

## THE SEABEE ON WATER

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### Approach

Particularly on the first time in, take account of trees, cliffs, etc. at or near the approach path.

Check for shoals or other obstructions on the water or immediately below.

Check for obstructions that might hinder a possible pull up.

Check for obstructions that might create possible cross wind gusts.

Always plan an approach into the wind ---- or if extremely light wind and for the sake of convenience --- down wind. Do not attempt cross wind landings unless in extremely light winds with no chance of gusts.

In good light and with at least a ripple on the water use normal approach at approximately 85 m.p.h., round out to level flight or slightly above -- - at approximately two feet off the water and hold steady until the machine settle in.

On glassy water or just quiet water with a grey sky, plan approach as close as possible to shore parallel to line of approach. Cross shore line as low as practical then immediately put aircraft in level flight position with sufficient throttle to maintain a very gradual descent.

In extremely choppy water enter the water at as slow a speed as possible. In other words do the landing in a three point position.

Avoid landing on water where swells are known to occur --- such as the open water of any of the Great Lakes.

Never plan a landing in the middle of a large bodies of water. In the interests of water safety, if at all possible, parallel a shore line, or land as close as possible to your destination, always, of course, leaving room for a possible pull up because of boats or other obstructions which were not visible earlier - or because of extreme gusts, etc. near the water.

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### Taxi

Into wind - for short distances, taxi with minimum throttle setting. For greater distances, over quiet unobstructed water, taxi on the step.-- To save time and afford good cooling for the engine.

Cross wind - Should be avoided if possible. In a wind of even average velocity it is dangerous to taxi on the step and yet a fair amount of throttle must be used to maintain direction. This heats the engine and the water cuts into the prop tips.

Down wind - Forward - Same procedure as 'Into Wind' above, except care must be taken in judging speed and distance required to slow down. In reverse - This should be used in strong wind and rough water with the propeller in neutral or slightly forward of neutral. Note - To leave the propeller in reverse will invite water rudder damage if not complete fracture of the post.

Always taxi with flaps down - It helps to keep water from the prop.

When approaching a ramp or breach, throttle back to minimum when lowering wheels. It's easier on the hydraulics and you.

Do Not Stop the aircraft on sand in the water -- it will sink sufficiently to make departure difficult if not impossible.

If stopping on shore in sand, be sure to stop so that the start may be forward. Reverse is useless when power is required.

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### Docking

Always remember where there is any possibility of wind reaching the aircraft by direct exposure or by gusts through trees, around rocks or around buildings -- the aircraft will "weathercock" when the slipstream of the prop is reduced or removed from the rudder. Consequently NEVER approach a dock in any manner except into wind unless you have experienced help on shore.

ALWAYS approach a dock as slowly as possible, keeping in mind that the reversing feature of the prop is not mechanical but rather hydraulic -- and hence can not be controlled exactly. Use approximately 1200 R.P.M. when operating the reverse lever.

Do Not operate engine any longer than necessary in neutral or reverse pitch -- overheating may occur.

### When Leaving Dock

If backing away -- check to see that aircraft is pointed in such a way as to avoid obstructions even though a gust may hit it. Start your engine before pushing or being pushed from the dock.

In warm weather, if only a few minutes have elapsed since your arrival, do not use throttle pump to prime.

If the Dock is so constructed that it may be straddled between the wing float and the hull, Do not exert pressure on the wheel hydraulics by jacking the wheel down on the dock. It may break the operating lug in the hull. It is permissible though to rest the wheel on the dock and apply the wheel brake to steady the ship.

For this purpose, after resting wheel on dock, be sure to flip selector to "up" position so that boat swells, etc, will not tend to exert too much pressure on hydraulic lug.

If the wheel Brake is ever used in this way, always be sure to check to see that brakes are "off" before attempting a wheel landing.

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### Take Off

In relatively quiet water choose "into wind" or "down wind" take off to give greatest clear stretch of water with best shoreline ahead. In the event a "down wind" take off is attempted first, make final decision whether to take it off after you see how much lake is used up getting ready to "come off" -- definitely keeping in mind need for extra distance ahead for build up of flying speed after take off, and climb out to safe altitude over far shore.

When taking off into wind NEVER cross far shore with any tree or vertical rock formation, without adequate height to take care of any down draft action. It is much safer to hold nose down to gain extra speed for a low level turn down wind before the down draft area is encountered.

In lining up for take off always begin by lining up to the left of the actual take off line. In this way, as the throttle is opened, right rudder can be applied to overcome torque. If this is not done and the right float tends to go under water -- close throttle and begin take off again.

The aircraft will offer to "porpoise" under certain load, water and wind conditions. Immediate, and deliberate action should be taken to counteract this tendency before it becomes violent. If it becomes serious, close throttle slowly to avoid damage to the hull.

Once on the step with loaded aircraft, the take off run can be shortened by slowly pulling nose up and then resting it back again several times - each time resting back at a higher level. Never pull nose so high on step that tail wheel or tail drags in the water again.