



The *Seawind* Flyer

Spring 2004

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Sun'n Fun 2004

Spring is here and it's time for all of us to come out of hibernation and head south to Sun'n Fun. This major air show has become the kick off event for 2004 in the aviation community. Aircraft manufacturers and suppliers are all loading up and getting ready to show their wares and bring home sales.

Last year, we made the announcement that we were certifying the Seawind 300C. We released limited advertising and offered advanced deposits at pre-production prices for early delivery.

We unveiled our new display at Sun'n Fun and Oshkosh and received many favorable comments. It was a



good trial run. We wrote a number of orders and gained experience with the questions and interests of the certified aircraft buyer vs. the experimental kit builder. Their needs and interests are different. The age group is also younger.

We have also made some additions to our display. This Sun'n Fun we will have a cabin mock-up on display with the new water motor.

The mock-up will have the certified 4/5 seating, the new interior and increased headroom. The instrument panel will display the room available for a glass cockpit option in the future.

The proof of concept aircraft (PCA) N46SW will be on display with the 4/5 seating and new interior, except it will not have the 2" increase in headroom, or the wing mounted landing gear. It has been re-detailed to show the standard certified aircraft striping and numbers, and the blue color paint and fabric selection.

The PCA aircraft has the full IFR instrument package with the Apollo moving map and the S-tec autopilot. The PCA will also display the new camper top.

The performance of the Seawind can be seen in the Seawind Cinema on a wide screen T.V. We, of course, will have the usual fare of gift items for the Seawinder in your family. The desk models show the standard detailing and two optional paint detailing schemes. There are four interior color choices as well. We are gradually adding to the available accessory list those items which will add to your recreational use and enjoyment

We hope you will stop by and visit us.

THIS IS NOT YOUR FATHER'S SEA-PLANE

This is not your father's land plane either.

The Seawind is faster than 90% of the single engine certified land planes. It is as fast as most light twin-engine aircraft. **IT IS WIDER AND MORE COMFORTABLE** than all of them.

The SEAWIND IS IDEAL FOR A BUSINESS TRIP. It can get you to a business meeting five hundred miles away and back the same day. It can take you on a fast cross-country travel for business or personal vacation.



It can also take you in style and comfort where other business aircraft can't take you. A day on the beach, fishing on a remote lake, on an unimproved gravel runway, and even snow.

With a full line of accessories, the Seawind is limited only by your imagination. In a matter of minutes, it can go from a luxury executive limo to a water cruiser.



EVEN IF YOU NEVER INTEND TO LAND ON WATER, YOU OWE IT TO YOURSELF TO CONSIDER THE SEAWIND. THE WORLD'S MOST BEAUTIFUL AIRPLANE.



MEANWHILE, BACK AT THE FACTORY

CERTIFICATION:

Work is continuing on the certification of the Seawind 300C. Certification of aircraft is a monumental effort requiring time, patience, hard work and lots of money.

As reported in the Winter Seawind Flyer, the materials and process testing have been completed. We have also completed the all important bond joint testing and are commencing damage tolerance testing.

The developmental testing for lightning and flammability have been completed to our satisfaction and we will be commencing the final tests.

We are near completion of developmental testing of crash worthy seats and are soon to perform static limit and ultimate load testing. The load testing of the kit structure was very successful so we do not expect the certified to be otherwise.

TOOLING:

The massive effort of creating a 3-D computer model, and developing all new high precision plugs and production molds, has been finished. Only a few bulk head and accessory items remain. We have even completed the new cabin trim molds and the new certified yoke or control wheel.

The work on the assembly jigs and fixtures is underway, as well as the first production parts for the first flight test articles scheduled to fly the end of this year.

We now have our own upholstery shop and will soon have our own paint facility. An electrical and avionics shop will follow.



Any company is only as good as its team. We have a dedicated and experienced management team in place and are gradually adding supervisors and staff in an orderly manner.

It is very easy to waste money in certifying an aircraft. Just ask our predecessors. We have chosen a deliberate path to keep costs under control, fight needless cost increase from the demands of regulators and to competitively price the Seawind.

The Company has been able to accomplish on its own what no other general aviation company has been able to do, i.e., obtain Mil. Handbook 17-“A-basis” approval for composite parts. We did it.

THERE HAS NEVER BEEN A BETTER TIME TO ORDER A SEAWIND

- ~ The price will never be less than the current pre-production price.
- ~ Your deposit is held safely in escrow and is fully refundable if we fail to meet the price or delivery promised.
- ~ You will be buying the most beautiful, most roomy, most versatile retractable gear composite aircraft.
- ~ Your order will help us to bring the Seawind to market this year.
- ~ There are still a few open delivery positions during 2005.

Even if you never plan to relax and use your Seawind for recreation, even if you never experience the thrill of landing on water, and even if you only use the Seawind as a fast executive business aircraft, it fills the bill.

HOW DOES THE CERTIFIED SEAWIND COMPARE TO THE KIT VERSION?

The certified Seawind 300C is the culmination of an evolution of design over more than thirteen years.

More than sixty-one experimental Seawinds have flown. Those, who followed the instructions, all met the performance predictions.

Those who did not follow the book, or redesigned the systems, had varying degrees of success to outright failure.

- ~ The Certified Seawind 300C aircraft will all be built the same.
- ~ They will all meet the same performance standards.
- ~ The speed will equal, or exceed, the proof of concept aircraft (PCA).
- ~ The cabin headroom will be two inches higher.
- ~ The water freeboard will be two inches greater.
- ~ The flight surface cord is 3.7% longer.
- ~ The wing mounted trailing link landing gear will be more forgiving and better suited for unimproved fields.
- ~ The angle of rotation on water will be 15% greater.
- ~ The interior appointments and amenities are much improved.
- ~ There is no excess resin. The structural components are lighter and even stronger.
- ~ The empty weight will be between 2,250 and 2,350 pounds, depending on equipment selected.

HOW ARE THEY THE SAME?

- ~ Both have an esthetic beauty which is unmatched.
- ~ Both have hands off stable flight characteristics with excellent pitch control.
- ~ Both have essentially the same performance specifications and dimensions including the widest cabin in its class.
- ~ Both have a superlative strong structure.
- ~ Both have a myriad of landing options not available to any other land plane and most seaplanes.

BELLS AND WHISTLES

There is so much new in the avionics world that it is hard to know which glass cockpit is best. There is also a big investment to be made to TSO a system for each aircraft.

The avionics manufacturers want to be sure they will get a return on their investment.

We are investigating a number of systems to see which will provide the most desired features at the most reasonable price. Our order book is the factor that determines if the avionics manufactures will also select the Seawind. A decision will be made this year.

LATEST ADDITION TO THE SEAWIND OPTION LIST:

AN OUTBOARD MOTOR

After extensive development we are ready to announce the introduction of our outboard motor. Building the two-stroke, 2.5hp water-cooled motor into the nose of the Seawind 300C sounds simple enough but it was no easy task. The motor had to be modified and an extension and retraction system developed. The motor can now be deployed or stowed at the push of a button. The rope starter, throttle and choke are extended into the cabin.

Steering can be accomplished with the standard built-in water rudder or the motor can steer like a bow thruster by rotating the thrust angle a full 360 degrees using a tiller on the center console.

By rotation of the propeller direction, the Seawind can go straight ahead at 4-6 knots or back up at 2-4 knots. The throttle will adjust the speed down to zero, giving the Seawind total water maneuverability. Although useful for trolling for Muskie or Lake Trout, the unit is not fully appreciated until you use it to facilitate docking. If your mission for the day is a fast business trip that doesn't involve water, the motor can be removed in about 15 minutes, allowing you to leave its 26 pounds at home.

If you are one who plans on spending more time on the water than that required for take-off and landing, this option just might be for you. It may even help you catch that record-breaking fish that keeps alluding your angler skills – the one that got away!

Seawind Inc.

**PO Box 1041
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NEW AND IMPROVED

For those of you who did not see the new tent and trailer display last year you will be in for a pleasant surprise. Not only is there a large screen theatre and company store, there will also be several high quality desk top models and an RC model on display and for sale.

This year we have an exciting addition to the Sun 'n Fun air show display. There will be a full size mock-up of the new certified Seawind cabin section. Now you will have an opportunity to sit in a Seawind cabin and experience the comfort of the width and height of the Seawind cockpit.

We will also have a new diesel box van to haul the air show display to the various air shows around the country.

There will be an addition to the Seawind team for you to meet. Jacques Cabana, the administrative manager from our facility in St-Jean, Quebec, will be with us and is looking forward to meeting all of you who will be there.

Please stop by and see us at sites 20, 30 and 31.

