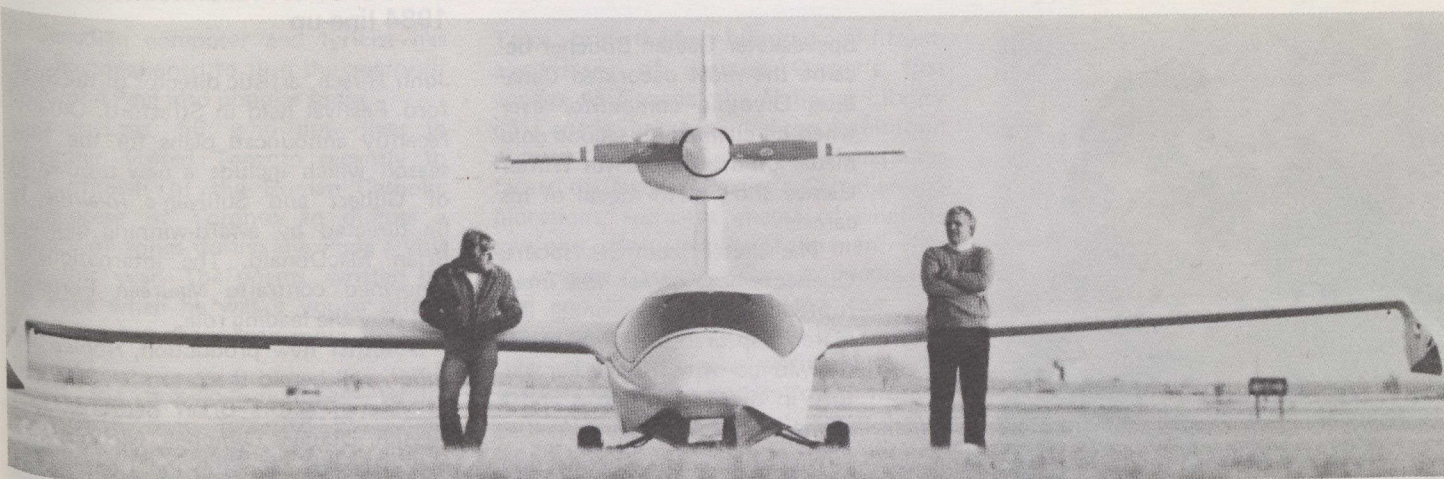


Amphibian plane from compact kit provides challenge for amateur aircraft builders



Kirk Creelman (left) and his father Len, with their *Seawind* prototype during testing in Ottawa last year.

Canada is the home of a large and active community of aircraft "homebuilders" — pilots and other enthusiasts who purchase small pleasure aircraft in kit form and invest one, two or more years in assembling them.

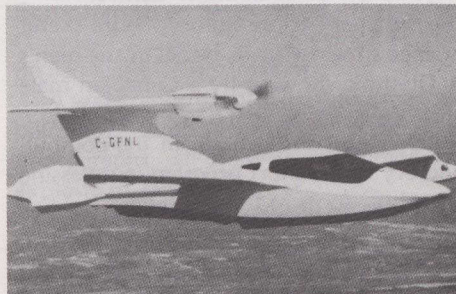
Not surprisingly, then, a homebuilt-aircraft kit whose design is one of the sleekest and most interesting anywhere is now under development in Ontario. Called the *Seawind*, it can fly from land or water.

"This aircraft has been evolving for the past ten years," says Len Creelman, who with his brother Roger runs Seawind International located in the town of Haliburton in northern Ontario.

"We had many hurdles to clear before it was even permissible to use fiberglass as the primary aircraft structure, and the demands of an amphibious craft have required several design modifications."

By 1982, a flyable prototype *Seawind* was a reality. The brothers had always wanted the four-seat aircraft to be simple

to build but offer a relatively high cruising speed. So the lines of the airplane are very sleek, and the engine is suspended on a pylon jutting forward from the swept-back vertical tail instead of being perched atop the cabin as is usually the case.



The *Seawind* in flight.

The prototype now flying cruises at 270 kilometres an hour, can climb at 290 metres a minute and can carry 408 kilograms of fuel, occupants and cargo across a range of more than 1 000 kilometres.

As aircraft kits go, the *Seawind* will eliminate many homebuilder headaches, because all major structural components will be provided pre-formed for the \$18 000 price. It will cost the builder another \$12 000 or so for an engine (the 200-hp Lycoming IO-360 is recommended), propeller and instrumentation. Total man-hours required for construction are estimated at 1 000.

Manufacturing aircraft — even in kit form — is a business venture fraught with obstacles and financial pitfalls, but Len and Roger Creelman may just have a winning design in the *Seawind*. In the words of the test pilot's report:

"It has proven to be a safe aircraft to fly at all times, with no vices, and is, in my opinion, suitable for pilots of all categories. Its performance would do credit to the majority of pure land-based aircraft of its class while, for an amphibian, it is nothing short of remarkable."

(From Ontario Business News.)

Vancouver architect wins French gold medal

France's Académie d'Architecture has announced that architect Arthur Erickson of Vancouver, British Columbia, will be this year's recipient of its gold medal for architecture.

The award is presented annually to an architect or artist who has made a substantial contribution internationally to the quality of architecture.

Previous recipients include United States architects I.M. Pei, Kevin Roch and J. Luis Sert. Last year's award went to German architect Gottfried Boehm.

Arthur Erickson will be presented with the medal formally in Paris on June 26. His recently completed projects include Roy Thomson Hall in Toronto, the Napp Pharmaceuticals building in Cambridge, England and the renovation of the Vancouver Art Gallery.

Projects now under way include the new Islamic University of Medina, Saudi Arabia; the new Canadian embassy in Washington and California Plaza, a major mixed-use complex encompassing 11 acres of the central core of Los Angeles.

Victoria to host soccer games

The Canadian Soccer Association has announced that Victoria will be the site of Canada's two home games of the Olympic soccer qualifying tournament in April.

Canada, hoping to make its third Olympic soccer appearance, will play host to Cuba April 14 and Costa Rica four days later.

The Canadian squad will play its away game against Costa Rica, April 1 in San Jose, California, and against Cuba in Havana, April 25.