



# The Seawind Flyer

Winter 2009

*"The evolution of an intelligent design."*™

*Seawind* LLC

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## SEAWIND TO COMMENCE FLIGHT TESTS

I am pleased to say that the Seawind will roll out the door by the end of the year. There are no pessimists in the aviation business. Pessimists would not even begin, let alone survive. Although we are three months behind schedule, we are pleased this time with the progress and the test Seawind and are excited that flight testing will soon begin.

The only work remaining in Saint-Jean is tensioning and adjusting the flight control cables, checking out the hydraulic and fuel system, and completing the last connections of the electrical system, which is 95% done.



## WHAT A NICE CHRISTMAS PRESENT!

The Canada National Research Council (NRC) will be shutting down until after the New Year. We also will be closed for the week between Christmas and New Year's Day.



The NRC will require three weeks to install the flight test instrumentation after the first week of January. So we have requested that the flight test pilot be scheduled for the first week in January.

## Fuel System

Because we fly off both mains, we ran into difficulty with the Continental engine. Continental uses a rotary engine-driven fuel pump, and it requires a fuel return line. The regulations require that the fuel return must be to the tank from which it was drawn. The first test pilot did not like our system and changed the connections, which gave us the problems. This time we have restored it to the original design and have run a number of tests and the system so far has worked as planned. The last test will be with the engine running at full power. That test should not be a problem.

The beauty of the system is that you only open and close one valve and you fly off of both wings draining by gravity to the header tank. It makes fuel management very easy.

If there is any fuel imbalance of four or more gallons, you receive a warning message and you simply transfer fuel from one wing to the other in flight or on the water. The system requires more devices, but it is simple to operate.



### Engine Cowling

There was a myriad of instrument wires from needless duplication of engine instrumentation in the cowling the last time. The cables were run perpendicular to the cooling air flow, and it affected our engine cooling. We should not have that problem this time, as proper care was taken in routing the wiring as well as reducing the number of wires and plugs.

The fit up of the cooling baffles has been refined as well with all potential air leaks well sealed. Most people are not aware of how much power is lost due to cooling air losses. With the Seawind, we also have to be concerned about high power at very low speed during water operations. We are pleased with the end result this time.



### FLIGHT TESTING

We have never been noted for our timing and this is no exception. After the Seawind is instrumented, we expect to commence the flight testing in earnest during February. Not the best time in Canada.

The new team will take a few days to get comfortable with the Seawind. The plan is to go directly to the stalls, spins and flutter. If we can get some clear weather, we can make real headway despite the cold.

### WHAT'S NEXT

As soon as we turn over this flight test aircraft to the NRC, we will concentrate on assembling the IFR/ Autopilot Seawind test aircraft. When we know that no modifications are needed to complete flight testing, we will apply for permission to start production aircraft.

### AVIONICS

In the fall 2009 Seawind Flyer, we included an avionics and engine survey to determine people's preferences. Unfortunately we were having problems with our web host and with the system program. Consequently, the results of the survey were not very conclusive. Next month, we should be able to send out an informative and easier-to-respond-to survey.

### REFLECTIONS ON 2009

It seemed like we would never raise the money needed to revive the Seawind project. A number of order holders and others stepped up and showed their confidence in the project by investing the money needed for certification. They invested despite very difficult economic times. Although behind schedule, the project is within budget. Except for some contingency funds, we should have sufficient funds to complete certification.

We will be seeking funds to ramp up production for our existing 56 orders once certification is assured. I hope those investors will be easier to find since by that time there will be very little risk involved.

It has been a busy, sometimes exasperating, but also a very rewarding year. We at Seawind have much to be thankful for. We appreciate the support of our loyal following that has given us the inspiration to complete our goal. We have surely been blessed.

I know I speak for all the people at Seawind when I wish you and yours a Joyous Christmas and a Happy Holiday Season. We wish you good health and prosperity in the New Year and thereafter.

Richard Silva