



REPUBLIC AVIATION CORPORATION
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SERVICE DEPARTMENT

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SALVAGE OPERATION IN WATER

In the past a great deal more damage has been done to Seabees during salvage operations than has occurred during the initial water accident. Before attempting to right the airplane, it is best to tow it somewhere near the shore or beach where the salvage operation will be accomplished.

From past experience, it appears that the best way to turn the Seabee back to the upright position when it is floating inverted is to tie a heavy rope to the tail wheel and pull the tail over the nose. A power launch can be used for this purpose satisfactorily. However, the water should be deep enough and guide lines should be used to steady the wings. Once the airplane is righted, the launch should continue towing steadily towards a sloping beach until the airplane's wheels are well planted on the beach. Refer to illustration. This method has been used successfully. The wings ride just out of the water and plane along on the surface. After reaching shallow water, the airplane may be towed from shore onto the beach.

When the water is too shallow to permit the Seabee to be pulled over as described above, it is recommended that the entire Empenage and one wing be removed. Then roll the ship over on its side by lifting the other wing. Ropes tied to the wing on each side will stabilize the ship and prevent it from rolling into the upright position too fast after the wing has passed the vertical position. After the Seabee is standing upright and resting on wheels, remove the other wing and tow the airplane out.

The conditions of each case may vary considerably; consequently some thought should be given to your local problem, as to the availability of emergency and salvage equipment and the best procedure to suit your local water conditions.

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