

## Searey N41087 Additional Information



My name is John Armstrong and I live in Raleigh NC. I purchased N41087, a 1995 Searey, in the spring of 2002 from Ron Discenza of upstate New York. The aircraft was originally built by Searey Aviation, Inc. a Progressive Aerodyne Dealer out of New Smyrna Beach, FL in 1995 and was used for a while as a dealer demonstrator. There were only two owners before me, one in Charleston SC and then Ron in upstate New York.

The aircraft has a gold hull and leading edge with maroon stripes and white deck and wings. There is a sleek engine cowling that makes this bird look more like an airplane than any of the other Seareys you'll see.

The Engine is a Rotax 912UL SN: 4152939. In April of 1999 the owner before me had the 912Extra Kit installed at 379 hours. This kit uses racing piston to increase the compression and power of the standard 80HP Rotax. See details about the kit at: [www.masterkraft.com](http://www.masterkraft.com). The kit upgrade cost almost \$2000 and the activity is the equivalent of an overhaul with new pistons.

I have put almost 200 hours on the aircraft and have loved every minute!. I live in central NC and most of my water flying is on fresh water (I've landed in salt water only twice and inspect for corrosion regularly). My favorite excursion is to conduct water landings in the later summer evenings on Kerr Lake north of Raleigh, NC. It's awesome! I've also flown the aircraft to Sun N' Fun (over 600 NM) and Sarasota, FL in addition to the delivery flight from upstate NY.





The airplane is well equipped for easy cross country travel. There are carpeted decks behind the seats that offer tons of storage space and underneath these there are baggage areas where I carry additional baggage, tools, oil, tie downs, etc.

The cockpit is well appointed with all you need for comfortable cross country VFR including a KT76A mode C transponder, ICOM A-200 flip flop digital radio with 10

storage memory locations and a panel mounted intercom system. The headset plug-ins are on the main column just behind the seats so cords don't get in the way. There is a panel mounted vertical card compass, analog clock, basic flight instruments, tach, dual



CHT, oil pressure, oil temp, amp meter and separate avionics master switch. The flaps and trim along with the fuel pump are all electric. The trim switch is in the MAC5 PPT pilot handle grip. The flap switch is on the panel just below the transponder. The gear and brakes are manually actuated.



It is easy to mount a Garmin unit to dash as shown to add moving map capabilities. I currently using a Garmin 196 moving map in addition to the panel mounted Trimble TNL-1000 GPS (which is a great unit). The Garmin 196 is not included in the sale as I use it on my boat also. The cockpit has lighting that is red and shines from the overhead frame and there are halogen landing lights mounted on each wing. I have flown at night many times especially when returning from my favorite sunset water landings!

Also included: Switlik HV-35C Helicopter Crew life vest worth \$230- <http://www.switlik.com/>, Tail wheel trolley for easily moving the bird by yourself, a new battery, new fire extinguisher, new vertical card compass, fresh ELT batteries, new trim motor, recent oil change, and a fresh annual. The airplane has always been kept in a hanger and is in good condition for many happy hours of flying ahead!





I learned to fly in my Dad's 1943 hand propped J3 CUB. It was great fun. I got addicted to flying low and slow barefooted over the lake with my feet hanging out the side window. But, I must say the Searey is another dimension! Now I alight on the water and stick my feet in to cool off! The sliding canopies allow you to fly with them open. And landings...Oh so nice! The Searey is like no other airplane I've flown. You fly it all the way to touch down, either a wheel landing or a smooth little touch of the water. The sensation is a blast! And in the amphibious Searey you feel more comfortable because there are now twice as many "landing" areas.



If it were not for my current employment situation I would not be selling this great airplane. If you are truly interested call me...no tire kickers please...it takes up my flying time!

Thank you for your consideration and interest.

Happy Flying,

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# Cockpit Panel Details

