

BARRY & SUZIES SEAREY

As I walked with Barry around the Bellerive cul-de-sac the theme tune to the soapie Neighbours kept jumping into my head ! The building of Suzie and Barry's Searey is a very neighbourly undertaking with components being stored or in stages of construction dotted around various garages.

"Its sort of spread around, I'm making up some assemblies under the house, Suzie and I have both been working on the wing covering having covered the tail at the moment, Suzie is a hell of a lot better handling the polyester fabric than I am!" Barry said.

Barry worked many hours on Kyle's Searey, which has been a huge benefit, he faced all the problems before, working ways around them, many of the small parts that need to be manufactured were done in pairs now awaiting installation. Barry is over 520 hours into the project, he reckons 900 to 1,000



Under the house the tailplane fabric applied



Across the cul-de-sac in garage two

engine and undercarriage, once it is the hull that's all fitted back together." Barry said.

"You can spend as long as you like on preparation, and I'm spending quite a bit of time. Six and a half hours so far just filling the leading edge making it smooth before the fabric is applied, not difficult just very tedious! We are hoping to have the Searey ready for trials later this year, it is coming together faster than we expected so we now have to pay for the engine a bit earlier than hoped I'm thinking October at this stage, and we still have avionics to install." said Barry

hours for a well fin-

The aircraft will be fitted with the Rotax 912S 100HP there is a more powerful engine but the 912S offers the best compromise between performance and weight

A quiet Bellerive cul-de-sac transformed into a homebuilt aircraft factory

ished aircraft. Suzie likes the idea of JOK yellow (one of the Clubs previous C172's) for flying surfaces and topsides with white on the wingtip floats and hull.



L. Start of the cockpit A. Wings underway

"The next major part of the assembly is to put the space frame into the hull which will require some dismantling of the pylon which supports the wings and

trade-off. The engine operates between 16 and 19 litres per hour. The Searey cruises at 80Kts with impressive short field and climb performance there are 397 machines across the world with 16 in Australia and two under construction in Tasmania.

TRIALS for KYLE



Since we last took a look at Kyle Gardner's Searey in Jan P3 it is almost complete and will soon be at Sandfly for certification trials. "Having moved from the garage at home into a water-

front shed it is time to bolt on the wings and tailplane fix the elevators and rudder and make it ready for trucking to the airfield." said Kyle. Weight and Balance, Radios checked and then a certification from a CASA delegate.

At the moment 1040 hours have gone into building the aircraft including the 400 hours assisted from Barry Smith and Kyle's Dad. "The book says 700 hours but that would be a very basic plane. The plane's evolved a bit, there's a big community of Searey builders around the world talking daily on the web, new ideas all the time." said Kyle.



Kyle with the Rotax 912 ULS 100hp version with ground adjustable prop

"Suzie and I have to get our tailwheel endorsement, a retractable undercarriage endorsement, a floating hull endorsement and a powerboat licence. The powerboat licence I have and Suzie is about to sit her test. We will have to go interstate to get the rest of the endorsements."

"My advise to anyone contemplating building an aircraft, don't even start the undertaking unless you wan't the experience of building an aircraft and if you don't have any trade skills or mechanical background, forget it." Barry.