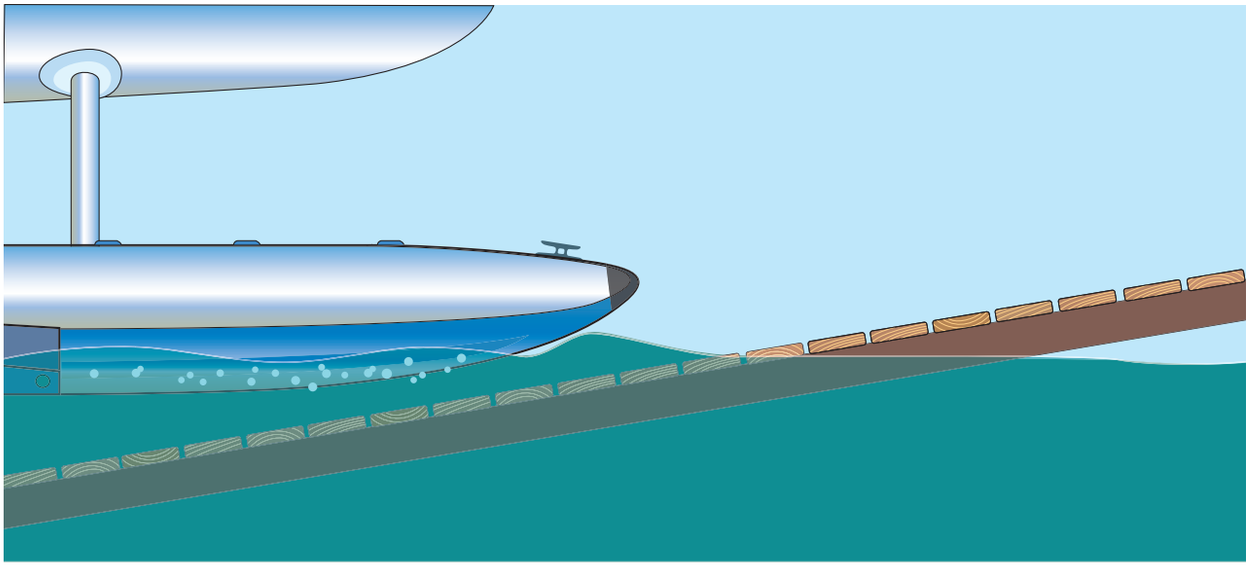

Figure 6-9. The bow wave cushions the contact with the ramp.

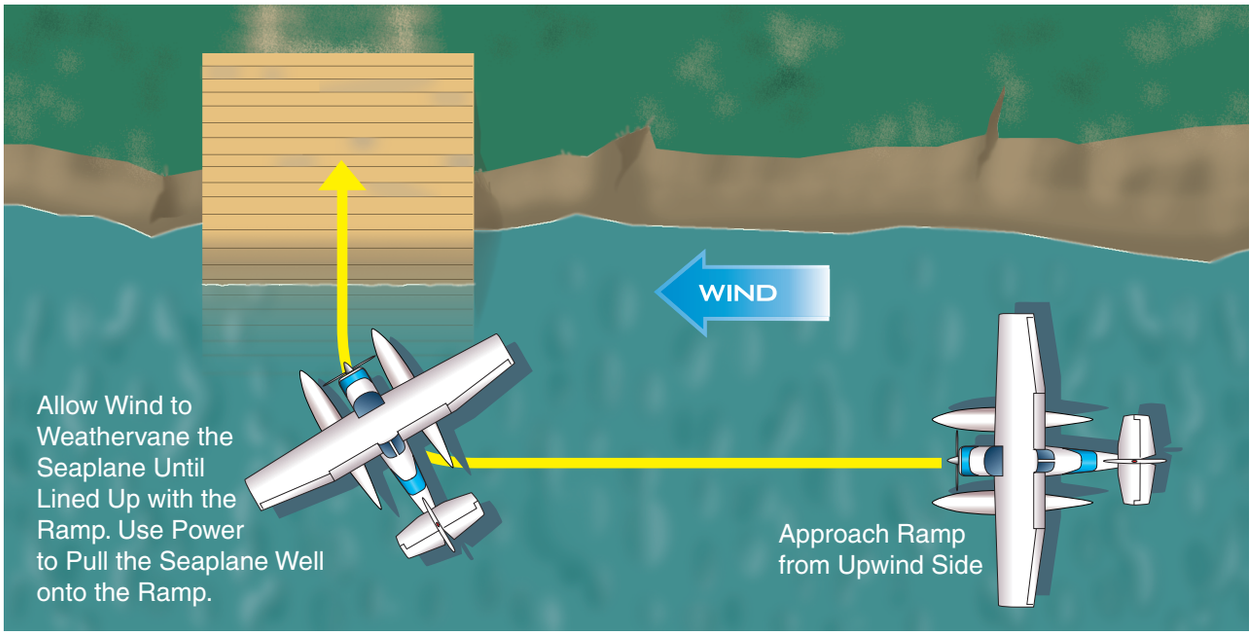

Figure 6-10. Crosswind approach to a ramp.

back into the water, but not so far up the ramp that shoving off is difficult. Ramps are usually quite slippery, so pilot and passengers must be very cautious of their footing when walking on the ramp.

The most difficult approach is when the wind is blowing parallel to the shore, and strong enough to make control marginal. If the approach is made into the wind, it may not be possible to turn the seaplane crosswind toward the ramp without excessive speed. In most cases, the best procedure is to taxi directly downwind until near the ramp, then close the throttle at the right point to allow weathervaning to place the seaplane on the ramp in the proper position. Then apply power to pull the seaplane up the ramp and clear of the water. This should not be attempted if the winds are high or the ramp is too slippery, since the seaplane could be blown sideways off the leeward side of the ramp. [Figure 6-10]

Experience and proficiency are necessary for ramping in strong winds. In many instances, the safest procedure is to taxi upwind to the ramp and near enough for a helper to attach a line to the floats. The seaplane may then be left floating, or pushed and pulled into a position where a vehicle can haul it up the ramp.

SALT WATER

Any time the seaplane has been operated in salt water, be sure to flush the entire seaplane with plenty of fresh water to minimize corrosion.