

# Seabee Bulletin

FROM PERSONAL PLANE DIVISION OF REPUBLIC AVIATION CORPORATION

DEALER BULLETIN No. 4

September 13th, 1946

## ACKNOWLEDGEMENT

To all our Seabee dealers who are so understanding and kind about waiting for their first demonstrators to say nothing of the many Seabees needed for their customers, Republic makes sincere acknowledgement.

Only those of you who are close to the automobile business and who realize that great companies like General Motors, Ford and Chrysler are hundreds of thousands of cars behind the production schedules announced for 1946, know what Republic has been up against in tooling for a new plane designed for mass production.

We are still turning out only two a day and at terrific expense. In another two weeks we hope to have completed delivery of one Seabee to each of our seventy distributors. Then we start deliveries to our dealers, but with 346 to be served we can only beg of you to be patient and to have faith that all that money and brains and experience can do to hasten completion of final tooling is being done.

Wherever the Seabee goes new demand blazes up like wildfire. It has not gone to our head. We are grimly determined to carry out our plans for large scale production. We expect to fill your orders and to meet a vastly greater demand in 1947.

We ask only that you be as patient as you can and that you trust our fairness in distributing Seabees we produce the first few months.

Tell your customers what we are up against. Remind them that automobile companies have delivered only 3% of their actual schedules, and that all America is in torment from production difficulties. Tell them, however, that the Seabee is no myth but very real and very wonderful plane that you will deliver to them just as soon as possible.

## MORE PACIFIC COAST RECORDS

Under date line of September 4 from San Diego, California, Tex Rankin wired Republic as follows:

"SEABEE TOOK OFF WITH EASE FROM CALIFORNIA'S FAMOUS  
BIG BEAR LAKE NEAR SAN BERNARDINO, ELEVATION 6850

SIX THOUSAND EIGHT HUNDRED FIFTY FEET WITH FOUR PASSENGERS AND OVER TWENTY GALLONS GAS, WIND LESS THAN FIVE MPH, TEMPERATURE 85 EIGHTY FIVE DEGREES TAKE OFF TIME ONE MINUTE FORTY SECONDS FROM STANDING START. AM CONFIDENT SEABEE WILL PERFORM FROM LAKES UP TO SEVENTY FIVE HUNDRED FEET WITH FULL LOAD IN MODERATE 15 MPH WIND. BEST REGARDS."

#### HISTORY IN THE MAKING

Les Bowman and Jack Allen have flown their Seabee from South Dakota on the north the length of the Rockies, through Texas and down to the Gulf of Mexico, making Seabee history in every state. At Spear Fish, elevation 3,300 feet, and Buffalo Bill Reservoir at Cody, Wyoming, elevation 5,272, they made many water landings and takeoffs and incidentally, took some of the most beautiful Seabee pictures we have ever seen.

Joe Crosson took his Seabee up the West coast of Canada to Alaska from where he writes that he has made over 300 water landings.

Walt Leavens cleared customs at Buffalo on August 31st just in time to get his Seabee entered in the Toronto International Air Show where he reported it made a sensation.

Bob Hinck of Minneapolis landed his Seabee right in the middle of the Minneapolis Star with pictures and stories of his trip to Lake Minnetonka with pretty Betty Klima of St. Paul.

Not to be outdone, Andy Anderson of Milwaukee dreamed up a picnic to Green Lake that startled the good citizens of his home state when the Milwaukee Journal ran pictures of it that would make Hollywood press agents green with envy.

#### SPEAKING OF PICTURES

To decorate the walls of Republic's Seabee exhibits at the great National Aviation Show to be held in Cleveland November 15th to the 24th, pictures suitable for blow-up into murals are wanted; pictures showing the Seabee in unusual places, strange or beautiful settings; human interest pictures suggesting the Seabee's utility. Glossy prints of 8 x 10 size are preferred but any prints from which copy negatives can be prepared will be welcome.

Please, by separate card or letter, tell us something about the pictures; where taken and by whom and if we may make prints for news circulation or other purposes. All will be gratefully acknowledged and full credit given.

### CLEVELAND AIR RACES

It was a grand and glorious feeling the first day of the Cleveland Air Races to sit in the grand stand and suddenly see not one - not two, but actually three Seabees circle the great airport like Pan American Clippers coming in for landings. I thought back to the days I waited in St. Louis for Spence to arrive with the first prototype - to the Miami Air Races last January when I waited for a Seabee that didn't come - to Birmingham and more disappointment, to Omaha when the Seabee did come but only after I left. Now in the sky I saw three Seabees plus one that came the night before. Later three more came to the Cleveland Air Races, making seven in all. It was too good to be true.

Many of you were there - many of you heard the broadcast of the races or read dispatches about the four day program. In my own disinterested and impartial opinion, two ships stole the show - the P-80 Shooting Stars and the Seabees. Republic had three Seabees - one flown in by Perce and Mrs. Spencer, one flown in by Hart and Mrs. Miller who later continued their vacation flight by going on to Toronto, Montreal and Quebec, and the third by Bill Hunt representing the Sales Department who brought Jack Owens and my son, Drew, with him.

Bud Harrington had his Seabee based at his big hangar on the Cleveland Airport. Bill and Charles Gershenson and Marion Cey of Aircraft Sales Corporation flew their Seabee down from Detroit. Guy Miller of Pittsburgh dropped in with his Seabee, and finally John and Wavell Livingston flew in with their first Seabee enroute from Farmingdale to Waterloo, Iowa.

Many other Republic distributors took in the races, but not via Seabee. Less and Marty Bowman were up from Ft. Worth bringing Jack Allen and other friends. Bill Turgeon, his hands calloused from 157 hours of Seabee demonstrating, came in from Chicago as did Herman Krissman. Tom Davis was there from Winston-Salem, Truman Miller from Raleigh, Ted Herbert from Teterboro, Edgar Smith from Charleston, West Virginia, Bill and Mrs. Ong and Mrs. Harris from Kansas City . Andy and Mrs. Anderson from Milwaukee. I am sure there were others there whom for the moment I do not recall but they will forgive my lapse of memory.

Fred and Mrs. Marchev did not come for at the last minute their son George arrived home from Tokyo. He is Captain now with some 800 hours as artillery liason pilot.

### SEABEE SHUTTLE SERVICE

The huge crowds at the air races must have thought there were a hundred Seabees flying for Republic's three amphibians and Bud Harrington's one were operated as a shuttle service to and from the races using the Harrington hangar as the airport terminus and the pier at the foot of 9th Street in Cleveland as a water base. Our three Seabees made 68 trips in 3 days carrying 187 passengers. We flew race officials, members of the press and radio, distributors, dealers and friends. Our apologies if any expecting to ride with us who were overlooked as definite scheduling in advance was pretty difficult. Our thanks for the splendid assistance of the Harrington Air Service personnel.

CHECKING OUT SEABEE PILOTS

All who plan to come to Republic to take delivery of Seabees are asked to consider the following carefully:

The Seabee is not a light plane. In design, performance and handling, it differs greatly from the light trainers in which most private pilots have had their principal flying experience. Fully loaded it weighs over 3,000 pounds. It is easy to fly yet it requires use of wheel retraction gear, hydraulic flaps, controllable and reversible propeller, manifold pressure gage and two way radio.

Water operation requires actual experience with take-offs and landings under different conditions of wind and waves and currents or tides as well as experience and some judgment in beaching and docking procedures.

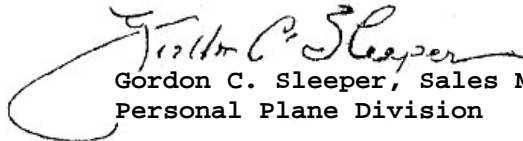
Obviously good demonstrating of the Seabee to customers requires that you have adequate instruction and transition time yourself.

Republic has asked that its distributors send only their very best pilots to take delivery of their first Seabees and that they plan to take from three to five hours of instructions from Republic's most skilled water pilots before attempting to demonstrate to others.

Republic now asks that its dealers recognize the need of getting check out time from their distributors and that they in turn give from eight to ten hours of instruction and transition time to every customer before making final delivery.

Please, for the sake of all concerned, do not underestimate the experience and skill required to fly any plane having the weight, power and performance of the Seabee.

GCS: jmt

  
Gordon C. Sleeper, Sales Manager  
Personal Plane Division