

Seabee Bulletin

FROM PERSONAL PLANE DIVISION OF REPUBLIC AVIATION CORPORATION

DEALER BULLETIN NO. 3

August 19, 1946

THE SEABEE CROSSES THE CONTINENT

Tex Rankin, one of the world's best known and loved pilots, was the first of Republic's blue ribbon distributors to take delivery of a production Seabee.

He and his partner, Bob Norswing, left Farmingdale the evening of July 25th. The story of their crossing the continent, their adventure on high mountain lakes, the climax on Lake Tahoe and the grand anti-climax when they homed at Tulare is as human and interesting a tale as has been told in many a long day.

With Tex Rankin's permission, it is reproduced as he wrote it for his own dealers and is enclosed with this bulletin¹.

OTHER SEABEE DELIVERIES

Following a schedule adopted many weeks ago, which basically aimed to get the first Seabees into different types of terrain, climate and operating conditions, the following distributors have to date in August, taken delivery of their first demonstrators:

Bill Turgeon, for Turgeon Flying Service, Inc. of Sky Harbor
Airport in Illinois

Les Bowman of Aircraft Sales Company for the State of Texas

Joe Crosson of Northwest Air Service, Inc. for Alaska

Bud Harrington of Harrington Air Service, Inc. of Mansfield, Ohio

Ted Herbert for Safair of New Jersey

Bob Thompson for North American Airport Corp. for southern New York

Tom MacDonald and Marion Cey of Aircraft Sales Corp. of Detroit

Wes Holmes of E. W. Wiggins Airways, Inc. for Boston and much of New England

Mr. And Mrs. E. Merritt Anderson of Anderson Air Activities for Wisconsin

Bob Hinck and Nick Flynn of Hinck Flying Service for Minnesota

¹ Tex Rankin's letter is not included in this re-typing. If you have it please send it to Steve Mestler at smestler@bellsouth.net. Thanks!

In addition to the above, Wes Marden of Marden Airways, Inc. yielded to the urgency of the State of Maine, allowing Earl Crabbe, chief pilot of the Forestry Department to put the first Seabee into government service on fire patrol for the State of Maine.

Production is now accelerating. By the end of August it is hoped that nearly all of our 70 distributors will have received their demonstrators so that we can start the round of deliveries to our Seabee dealers.

Every distributor's pilot who has been in has been given transitional time on the Seabee and is now prepared to demonstrate the Seabee to dealers in his territory. In the meantime, Republic is trying to help out those areas where delivery is delayed by sending out company planes and pilots to cover special events or to meet special situations.

PLANS FOR CLEVELAND AIR RACES

Nine of Republic's top executives and their wives expect to attend the Cleveland Air Races and to have occasion to meet Republic distributors and dealers from all over the country.

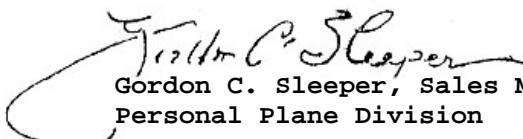
Republic headquarters will be at the Hotel Carter and at the Races our party can be found in Boxes 16 and 17, Section P, Grandstand A. Expected to attend from Republic are:

Mr. and Mrs. Alfred Marchev (President)
 Mr. and Mrs. C. Hart Miller (Vice President and General Manager)
 Mr. and Mrs. Mundy I. Peale (Vice President and General Sales Manager)
 Mr. and Mrs. Alexander Kartveli (Vice President and Chief Engineer)
 Mr. and Mrs. Lowry Brabham (Director of Flying)
 Mr. and Mrs. Ken Ellington (Director of Public Relations)
 Mr. and Mrs. Ralph Foulger (Manager Dayton Office)
 Mr. and Mrs. Henry Lehne (Director of Military Contracts)
 Mr. and Mrs. Gordon C. Sleeper (Director of Personal Plane Sales)
 Mr. and Mrs. P. H. Spencer (Chief, Seabee Experimental Flight Test)

As an innovation for the Races, Republic expects to have three Seabees stationed on the waterfront near the City of Cleveland to provide ferry service to and from the airport for members of the Republic party and their guests.

A "DON'T DO" TO REMEMBER

Please, when you fly the Seabee, don't land on water with your wheels down. It is bad medicine. It invites trouble. It could be very serious. Yet it has happened right here at Republic twice in one week, once when the wheels were not locked down and once when we believe they were locked. In neither case did the Seabee turn over. There was no injury to the absent-minded pilots or their passengers. In both cases the bow windows came out. In the locked wheel landing the gear mechanism broke. In one case, some of the hull rivets popped. Despite the fortunate outcome of these two accidents, it should be remembered that neither test was conclusive as fairly high winds made the landing relatively slow. You are urged to train yourself and others never to land on water without visually checking that your wheels are up.


 Gordon C. Sleeper, Sales Manager
 Personal Plane Division