San Juan Islands
- Numerous Seattle-area sightseeing opportunities including Boeing factory tour, Boeing Museum of Flight, Seattle Space Needle, and Pike Place Market



We will be having the annual membership meeting early on Saturday the 6th at Kenmore and that evening be holding a banquet, tickets for the banquet will be available soon.

Email christie@seaplanes.org for more information or call 707-599-0041.

WSPA is planning come activities which may include:

1. Evening of Monday September 24th

WSPA/SPA “Welcome Drinks” At the Tiki Bar

<https://www.mcmenamins.com/anderson-school/north-shore-lagoon>

- This is the main arrival day for the SPA Members
- Steve M does not know how many people will show up, but he anticipates quite a few as when they did the italy trip, the majority of members were there the first night.
- Steve M thinks based on the timelines/schedule this would be the best
- We did not get into who is paying for anything, so without either SPA or WSPA paying for anything it would be up to everyone to pay for their own tabs

2. Daytime on Thursday September 27th

OPTION 1: WSPA/SPA Lake Isabel Fly-Out

Bring your own food

- Most of the SPA members will be taking Kenmore planes
- WSPA would take our own planes
- WSPA could give a quick talk about Toilet, Keeping Lake open, Fish
- No indication of who manages space on the beach

OPTION 2: POULSBO or ALDERBROOK

As Bruce suggested, this could also be on Friday if they do not end up going to Victoria

- Most of the SPA members will be taking Kenmore planes
 - WSPA would take our own planes
 - This is a pretty exciting option I think for both Poulsbo and for SPA
-

NEWS

SPENCER LAKE UPDATE

Repairs to the Spencer Lake dock have been completed. Although the lake is quite low at this time, WSPA Board members Austin Watson and Jack Jacobson docked a Cessna 185 seaplane on August 7, 2018. WSPA is currently researching permanent fenders that would attach directly to the dock eliminating the need for aviator-supplied fenders. The dock is actually a pier that

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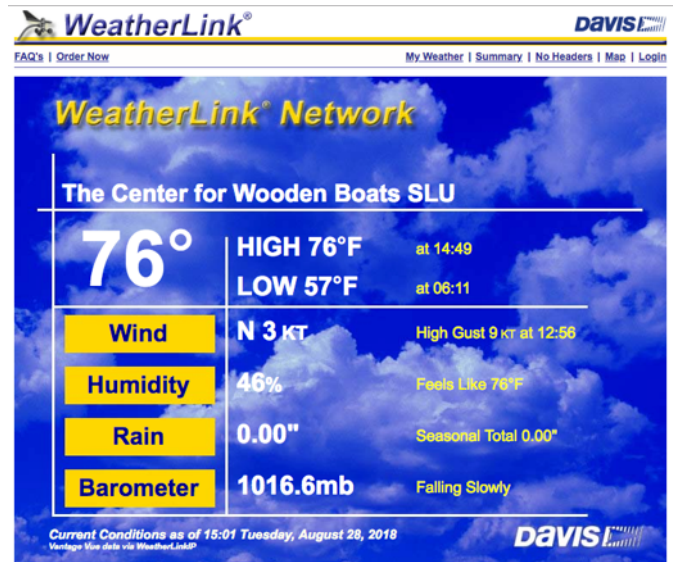


does not move with the change in water levels so a this time of year with low water levels, docking a low tail plane like a Supercub may not be possible. WSPA is researching a floating dock for the site as well as the possibility of making this an FAA designated Seaplane Base. Jack Jacobson

LAKE UNION WEATHER

Center for Wooden boats at south end of lake provides realtime weather at this website. Perhaps WSPA should pitch in and provide them a webcam.

<http://www.weatherlink.com/user/cwbseattle>



WHERE IS THE LAW?

Looking for WA municipal codes? Perhaps on rules for water use. Try this →

<http://mrsc.org/Home/Research-Tools/Washington-City-Codes.aspx>

QUICK UPDATE ON PORT ANGELES SPB

August 6th

I spoke with Dan Gase,

1. Things are still moving along well
2. Nathan West, is going to be promoted to City Manager, Bruce and I met with Nathan and he is one of the champions of the dock project
3. They're going to keep us posted on plans and construction

Cheers
-Kevin

WASHINGTON STATE DOT / FAA DISPARITY STUDY

Washington State Department of Transportation (WSDOT) in conjunction with FAA, is conducting a Disparity Study for its Disadvantaged Business Enterprise (DBE) program to ensure that disadvantaged businesses have equal access to contracting opportunities and that current programs remain legally defensible and administratively successful.

A Disparity Study involves compilation of evidence to determine whether the agency may implement race- and gender-conscious contracting remedies and, if so, how to narrowly tailor its program. The Study will include statistical evidence of the Department's and its sub-recipients' utilization of DBEs, the availability of DBEs as a percentage of all firms in the market area and relevant industries, and whether there are disparities, if any, between the availability of DBEs and their utilization on agency contracts and related subcontracts, and throughout the area economy as a whole.

Frequently Asked Questions (click to download)

The Study will further examine factors necessary for entrepreneurial success, such as access to business capital, bonding, networks, suppliers, etc. It will also gather anecdotal evidence of any continuing effects of past or present race and sex discrimination, and the impact of the current DBE program. Another important component is a review of WSDOT/FAA's current DBE program and recommendations for future initiatives and enhancements.

The contract for this Study has been awarded to Colette Holt & Associates, a nationally recognized expert team on disparity studies and D/M/WBE programs, in conjunction with local partner Pacific Communications Consultants, Inc.

How can you be involved? The participation of stakeholders and business owners is critical to the Study's outcomes in two important ways.

First, the Study team will contact businesses to confirm information on specific contracts and/or to receive additional contract information that is currently not available or accessible to WSDOT/FAA. Since governments such as WSDOT/FAA often only maintain contracting records related to contract compliance reporting, the consultant must rely on prime firms to supplement WSDOT/FAA's contract data. This information is critical to developing an accurate analysis of the utilization of DBEs on WSDOT/FAA projects. With the support and assistance of business owners, the Study will present a complete picture of WSDOT/FAA's contracting activities. Some firms will be contacted to provide such data. CHA will work with the firms to make the process as easy as possible.

Second, interested persons can be part of the process for anecdotal data collection by participating in public meetings, stakeholder sessions or a focus group of business owners to share experiences and insights. It is very important that all firms and stakeholders, such as industry organizations, community groups and chambers of commerce with an interest in WSDOT/FAA's DBE Program and contracting activities participate. The information generated from these sessions will be an important component of the analysis of whether the DBE programs remain narrowly tailored. In the coming months, public meetings, stakeholder sessions and business owner interviews will be held at convenient locations

throughout the state. To learn about sessions pertinent to your type of business, please email Colette Holt at wsdot-faa-study@mwbelaw.com.

Hi Stephen

I am hoping you can help me with spreading the word for the upcoming WSDOT FAA Disparity Study Business meetings to your members.

Tri-Cities August 10-11

Spokane August 12-13

Seattle November 26-27

Bellingham November 28-29

Please let me know if you are able (or not) to share or if you have any questions.

Thank you

Marnie Tyson

425.345.2392

Prohibited, Regulated and Unlisted Invasive Species | Washington Department of Fish & Wildlife

Aquatic Invasive Species - <https://wdfw.wa.gov/ais/species.html>

Search

Aquatic Invasive Species

[View WAC 220-12-090](#)

Classification - Nonnative aquatic animal species with photos

Invasive Species Information

Upon recommendation by the director, the commission may classify nonnative aquatic animal species according to the following categories:

[Prohibited aquatic animal species](#) - RCW 77.12.020

These species are considered by the commission to have a high risk of becoming an invasive species and may not be possessed, imported, purchased, sold, propagated, transported, or released into state waters except as provided in RCW [77.15.253](#). The unlawful use of a prohibited aquatic animal species is a gross misdemeanor. A second violation within five years is a class C felony.

[Regulated aquatic animal species](#)

These species are considered by the commission to have some beneficial use along with a moderate, but

manageable risk of becoming an invasive species, and may not be released into state waters, except as provided in [RCW 77.15.253](#). These species include commercial aquaculture species, and species listed by the commission as food fish or game fish.

[Unlisted Invasive Species](#)

Species that are not on the Prohibited or Regulated specie lists but are of great concern and deemed highly threatening.

[View WAC 220-12-090](#)
Classification - Nonnative aquatic
animal species with photos

SEAPLANE BOATER REGULATION CARDS

Carry this in your plane in case you need to explain the rules to local law enforcement. WSPA will be happy to supply you with cards.

Seaplane Pilots
are **NOT** required to have
Boating education Card or Boating Safety Equipment

WASHINGTON SEAPLANE

PILOTS ASSOCIATION

Safety Card

Although the mandatory boater education law is specific to operation of vessels under state laws, Seaplanes are specifically exempted from the definition of a vessel per RCW 79A.60.010 Definitions: (29) "Vessel" includes every description of watercraft on the water, **other than a seaplane**
-- Hoyle E Hodges, WA. State Parks, Marine Law Enforcement Coordinator

Safety Equipment

A Seaplane is considered a vessel when on the water(USCG), however Seaplanes are exempted from the safety equipment that the USCG requires of boaters by 33 CFR 175.1(e).

"Seaplane pilots are expected to know and adhere to both the U.S. Coast Guard's (USCG) Navigation Rules, International-Inland, and 14 CFR Section 91.115, Right-of-Way Rules; Water Operations."

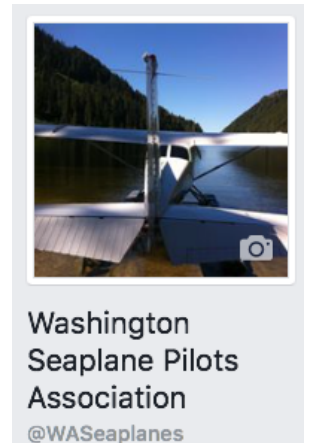
NEWSLETTER / WEB / EVENT HELP NEEDED

WSPA is seeking help with newsletter, website and event management. Please consider giving back to the seaplane community by volunteering. Contact admin@washingtonseaplanepilots.org

FOLLOW WASHINGTON SEAPLANES ON FACEBOOK

If you aren't following seaplanes on social media, rethink it. WSPA reaches over 550 people daily on Facebook. Pop-Up splash events are posted and breaking news about closures or safety concerns (FLOATAMS) show up there when you need them and way before you'll see them in a newsletter or magazine. There are several other groups worth following on Facebook including WSPA and SPA, Left Coast Amphibs, South Sound Seaplane Pilots, Seaplane Magazine, Ace Aviation and more.

If you are having trouble seeing your posts on Facebook, try clicking on the Community Page. Look for WSPA by searching for @WASeaplanes on Facebook.



BOARD MEMBERS

President	Stephen Ratzlaff	(206) 250-1625
VP	Open	
Treasurer	Jack Jacobson	(206) 769-7436
Secretary	Don Goodman	(360) 303-7076
Communication	Austin Watson	(206) 979-4654
At Large (West)	Bruce Hinds	(360) 710-5793
At Large (East)	Kevin Wyman	(206) 419-0349
At Large (Central)	Kevin Franklin	(206) 383-2553
At Large	Chuck Perry	(425) 879-0774

For general questions contact: admin@washingtonseaplanepilots.org

ADVERTISING

1999 MAULE M-7-235B ON WHEELS (8.50 X 6)

Aqua 2400 floats with high-lift struts for increased gross weight.

Low time. No salt. Well maintained and hangared.

Complete Garmin avionics including new transponder with ADS-B in/out.

Long list of options, including LR tanks, patroller doors, VGs, gap seals, much more ...

Contact Mark Masciarotte

360-901-1352 or mtm@dsgassociates.com

SEAPLANE LIFT PURCHASED AND ASSEMBLED IN 2015

- RGC 7,000 LB Aluminum Boat lift converted to support a platform

- Two Wireless Remotes

- Custom platform with wood

- Deepwater legs [adjustable for a wide range of depths]

- Upgrades include edge guard and 4x pop-up cleats

- Located on SW side of Mercer Island

- New owner will need to take care of moving it to it's new home via Truck, Floats, or Barge

- Contact nevek89@gmail.com



PPONK ENGINE CONVERSION

For Sale P.Ponk O-470-50

Firewall Forward Engine Conversion

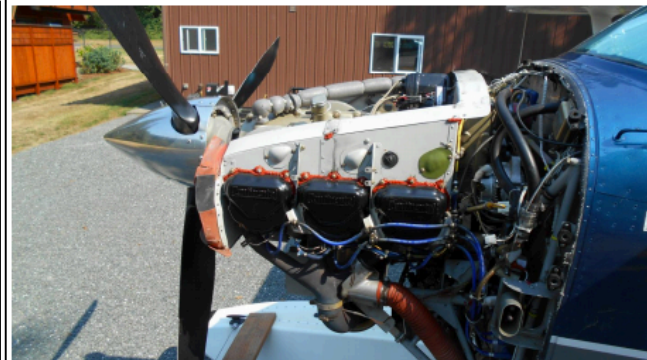
Currently installed and operating on 1976 C182P on straight floats based near Bellingham, WA. All items available by late October.



Engine Mount

- Seaplanes West P/N 440-1, S/N 1863 (for carbureted engine, sea or land plane)
- Applicable to C182E to R models
- Installed as new in January 2010
- Removed and repaired February 2016
- Total time since new: 808
- Total time since repair: 440
- Note: Attaching hardware and vibration isolators not included

\$2000 USD + freight (\$4000 new)



Engine and Engine Accessories

- Donor Engine IO-520-D, S/N 575520, new in 1981, TTSN 905 (at time of conversion)
- P.Ponk Conversion January 2010, P.Ponk S/N 2585
- Time Continued Repair performed by P.Ponk Aviation, Camano Island, WA March 2016
 - o Complete disassembly, inspection and repair as required
 - o Camshaft repaired
 - o ECi Cylinders overhauled
- AD 2016-16-22, Continental Motors – ECi Cylinders, complied with March 2018
 - o Previously overhauled ECi cylinders removed and replaced with overhauled Continental Cylinders
- Current Hours:
 - TTSN: 1713
 - TSMH: 808
 - Time Since Time Continued Repair: 441
 - TSTO: 80

NOTE: FULL DISCLOSURE. DESPITE ONLY 80 HOURS ON THE REBUILT CONTINENTAL CYLINDERS (J&J Airparts, Pleasanton, TX) I AM EXPERIENCING STICKY EXHAUST ALVES. CYLINDERS MAY HAVE TO BE REMOVED AND VALVES/VALVE GUIDES EWORKEK. POSSIBLE WARRANTY ITEM?

- Sky-Tec lightweight starter P/N C12ST5, S/N 2C5-341505, new September 2015, TTSN: 467
- Plane-Power lightweight alternator P/N AL-12F60C, new April 2016, TTSN: 440
- "New Style" Starter Adapter P/N 635050A4, S/N A70018, overhauled by Niagara Air Parts, installed March 2016, TTSO: 80 (note: this is the correct starter adapter for use with Sky-Tec (and other) "lightweight" starters)

- Propeller Governor overhauled by Wings West, W.O. #24203, installed April 2016, TTSO: 440
- Two Piece shock absorbing alternator mount (per IO-520-D configuration) installed April 2016. This is the preferred configuration for seaplane ops.
- Bendix Right Mag P/N BL349350-4, S/N F01FA158R, 500 hour inspection Dec 2017, time since inspection: 75
- Bendix Left Mag P/N BL349350-5, S/N I010013FR, 500 hour inspection June 2016, time since inspection: 181 (note this magneto is currently not installed due EIS installation which removed the Left Mag).
- Slick M1740 plug harness installed June 2016, time since new: 380

\$19,000 USD + freight

Propeller

- Hartzell Three Blade Scimitar with polished spinner, PHC-G3YF-1RF, Hub S/N HP1155B, Blade S/N's K93537, K93533 and K93535, 82" diameter
- Installed new January 2010
- Removed and inspected by Northwest Propeller Service, February 2016
- TTSN: 808
- Total time since inspection: 440

\$9,500 USD + freight (Hartzell 2018 list price close to \$20,000 for propeller and spinner)

Engine Instruments Available

- Insight G3 engine monitor with complete harness and transducers, installed new April 2016
- Electronics International FP-5(L) fuel totalizer with complete harness and transducer, installed new May 2007. Totalizer display unit rebuilt by EI in Feb 2017. Fuel flow transducer replaced December 2017.

\$2000 USD for both

Complete Logs and Oil Analysis

- Available for inspection.

Engine Components NOT Included

- Exhaust system, engine baffles, vacuum pump, oil pressure fittings, prop control mounting hardware, and air box

Contact: Don Goodman
360-303-7076
donaldjg56@gmail.com