



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

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No. 45

**SUBJECT: WING FLOAT STRUT BRACES**

The design of the wing float strut is adequate for normal usage. However, for unusually heavy loads a brace has been developed which will double the ability of the strut to take excessive side loads such as are imposed during drift or rough water landings. This brace, which attaches to the wing lift strut fitting and the bottom of the float strut, is designed so that two rivets will shear before a heavy side load could damage the lift strut fitting. As this brace also increases the strength of the float strut in a fore-aft direction, it is necessary to add a reinforcing angle to the rear spar at the inboard end so that an adequate margin of safety is provided between the ultimate strength of the float strut and the point at which the rear spar may crimp. As this change doubles the strength of the float strut, it is strongly urged that the installation be made on all Seabees.

This change involves installing a brace between the bolt holding the lift strut to the wing and the upper of the three bolts holding float to the float strut. A spacer with two large disc washers is inserted inside the float strut to keep it from collapsing under load.

An angle is bolted to the forward lower side of the rear spar. To install this angle, it is only necessary to lower the flap for access.

The parts required can be procured from your local distributor in a kit (spares item 1570) at the factory cost of net no discount.

The installation o both wings can be accomplished in approximately six man-hours.

W. H. Ehmman  
Service Manager