Seabee Service News

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C.A.A. MANUAL AND PLACARD REVISIONS

Attached hereto are pages 2a and 2b which are published as a revision to the present page 2a of the C.A.A. Approved Airplane Flight Manual which was issued to you at the time of delivery of your Seabee. Please remove page 2a of this manual and insert the pages attached hereto.

It will be noted that the revision to the manual was necessitated by the data made available to you in Service News No. 43 "propeller Counterweights." If upon inspection, it was determined that the propeller cylinder and counterweight combination with which your Seabee is equipped places the assembly into category "b" or "c" (Service News No. 43), the Operating Placard on the instrument panel will have to be changed to conform to the –3 Plate (Page 2b, revised pages of C.A.A.Flight Manual).

A reproduction of the –3 Plate is made available herewith and, where applicable, should be cut-out and pasted to the panel of the airplane to supersede the decal that was on the panel at delivery. This should be done immediately.

In the event a decal of the –3 Plate is desired, a request for the same should be made through your distributor to whom they will be supplied at no charge.

WARNING

REVERSING PROPELLER IN FLIGHT PROHIBITED

MAX. RPM 2300 IN REVERSE PITCH

OPERATE REVERSE LEVER IN LOW PITCH ONLY

(cut out above only)

TABLE 3 – FLIGHT LOAD FACTOR	
CATEGORY	FACTOR
Utility (Gross wgt. 2810 lbs.) Normal (Gross wgt. 3150 lbs.)	4.4 g 3.8 g

D. Flap Positions (See Table 4)

	TABLE 4 – FLAP POSITIONS	
CONDITION	SEAPLANE	LANDPLANE
Take-off Landing	Flaps Down (30°) Flaps down (30°)	Flaps Up Flaps Down (30°)

E. OPERATING PLACARDS (NOTE: Use reverse pitch for taxiing only)

WARNING

REVERSING PROPELLER IN FLIGHT PROHIBITED

OPERAE RVERSE LEVER IN LOW PITCH OMLY

-2 PLATE*

*NOTE: -2 plates used on airplanes equipped with engine ball thrust bearings. Violation may result in complete loss of control. Applicable on airplanes with the following propeller hub and counterweight combination;

(a) HC-12x20-2 hubs
7” cylinder with 4.50” counterweights only (2,500 RPM)

(b) HC-12x20-3C hubs
10” cylinder with 4.50” counterweights (notched) relocated on hub (2,500 rPM)

WARNING

REVERSING PROPELLER IN FLIGHT PROHIBITED

MAX. RPM 1750 IN REVERSE PITCH

OPERAE RVERSE LEVER IN LOW PITCH OMLY

-1 PLATE*

*NOTE –1 plate used prior to installation of engine ball thrust bearing. Reverse operation in excess of 1750 RPM will cause bearing failure and possible shaft rupture. Applicable to engine No. 23001 to 23280 inclusive unless modified to include ball thrust bearing.

WARNING

REVERSING PROPELLER IN FLIGHT PROHIBITED

MAX. RPM 2300 IN REVERSE PITCH

OPERATE REVERSE LEVER IN LOW PITCH ONLY

-3 PLATE

Note: Same as –2 plate except being applicable to airplanes with the following propeller hub and counterweight conditions:

(a) HC-12x20-3 hubs
10" cylinder with 4.650" counterweights (2,300 RPM)

(b) HC-12x20-3A hubs
10" cylinder with 4.50" counterweights to which have been added the 1/8" slugs (2.300 RPM)

F. BAGGAGE PLACARD

BAGGAGE COMPARTMENT LIMIT
200LBS.

DO NOT PILE ABOVE BOTTOM EDGE OF DOOR FRAME

FOR LOADING INSTRUCTIONS SEE OPERATING MANUAL

G. STALLING SPEEDS (SEE TABLE 5)

TABLE 5 STALLING SPEEDS

	FLAPS	GEAR	CATEGORY	
			NORMAL	UTILITY
Power off stall	Up	Up	61 mph TIAS	53 mph TIAS
Power off stall	Down	Down	58 mph TIAS	47 mph TIAS