



REPUBLIC AVIATION CORPORATION
FARMINGDALE, LONG ISLAND, NEW YORK
SERVICE DEPARTMENT

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SUBJECT: OPERATION WITH ONE WING FLOAT

On several occasions during water landings float struts were broken by excessive side loads. In each case, the pilot took off immediately while the airplane was still on its step, however, if the airplane had slowed down sufficiently to lose aileron control the wing may have dropped into the water. In one instance, the wing dropped and was permitted to settle, unfortunately an attempt was made to taxi to shore without swinging the airplane onto its good float. Since the wing took on water at a very slow rate, balance could easily have been regained by throwing sufficient weight onto the other side of the airplane. The wing sank slowly requiring approximately 15 minutes to capsize, the airplane, however, remained afloat and was later towed to shore.

Should the float strut in your Sea Bee shear during a water landing, compliance with the following recommendations will prevent damage to the airplane:

1. Hold your good float on the water keeping the damaged wing off the water. Effective aileron control can easily be maintained at 40 MPH or over, should the speed be less, the airplane may still be held in its normal attitude by keeping the damaged wing headed into the wind so that the airplane will lean over onto its good float.
2. If the wing has already dropped onto the water, step out and throw your weight on the wing lift strut of the undamaged side. You can then taxi to shore. Any water in the wing will drain off in a few minutes.

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