

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

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DECEMBER 4, 1946

No. 4

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## ATTENTION! STORM APPROACHING

When the Weather Bureau sends out storm warnings, the aircraft operator knows that unless he takes adequate protective measures to secure his airplane in advance of the storm, the impending foul weather, particularly strong or gusty winds, can prove most destructive.

### LOCATION

Care should be given to the choice of location, the safety of your ship demands this. Naturally, the ideal solution would be to hangar your Seabee, but unfortunately this is not always possible. If you can't put your plane in a hangar, tether it. Tie it down and tie it down properly. In all cases it is desirable to secure your aircraft on land but a properly prepared Seabee can easily ride out the storm on water.

### PICK A GOOD SPOT

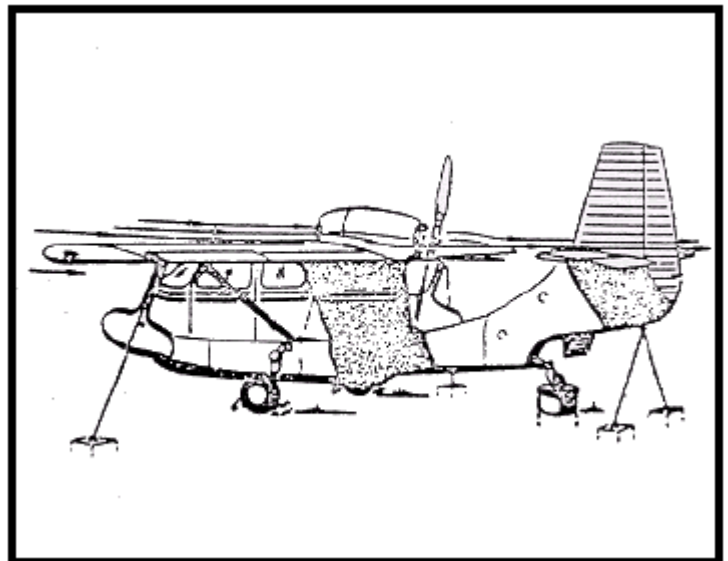
First let us consider ground locations. Unless it is possible to locate the Seabee close enough to a building as to afford almost complete shelter it is much better to tether it completely in the open. This at least protects the plane from the interrupted and often intensified currents of air prevalent close to buildings. Another factor to be considered is uneven ground. This type of terrain often creates an air turbulence that could cause an undue strain on the tiedown ropes and the attaching sections.

### TIE IT DOWN

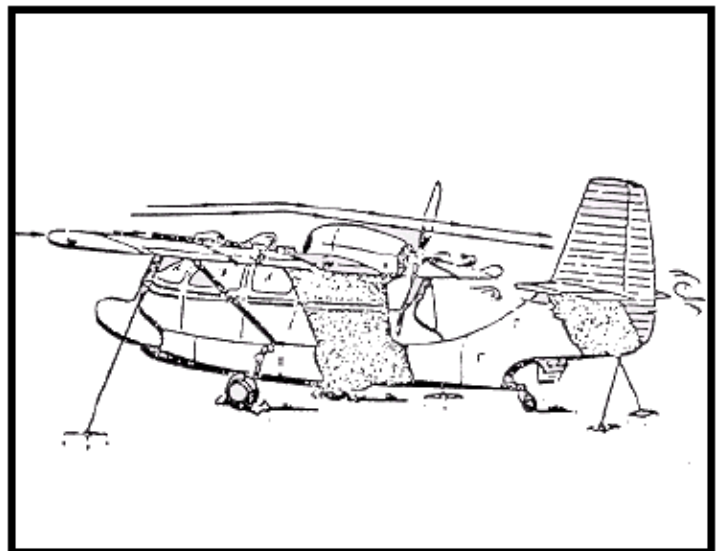
Position the airplane so that it is heading into the wind and if at all possible in a level position. Leveling can be accomplished either by supporting the tail wheel on a pedestal (see illustration) or by sinking the main wheels into a pit. When tethering the Seabee in this position it is desirable to raise the tail surfaces slightly above the normal flight position as in this attitude the wing lift is negligible.

If leveling cannot be accomplished the best alternate method is to head the airplane into the wind in its normal tail down position, chock the wheels and secure spoiler boards to the wings (see illustration). These spoiler boards

## HORIZONTAL POSITION

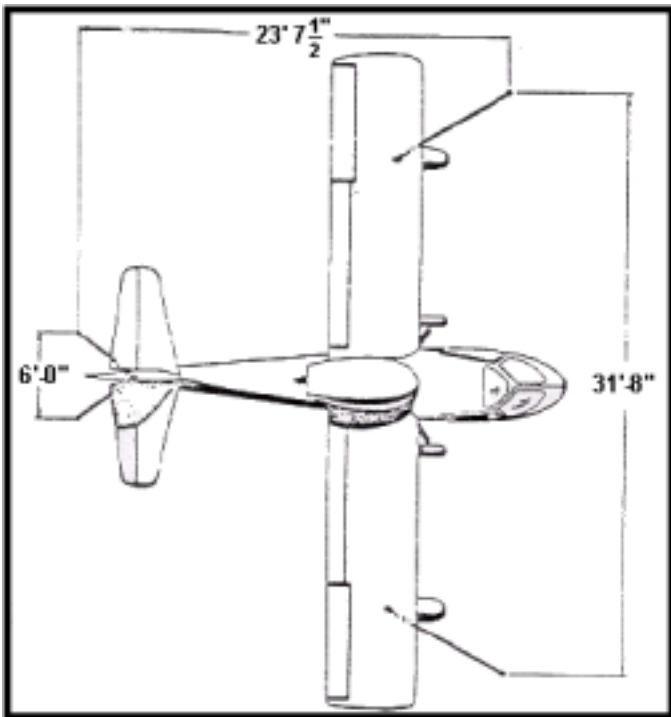


## THREE POINT POSITION



should be at least five percent of the wing chord in height and should cover as much of the span as possible being located as close to the leading edge as practical. Manufacturing details for effective spoilers are on the opposite page.

Tie down cleats are located on the outboard side of each float strut and in the aft end of the boom (see illustration below). A 5/8" hemp rope should be used in the tie down operation, leaving only enough slack to prevent undue bending strains.

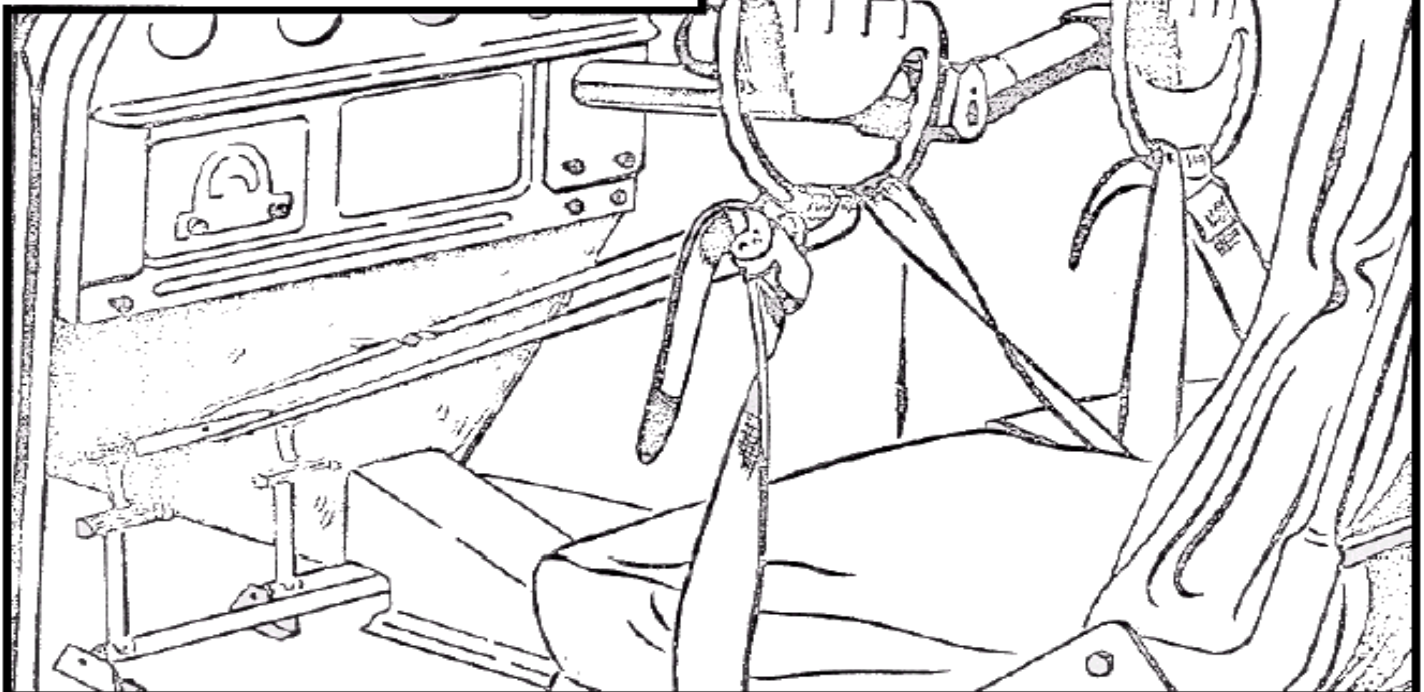


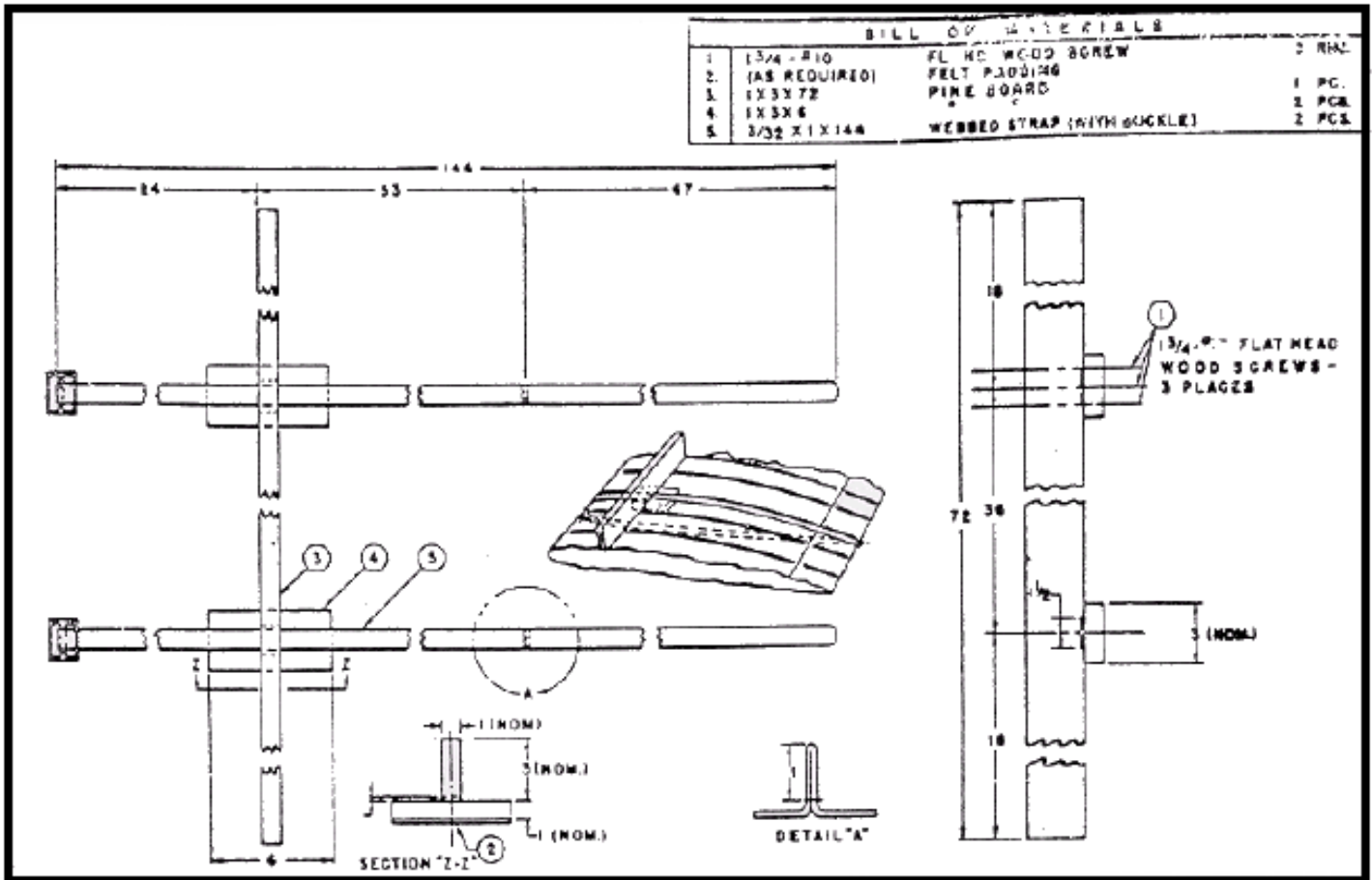
### LOCK YOUR CONTROLS

Naturally the parking brakes are on and secured but have you remembered the control surfaces? All these surfaces must be locked in their neutral position. This is best done in the cabin as the danger of attempting to fly with external control locks in place are largely eliminated. The safety belts (see illustration below) provide an ideal device for locking the control wheel. The rudder is locked by attaching the rudder locking clamp to the brake pedals and lashing an attaching strap to the control wheel. Details for manufacture of this strap are shown on the opposite page.

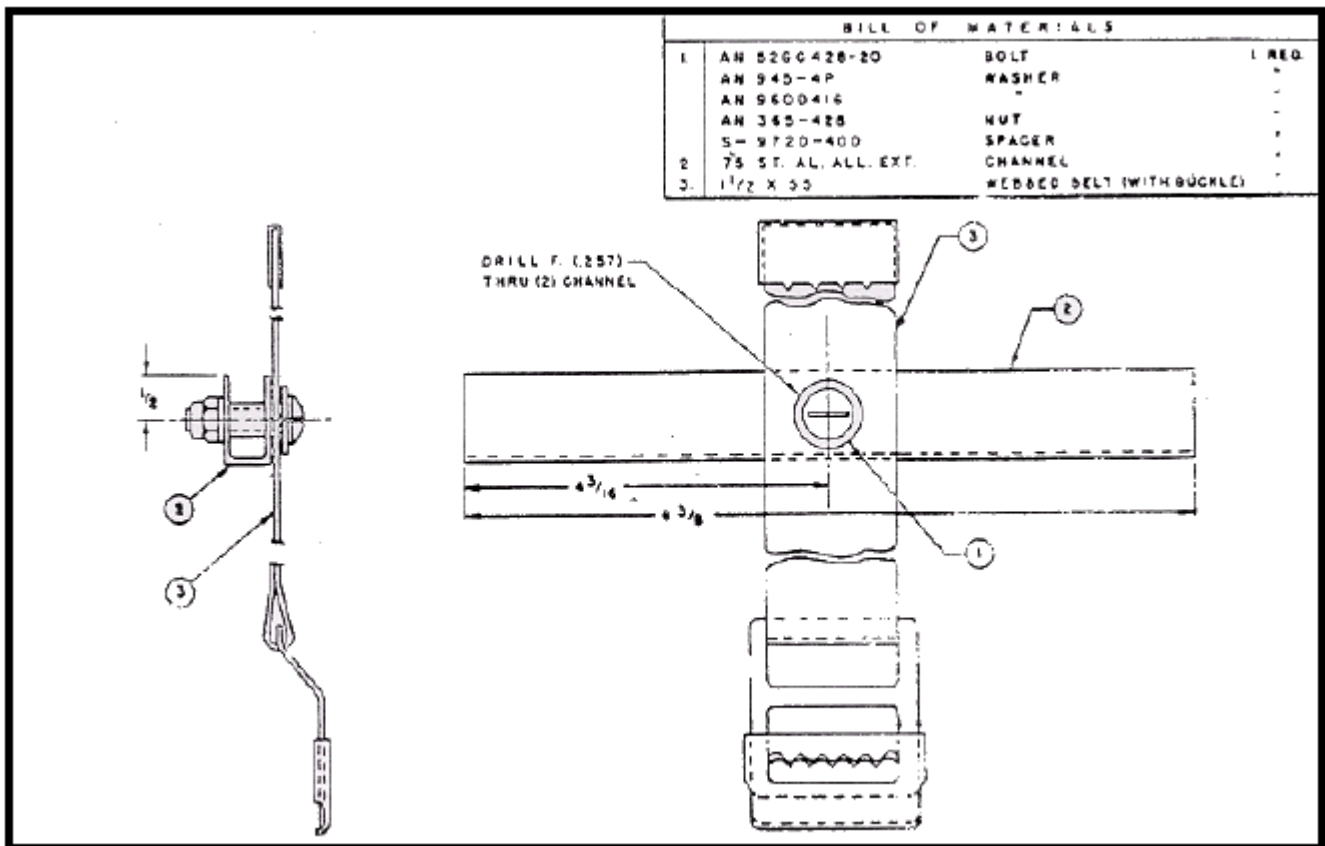
### ADDED WEIGHT IN EMERGENCIES

IN those sections of the world where the wind really blows it might be desirable to give serious considerations to the addition of ballast as a safety precaution. This additional weight may be obtained by filling the lower sections of the hull with fresh water. This is easily accomplished by pouring the water through the access holes located in the aft section and in the cabin floor. The total weight so added can be controlled if you remember that fresh water weighs approximately 8.5 pounds per gallon. Never use salt water, as the corrosive action of this water may lead to weakened or damaged aircraft sections. It is also considered desirable to fill the gas tank with 80 octane unleaded gasoline. Besides serving as extra ballast this gasoline also reduces the risks of fire by reducing the possibility of gas vapors being present.





SPOILER BOARD



CONTROL LOCK STRAP

SERVICE BULLETIN NO. 4 (CONT.)

On those rare occasions where water ballast is resorted to, extra precautions are necessary in getting your Seabee back into flying condition. First, the keel drain plug should be removed and the water allowed to run off. Then the inside of the hull must be wiped dry. After the inside of the hull and bilge have been dried, all fittings, controls and units contained therein must be lubricated. This is important as neglect could lead to costly repairs or worse yet a serious accident.

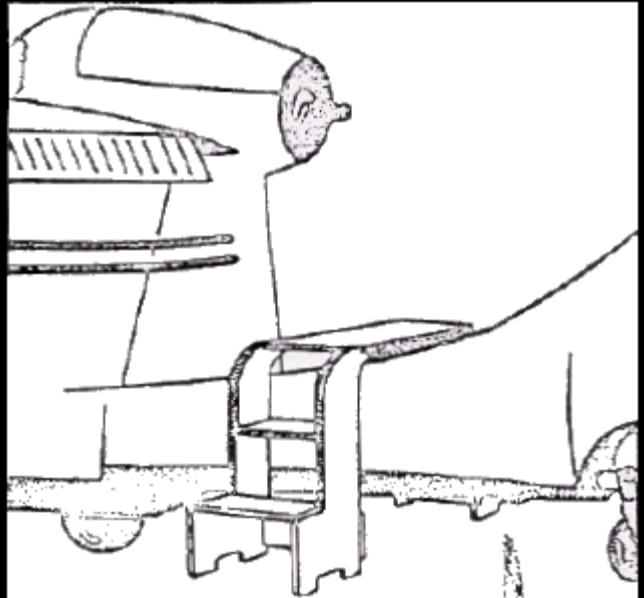
**OTHER PRECAUTIONS**

Whenever the possibility of sand, hail, or snow storms are present extra protective precautions should be taken. Protective covering should be provided for the Plexiglass windshield and windows, propeller, the engine airscop and vents, and the pitot tube. Simple precautions before the storm can prevent expensive repairs after the storm. Covers offer double protection; one against weather wear and tear, the other, against structural damage.

In all cases ample warning notices should be prominently displayed in the cabin. These notices should remind the pilot of all coverings, control locks, tiedowns, water ballast, and of any other tethering device used, as any of them neglected could cause a serious accident if flight were attempted.

**BRIDGE STAND**

Some type of bridge stand is a "must" for access to the propeller end of the engine. The type shown here has proved very successful; it is light, sturdy and simple to make. Try one at your facility. We're sure you'll find it helpful.



BILL OF MATERIAL FOR FUSELAGE BRIDGE STAND			
NO.	QTY	MATERIAL	DESCRIPTION
A	1	40 X 24 X 3/4"	PLYWOOD
B	2	2" X 31"	SPRUCE
C	2	6" X 23"	PLYWOOD
D	2	42" X 19" X 3/4"	PLYWOOD
E	2	6" X 24"	PLYWOOD
F	2	11" X 24"	PLYWOOD
G	2	2" X 30"	SPRUCE
H	2	2" X 24"	SPRUCE
I	2	13" X 14"	PLYWOOD

