

SERVICE DEPARTMENT
REPUBLIC AVIATION CORPORATION
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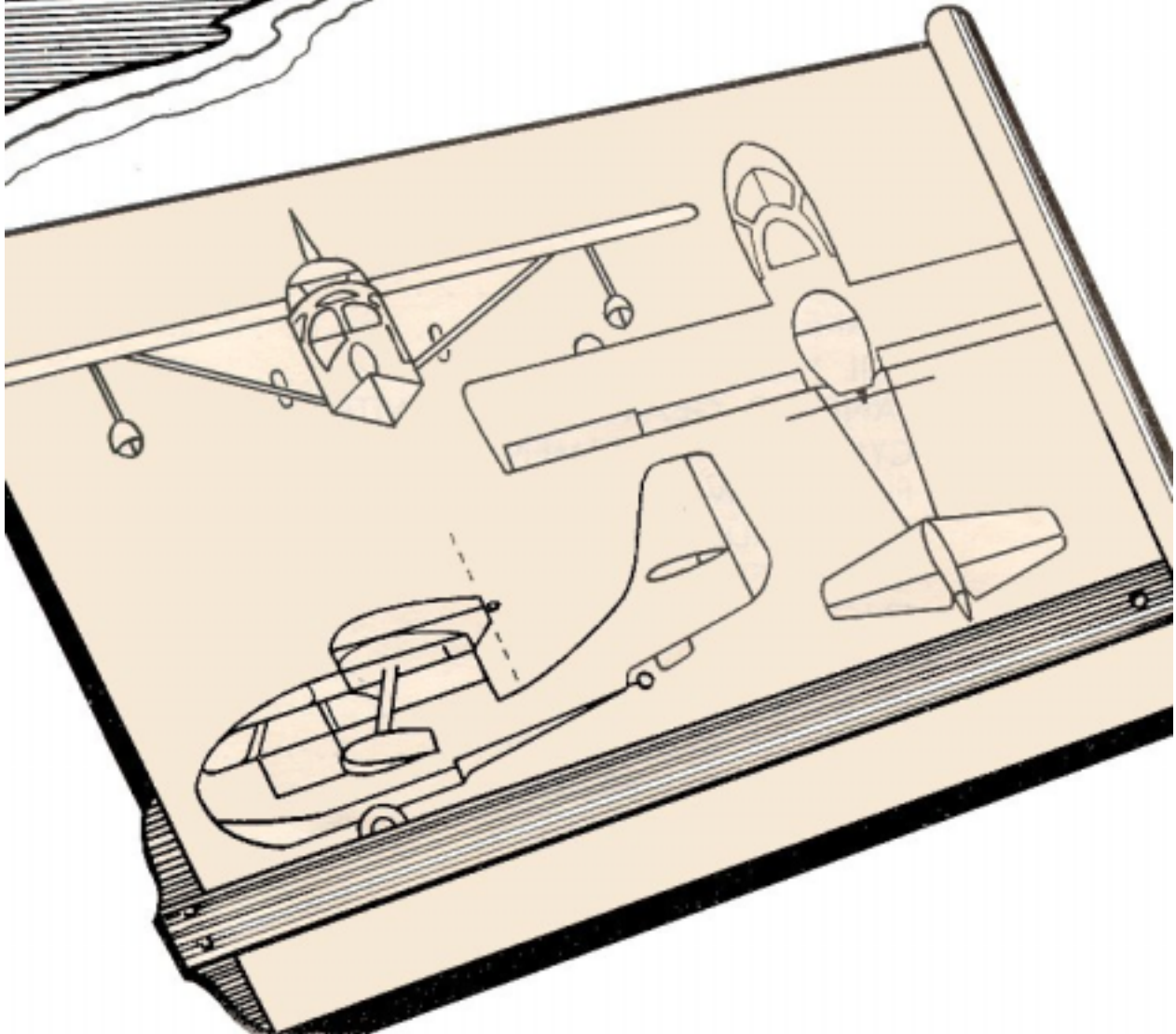


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To you, the new owner of the Seabee, Republic Aviation Corporation is proud to present the product of years of research in amphibian design.

Cruising over aerial highways in luxurious comfort, and relaxation, setting down on land or water, the Seabee is the realization of the ideal in personal planes. This sturdy, all metal, amphibious monoplane accommodates a pilot, three passengers, and provides ample space for baggage.

The beautifully appointed cabin features sound proofing, draftless ventilation, and a superior lighting system. The cushioned seats are smartly upholstered with plastic coated fabric which renders them water and stain proof. The front seats are adjustable for leg room and may be reclined to form a double bed.

Large panels of clear plexiglass afford wide visibility. Generously proportioned doors at each side of the cabin provide easy entry; in addition the Seabee has a wide bow door for fishing and for use at docks and floats.

The engine, which is an integral part of the aircraft design, permitting increased efficiency and economy, the practical two way radio, and the wide selection of instruments, coupled with the other outstanding features equip the Seabee for all flights, whether for business or pleasure, at anytime or place.

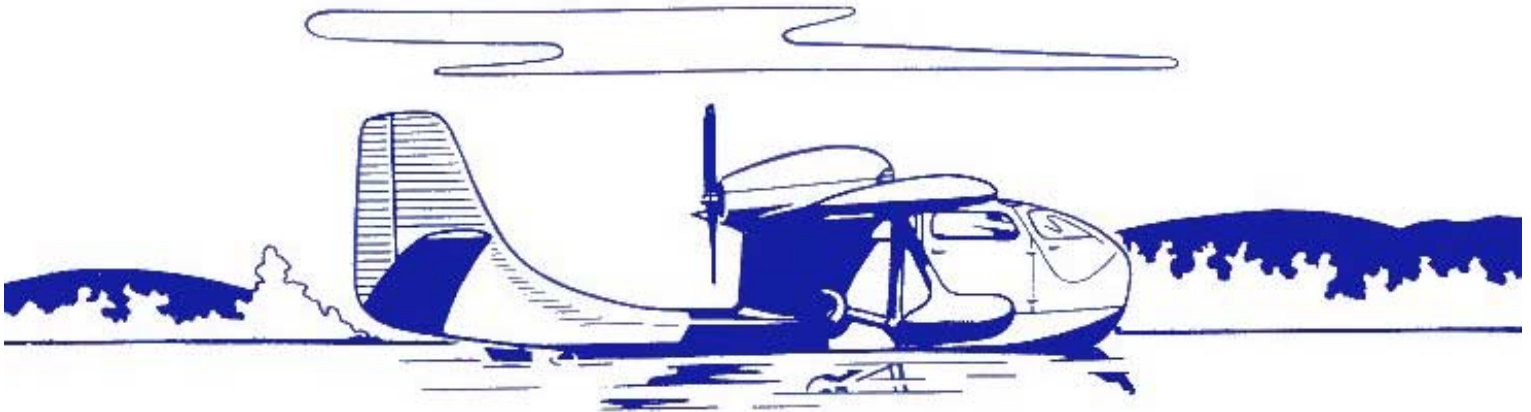
The following pages of this manual contain complete operating instructions, flight checks and service information for keeping the Seabee in perfect condition and are dedicated to the countless carefree flying hours that are to be the pleasure of the Seabee owner.

PERFORMANCE (SEA LEVEL)

High Speed	120 mph
Cruise at 75% power	103 mph
Landing Speed	58 mph
Climb first minute.....	700 fpm
Range at cruising (75 gals).....	560 miles
Take-off (land)	800 ft
Take-off (water)	1000 ft
Take-off time (water).....	25 sec
Landing run (land).....	400 ft
Landing run (water).....	700 ft

SURFACE MOVEMENTS

Rudder right.....	30°
Rudder left	30°
Ailerons up	20°
Ailerons down	20°
Elevators up.....	28°
Elevators down.....	28°
Water rudder right.....	30°
Water rudder left	30°
Elevator trim tab up, down	22°



DIMENSIONS

Span (max).....	37' 8"
Length (max).....	28' 0"
Height (max)	10' 1"
Wheel span (main gear).....	7' 6"
Cabin width (interior)	3' 10"
Cabin height (interior).....	4' 2"
Cabin length (interior).....	9' 2"
Baggage compartment (volume)	20 cu. ft.
Draft loaded	1' 6"
Wing area	196 sq. ft.
Ailerons.....	13.7 sq. ft.
Flaps.....	25.3 sq. ft.
Fin.....	22.8 sq. ft.
Rudder.....	10.5 sq. ft.

WEIGHT

Gross weight	3150 lbs
Empty weight.....	2190 lbs
Useful load.....	960 lbs

POWER PLANT

Model.....	Franklin "500"
Rated horsepower	215



General

ENGINE CONTROLS.

The engine controls, which consist of throttle, mixture and carburetor heat are push-pull type, designed so that all knobs are forward against the panel for take-off. When the knobs are pulled out, the selections are: closed throttle, mixture in the idle cut-off and carburetor heat "Hot". When pushed in, selections are open throttle, carburetor heat "Cold" and mixture auto-rich. The intermediate positions of the mixture control select lean mixtures.

PROPELLER CONTROL.

The standard propeller installation is ground adjustable and non-controllable. The optional installation is controllable by push-pull control on the instrument panel. To select high RPM, push the control against the panel; to select low RPM, pull the control aft. The controllable propeller is also reversible. To reverse propeller: Idle the engine, place normal pitch control in high RPM, and slide the reversing lever control, which is located overhead, to the full aft position.

Note: Do not exceed 1750 RPM in reverse!

When returning propeller to normal thrust, be certain that the propeller reversing lever is locked in the forward position so that accidental propeller reversal is impossible.

SURFACE CONTROLS.

Control of surfaces is by conventional wheel-and-post and rudder pedals. To remove the dual control wheel release the locking clip and pull the pin between the wheels. Remove the dual column from its socket and stow in the bracket provided under the right front seat. Replace the pin and secure it with the locking clip. A conventional trim tab lever and indicator is located overhead.

LANDING GEAR.

To lower or retract the landing gear, lift the gear selector handle and slide it to the desired position; move the pump handle fore and aft with full strokes until the gear reaches the locked position at which time the signal lights will indicate lock. As an added precaution, pump several extra strokes.

LANDING FLAPS.

To lower or raise the flaps, lift the flap selector handle and place it in the forward or aft position and pump. Partial flap deflection may be had by returning the selector to neutral after pumping flaps to desired position.

PARKING.

To set the parking brake, push the pedals and pull the control knob marked "Park". To release the parking brake, return the parking control and depress pedals.

SIGNALS.

When the gear signal light is green, the landing gear is locked down; if the signal light is red, the landing gear is up. These signals are automatic.

MISCELLANEOUS.

To adjust the front seats for leg-room, release the lock at the base of the seat and slide the seat to the desired position. The back rests of the front seats may be reclined to form a double bed.

All lights are controlled from switches on the instrument panel.

The anchor is stowed under the floor in the forward section of the cabin. The baggage compartment access door is above the rear seat.

A single fuel pressure gage provides readings for both fuel pumps. To select the desired reading, switch pump selector on the instrument panel to "RIGHT" or "LEFT".

