



ISPA Newsletter

Welcome Aboard!

I am Rod Teel, the new administrator/editor/webmaster of your organization. I know that many of you haven't met me yet, but I do hope we won't be strangers for too long. I'll do my best to provide you with a community in which we can support each other in our quest to build and enjoy a beautiful airplane, the Seawind.

I would like to commend Mike and Jody Bowes for the excellent job they have done over the last two years for us all. I know the amount of effort it takes to produce a newsletter like this. Mike's writing was always informative and entertaining. Thanks Mike and Jody. You two are great.

Mike has agreed to continue to contribute articles and Tech Tips for us. There's an interesting article by Mike in this issue about state tax liability. Pay attention everyone!

Folks, this is your organization. I would like to ask each of you to send me (or post on the web site) construction tips, news, photos, travelogues, information on interesting places you have visited with your airplanes, good restaurants/hotels you have found there, gas prices, anything you can think of that would be of interest/benefit to the other ISPA members. I depend on your input even more than Mike did as I am much farther removed from day to day contact with the Seawind community. The best way to reach me is via email. Photos (if you can't send them on the internet) and regular letters should be sent to our post office box.



N46SW coming ashore at the Seawinder fly-in.

Inside this issue:

Calendar of Events	2
State Tax Implications	3
AVOS Sanding	4
FAA Emergency AD	6
A Toroid Story	6
Classifieds	7
Directory Info Form	7
Seawind Insurance	8
W and B Planner Info	10

Special points of interest:

- Tech tips by Mike Bowes, Tom Saccio and Roger Isackson.
- FAA AD on Lycomings.
- Get your free weight and balance planner! See page 8 for info.
- They say you can't avoid death and taxes. Mike Bowes helps us out with one of the two. Page 3.
- The insurance dilemma. See page 8 for some ideas.

The addresses, both regular and email, are on the last page of the newsletter.

In the past, this newsletter has been the means of connection between our members. I would like, over the next year, to phase out the printed newsletter and concentrate on the web site, www.seawindpilots.com, and email instead, or at least go to a quarterly newsletter and the web site. A ton of work went into developing our site for you and it has many advantages over a traditional newsletter, a few of which are:

The time it takes to get news to you is far less—instantaneous instead of two months on the normal newsletter publication cycle.

You can share as much information as you'd like in our online discussion group, "The Hangar" without any input from me.

You'll save on membership dues in the future because mailing costs will almost

(Continued on page 3)

Schedule of Events

- **10/20-10/22**
AOPA Expo, Long Beach Convention and Entertainment Center, Long Beach, California.
- **10/28-10/29**
N'Awlins Airshow
NAS New Orleans, LA

October 2000

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



Tempus Fugit

Have your event listed here. Email the editor with the dates and a description

Schedule of Events

- **11/3-11/5**
2000 Jacksonville Air Show
Jacksonville, FL
- **11/11-11/12**
North Florida Air Show
Lake City, FL
- **11/11-11/12**
Stuart Air Show
Stuart, FL

November 2000

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23 Thanks-giving	24	25
26	27	28	29	30		

State Taxes and your Seawind

By Mike Bowes

I have just cleared another hurdle to Seawind ownership that is significant and is worth sharing with the members. Essentially, once you have registered your partially completed or completed airplane with the FAA in Oklahoma City, it is just a matter of time before you will be notified by your home State that you owe sales or use tax on what they deem to be a new acquisition.



"An airplane builder and his money are soon parted."

chase price and go away, satisfied. Happily, Florida is one of these states and about \$2600 (basic kit, almost no options) was all that it took to make them happy and "clear my file." Alas, a few states attempt to appraise a fair market value on the completed airplane and then proceed to gouge you on that horrendous amount! A huge difference, as we all well know.

My understanding is that an FAA registry floppy disc is disseminated to the State Departments of Revenue each month, they comb through them, and send out notices to those who show principal residence in that State. This is exactly what happened to me. My Registration was issued on June 01, 2000. By July 17th, the Florida Department of Revenue was on my doorstep demanding (not asking) that I fork over 6% of the sale price of my Seawind kit as well as penalty and interest! The ominous looking letter demanded that I respond to the department within 15 days or enforcement action would be taken. Hey, in a state with no personal income tax, these guys don't fool around. In fact, when I called Mr. Gerald Dyal, Bureau of Enforcement, Special Programs Section, he was polite and personable, gave me a week to get the check in the mail and waived the penalty and interest since I was literally responding to their letter as fast as I could.

Now, here's some good news. Some states, of course, don't have sales tax at all so this is a non-issue. Most states, I understand, will seek to collect from you only on the value of the original kit purchase price and go away, satisfied.

If you live in one of these states, you will be a likely candidate for the classic Delaware (no sales tax) corporation tax dodge which may or may not be successful depending on how you set it up. It is inoperative that you opt for the complete mail drop service, which is designed to end the paper trail at an actual Delaware address. Most likely the company that sets up your corporation will also offer this mail-forwarding service. Now you are into annual service fees and state filing fees forever, so long as you hold the aircraft. If you are saving enough by avoiding the tax, go for it. In my own case, I simply didn't want to deal with the ongoing hassle and opted to be done with it, once and for all with no looking back, waiting, wondering

If you have previously paid the tax, which would occur if you live in the same State your kit is manufactured in, you are likely to get one of these letters as a matter of routine. Generally, the Revenue people will ask you to complete a Declaration and include a copy of your invoice showing the tax was paid at the time of the original purchase.



...it is just a matter of time before you will be notified by your home State that you owe sales or use tax on what they deem to be a new acquisition.

Welcome Aboard

(Continued from page 1)
disappear.

Those articles and pictures of interest to you will be always available for download and you won't have to keep a whole paper newsletter just for the one tip you'd like to keep.

The articles in the newsletter will have already been published on the website. I don't want to hold information from you just to have filler for the newsletter.

It saves trees.

It's the right thing to do.



The reaction I'll probably get to this idea...

I know it's going to be a break from tradition, but we must move on. I'd appreciate feedback from the membership on this. In the meantime, if you'd like to receive the newsletter in this format via email just let me know. It'll save a bunch on printing and postage.

I wish you all the best. It'll be fun communicating with you throughout the year, and after. I hope to have the pleasure of meeting you in the near future.

Technical Tip

By Roger Isackson

Fellow Craftspersons,

Prior to my Seawind experience with kit # 132 the only thing I knew about fiberglass was I hated to get it on me! But I was determined to construct a Seawind anyway. What a pleasant surprise to find out that only the cut cloth fibers and not the sanding or grinding dust irritates my skin. If you haven't discovered the AVOS (allows view of surface) sanding system by Norton Abrasives, you need to! Advantages are:

1. Better view of surface allowing more control
2. Runs cooler, this is important as it allows you to use finer grits which again gives you better control in grinding gel coat and not glass fibers.
3. Available for any kind of grinder, but get the quick detach discs as they lay flatter on the backing plate so more disc contacts the surface.

MLG: I realize there are always at least 2 ways to skin the proverbial cat (who would ever do that-besides some sociopath?) but for what it's worth this is what worked very well for me. I installed the rear MLG retract mechanism housing panels first and pointed them precisely at each other by clamping a straight edge across the hull and thru the cut outs thru which the retract arm passes. I held the panels in place with hot glued wood blocks till my STRUCTURAL fillets set up. Then I did the forward 2 panels by blocking them off the aft 2 with 4" wood spacers. The rest was smooth sailing un-

till.... I installed a temporary former for the the vertical UNI to lay against Step 3. pp. 20 MLG. I then wetted out the 3 plys of A260 and 1 ply of BID as per Step 4. When I applied this pack to the gear pocket in the vertical position enough resin drained out of the cloth to leave voids between the UNI and the BID. Look at the surface of the A260 and how uneven it is and you should be able to see what I mean if you haven't tried this yet. I removed it. I tried adding a thixotropic(sp?) agent (cabosil) to the resin, but then the UNI would not wet out properly because of the high density of the glass bundles in the UNI.

Enter Mike Pastelak of SW. If you do not know Mike you should. He has a wealth of EXPERIENCE working with composites, is willing to work with you, and is just a real nice guy! I called Mike and after describing the extent of the voids was assured that I was probably being overly concerned. Then he said, "however I can tell you are not happy with the APPEARANCE!"

This was his fix: Fabricate the UNI/BID angle on the bench, bond to the gear pocket, THEN lay-up in place the 6 plys of BID(Step 2. pp.20) The gear pockets and the hull are fully cured so you are going to get a secondary bond anyway. So there will be no difference in strength, except you will have much better control of the fabrication by doing it on the bench, you will not have resin running all over inside the hull, it will look professional, much less time

(Continued on page 5)



"If you haven't discovered the AVOS (allows view of surface) sanding system by Norton Abrasives, you need to!"
Roger Isackson

Technical Tip (Continued)

By Roger Isackson

(Continued from page 4)

will be spent in a very uncomfortable position in the hull with resin all over you. Have I convinced anyone yet?

Here is how to do it. Screw 2 pine board together to make a V shaped trough, or female form, about 16" long. Radius a tongue depressor to a slightly smaller radius than the one in side the hull you need to fit. Smear a bead of auto body putty into the inside corner of your form and strike with your tongue depressor. The putty will be hard in 5 minutes. Now make the male part of the form out of a 2X2" and radius one corner, again with a slightly smaller radius to allow for the thickness of the glass. Support the form V up. Lay on a piece of bagging fil for release. Now wet out on bagging film on BENCH 1-BID, then 3 UNI. Flip this over on to your female form then put one more sheet of bagging film over it for the other release. Now press the male part of the form into position and set something fairly heavy on top to hold in position and squeeze out the excess resin. I used a bag of shot. Trim the completed part to a uniform 1-1/8"

on the side and bond into position in the hull with structural adhesive. I used strips of scrap fiberglass bent bow fashion to hold the part in place till the adhesive cured. I do this a lot, incidentally, to hold parts. Tongue depressors work good too. You just have to clamp something the right distance away from your part for the other end of your springy tongue depressor to push against. Oops I got side tracked! Now do your prep work on the outboard side in preparation for applying the 6 plys if Bid (formerly step 3) Smear a little structural adhesive to the OB side of the angle and while still wet apply the 6 ply pack of BID (not a 6 pack) This will give you a nice radius. When cured trim as shown and described in the manual. I also fabricated on the bench the UNI strips in step 5 and bonded them in place in the same manner. Also while I'm in the area step 1 works out real nice if applied as a pack. But when you do step them against the existing step in the mid-deck and cover with peel ply. Happy glassin'.

Roger Isackson



If you do not know Mike (Pastelak) you should. He has a wealth of EXPERIENCE working with composites, is willing to work with you, and is just a real nice guy!

Bud and Betty Gustin write:

Rod, some of the members may not want their e-mail address published.....I would like to know all of them so I can mail direct to the ones I don't have.

Can you publish them all --- or, what is your policy on this?

I would like to set up a member directory on the website, but I feel that participation should be a voluntary thing as not everyone would like to have their addresses, phone numbers, or email addresses published. Please cut out the form on page 7 and send me the info you'd like to post. Or better yet, send me an email with your info and I'll put it in the members-only section asap. Rod

FAA Emergency AD

Sent by Mike Bowes

FAA Emergency Airworthiness Directive #2000-18-53 was issued September 5th and applies to thousands of Lycoming piston engines including our trusty IO-540. I admit I would not have learned of it so quickly, except that yesterday I picked up my own freshly overhauled engine (a K1G5D) at Zephyr Engines and the folks there told me about it. An oil leak problem can develop on accessory cases that utilize the spin-on oil filter adapter, part # LW-13904. There is a gasket, part # LW-13388, under this plate that can become swollen and extruded and permit loss of crankcase oil during flight leading to eventual engine seizure and a possible fire hazard. If your engine uses a Champion #CH48103 oil

filter, for example, (like mine) then you must comply with this AD.

Basically this gasket must now be replaced every 50 hours with a new part #LW-13388. If your engine has more than 50 hours on it since this gasket was new then it must be replaced prior to your next flight! Better safe than sorry. The FAA doesn't come out with an emergency AD like this unless someone has already had a big problem. Those of you with access to the internet can get more info at:

<http://av-info.faa.gov>

Happy flying! JMB



A Toroid Story

By

Mike Bowes

Technical Tip

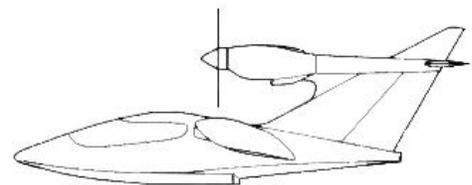
By Mike Bowes

During the past 5 years I've had several calls from builders asking where they can buy ferrite toroids of the type required to manufacture your own copper foil antennas using RG58 co-axial cable. Contact: Jim Weir, RST Engineering, 13249 Grass Valley Road, Grass Valley, CA 95945. A bag of twenty should do your entire Seawind and costs \$7.50 plus \$6.00 shipping and handling. The \$6.00 charge also applies to multiple bags, for those of us who order a larger quantity at one time. Jim's email address: jim@rst-engrcom

Technical Tip

By Tom Saccio

I've been using a rotary wheel cutter that has a scalloped edge to it to cut my fiberglass cloth. It scallops the edge of the cloth so it doesn't fray, making it easier to handle. You can get this cutter from Wicks. For those of you who don't know about it, it's very helpful.



Classifieds

Got something to sell? Looking for something? Email us and we'll post it here...free of charge to members, of course. A small fee to others.. The ads are posted as received from the advertiser. ISPA is not responsible for content.

Seawind Quick Build kit for sale. Production # 71. Still as received from factory. \$67,000 invested. Make offer. Brent Carlson, (801) 334-0101, carlsonb@webpipe.net

For Sale: Brand new EDM 700-6C engine monitoring system, with fuel flow, suitable for 6-cylinder Lycoming. Cost new is \$3000. Will sell for \$2100. Unit has never been used. Contact Dean Rickerson, 8331 Summerset Dr., Anchorage, AK 99518-2927 Residence phone: (907) 344-0139

Seawind project offered for sale: 97% complete. Can probably finish in 30 days. Owner lost medical. IO-540 at 972 hours TT, fresh Hartzell prop, new Terra stack including dual nav/coms, Apollo GPS, power steering, long range tanks, Rocky Mountain engine monitor system, painted, upholstered, never FAA inspected so you can get Repairman's Certificate. Serious offer will buy this airplane and materials to finish! Please call and make sure to leave a message if we're not here. (941) 756-3265
Ed Glanovsky

Seawind partnerships available, Boca Raton, FL. All the info is at <http://www.blueskyassoc.com>

ISPA Membership Directory

Please send the information you'd like to have included in the ISPA membership directory. Email is best. Snail mail is ok, too. Both addresses are listed below.

Here's a form to send me to have your contact information listed on the ISPA website in our membership directory. Participation in this is at your discretion. You may include as much or as little information as you'd like.

Please rest assured that ISPA will not share this information with non-members or commercial establishments. No how, no way.

I'll post a similar form on the web site for those of you who are more electronically inclined.

Name:

Address:

Home Phone:

Work Phone:

Email:

Comments:

International Seawind Pilots Association

P.O. Box 10524
Silver Spring, MD 20914-0524

Email: editor@seawindpilots.com

Annual Dues: \$15.00 US

Insurance and your Seawind

By Rod Teel

We all look forward to the happy day when the dust has finally settled, the tools are put away, and the bird is on the tarmac, ready to head for the wild blue. Despite the excitement of imminent flight, we must think clearly about the financial consequences if something should go wrong, however unlikely that may be if we built our airplane correctly and inspected it well and thoroughly before we got to this point.

Commercial hull insurance for experimental aircraft has become incredibly expensive, if you can get it at all. Seaplane insurance is even harder to find at an affordable level. One way to face this issue is to do what Joe Grimaud did and self-insure, if you've got the cash. His letter says:

"I did not have hull insurance. My philosophy has always been to insure only those things that would be catastrophic for me financially, or required by some relationship such as financing. That might not have been wise here so it would seem but since I had paid for the plane as I built it, it fell within that philosophic category. I also reasoned that if I dinged it I would rebuild it myself or that if it was a catastrophic loss I probably wouldn't be here to worry about it and it would be that much less estate tax for the family to pay. As it is it was somewhere between the two, with significant damage but I believe it still to be repairable." (For those of you who don't know, Joe's Seawind suffered an engine failure on climbout. He had to put into the trees, some of which were eight inches in diameter. He walked away with nothing more than a scratched elbow. Now THAT'S a strong airplane.)

So what are we to do if we can't afford to individually self-insure? How about if we band together, pool our funds and insure our Seawinds ourselves. We would probably need to have twenty or so initial participants to make the program work. I believe that we can do this within existing insurance laws in the US. We most likely won't have to go offshore to do it. We will, however, need a lawyer to set it up for us. Anyone know a good lawyer?

On the next page you'll see a tentative outline of how the program would work. It is by no means the final form of the program, but it's a pretty good starting point.

This will be a big job, folks. I have plenty to do maintaining the web site and publishing this newsletter for you in my spare time so I can't take the time to do it all myself. I don't think it would be appropriate for one person to have control of such funds, anyway. We need some volunteers to help set up this program and then a board of directors to oversee it. The committee would be responsible for taking the proposal and turning it into reality. There are so many talented, honest individuals in our group. Please take the time, get involved, and help us all out. The money you save may be your own!

I would suggest that those interested in taking part in this program let me know and we can set up a meeting to get things rolling. It's up to you, folks. I'm waiting to hear from you.



Commercial hull insurance for experimental aircraft has become incredibly expensive, if you can get it at all.

ISPA Hull Insurance Program

Here is the possible structure of a self-insured hull insurance plan. Please post your thoughts on the following to the Insurance topic in The Hanger, our message board system:

A. Eligible Aircraft and Pilots:

1. Aircraft must be inspected by an inspector approved by the organization who verifies that the aircraft complies with the Seawind assembly manual with respect to all items which could present a safety issue, affect flight performance and handling characteristics, structural integrity, reliability, power plant and power plant fuel supply reliability and safe operation. The aircraft must remain as inspected with regard to these items or insurance is void.
2. The pilot or any named pilot must successfully complete an approved 5-hour training program prior to any solo land operations.
3. The pilot or any named pilot must successfully complete an approved 10 hour training program prior to any solo water operations.

B. Liability, property damage, hull NOT IN MOTION, and medical insurance would not be included in this plan.

C. Hull - Group Self Insurance

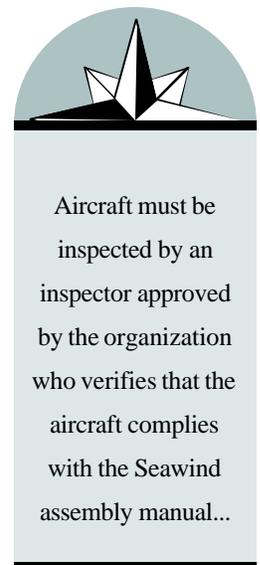
1. The owner keeps the salvage.
2. Start with \$10,000 deductible.
3. Maximum policy face value \$100,000, less \$10,000 deductible, equals \$90,000.
4. Initial premium 10% = 9,000

After each succeeding safe year of operation:

2nd year 9% = 8,100
 3rd year 8% = 7,200
 4th year 7% = 6,300
 5th year 6% = 5,400
 6th year 5% = 4,500
 7th year 4% = 3,600

5. Pay Out:

- a) A paid claim cannot exceed 25% of assets.
- b) All paid claims in one year cannot exceed 75% of the assets.
- c) When the fund exceeds the necessary assets, then dividends should be paid based on the proportion of each members' accident record after they have been a member for more than 5 full years.



International Seawind Pilots Association

P.O. Box 10524
Silver Spring, MD 20914-0524

Email: editor@seawindpilots.com

Annual Dues: \$15.00 US





Check Your Records!!

If you haven't paid your dues this will be your last newsletter, and your access to our web site will be terminated! That would be a very sad thing.

Dues are only \$ 15.00 US. Send a check, payable to Rod Teel, to the address above. You'll be glad you did.

Don't Miss the Boat!

International Seawind Pilots Association



The ISPA Seawind Weight and Balance Planner

ISPA Seawind Weight and Balance Planner
Courtesy of Captain Rod Teel

Reference Seawind flight manual section 9, step 8. All weights in pounds.
For informational purposes only. Use at your own risk.

Basic Airplane Weight	Weight	Arm	Moment
Nose	70	20	1400
Left Main	1190	154.5	183855
Right Main	1180	154.5	182310
Total empty weight and CG	2440	150.641	367565

Trip Planner

Distance	250
Average groundspeed	150
Time enroute	1.67
Taxi, takeoff, approach	0.5
Total duration of flight	2.17

Fuel Planner

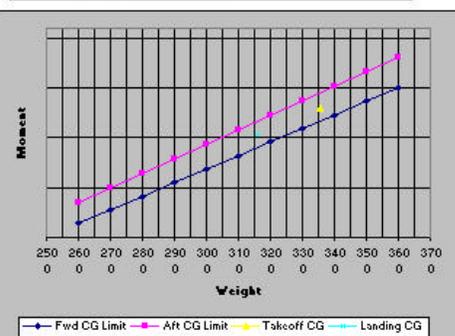
Hours	Gal/Hour	Fuel	Totals
Duration of flight	2.17	15	32.50
Alternate & Holding	0	15	0.00
Reserves	0.5	15	7.50
			40.00

Weight and Balance	Quantity	Weight	Total	Arm	Moment
Empty weight and cg from above			2440	150.641	367565
Pilot		185	185	84	16380
Copilot		185	185	84	15540
Aft Passenger #1		120	120	118	14160
Aft Passenger #2		125	125	118	14750
Fuel aboard in gallons	40		240	137	32880
Forward Luggage		0	0	24	0
Mid Luggage		0	0	132	0
Aft Luggage		50	50	170	8500
Ballast		0	0	7	0
Total for Takeoff			3355	140.02	469775
Fuel burn enroute & alt.	32.50		195	137	26715
Total for Landing			3160	140.21	443060

Annunciator Panel

Good to go!

Max takeoff weight:	3400	Fwd CG Limit:	136.2
Max landing weight:	3400	Aft CG Limit:	144.5



Available only from ISPA, and best yet, it's free!!! Developed for you by your humble editor, Rod Teel.

The planner is a Microsoft Excel spreadsheet that lets you manipulate weights, fuel loads, trip distances, among other things.

Available for immediate download on our web site. If you are Internetally challenged, you may send me a floppy or zip disk with an envelope and the proper postage and I'll make you a copy. Mac or PC format, your choice. The address is above.