

Seabee *Bulletin*

FROM PERSONAL PLANE DIVISION OF REPUBLIC AVIATION CORPORATION

DEALER BULLETIN NO. 5

September 30th, 1946

THE SEABEE IN THE ROCKIES

This report (delayed in transcribing) is written in a DC-4 high over North Dakota. I'm homeward bound after great adventures in the Northwest.

I went out to Butte, Montana on invitation of the State Aviation Officials to attend their annual convention September 19th and 20th. Tex Rankin joined me there as did a Seabee flown to Butte for the occasion by George Clark whom many of you have met at Republic.

We had a grand time with the top aviation officials of most of the 48 states, meeting many old friends and making many new friends. I was especially interested to meet Forrest Watson of Oklahoma, president of the National Flying Farmers' Association.

It was impossible not to talk about Seabees for it seemed to me as though every state official has either ordered one or more or wants to do so.

Saturday Tex persuaded me to go on to Spokane with him to meet some of our dealers in the "Inland Empire" of Washington, Oregon and Idaho and to attend the organization roundup of the "Flying Farmers" of these states.

Flying a Seabee with Tex Rankin from Butte, Montana to Spokane, Washington was an experience never to be forgotten. Snow covered the mountains. We took off at 5,530 feet in the teeth of a forty mile an hour head wind. We flew through snow flurries and frequent showers. Clouds poured over the ridges. We rode the updrafts through winding mountain passes that seemed miles below us. Often we saw the winding tracks of the Northern Pacific and marveled at the courage of the railroad men who built them. We saw gold dredges in streams far below, frequent trails leading to silver mines high in the hills - lonely ranches and still more lonely beacon stations on mountain tops.

We made the flight non-stop and reached Felts Field in Spokane just after dark.

I wish space permitted telling of the many grand people we met in both cities and of the hospitality and friendliness everyone showed us. I promised Colonel and Mrs. Wallace of Spokane (Wallace Air Service) and Jim Lund, Tex's northwest manager from Vancouver, Washington that I would come out again soon to see more of their great country.

NOT REQUIRED READING

Tex Rankin says that with Rotary or Lions Clubs always asking for talks on aviation, you might like to read the speech I gave at Butte in which I tried to forecast the future of personal flying. Here it is attached but you do not have to read it¹.

NEWS FROM OTHER FRONTS

Republic's new Thunderjet, the P-84, has broken all American speed records with its recent runs of 611 miles per hour over the desert at Muroc, Calif. Still faster time is in the making if Army plans announced over the weekend are successful.

"Time Magazine" for September 23, as well as "Newsweek" and other publications feature Pan American's plans for using the Republic Rainbow - 46 passenger, 400-mile-an-hour transport on transcontinental runs: 5½ hours coast to coast (best time now almost ten hours), 2½ hours New York to Miami, (present time 5½ hours). First deliveries to Pan American and to American Airlines are expected late next year.

The last of 44 C-54's that Republic has rebuilt for American Airlines is nearing completion clearing the decks for nearly \$100,000,000 of new plane production now on the company's books. Employment approximates 8,000.

SEABEE DELIVERIES

By the time this bulletin reaches you, seventy of Republic's Seabee distributors will have received their first demonstrators. Including planes on the line and in flight test, one hundred have been built to date. Few know the difficulties of building all-metal plane from temporary tools. Kirksite dies and the drop hammers and rubber presses of the aviation industry were not made for high speed or low cost production. Republic's great tooling program for the Seabee and all the wonderful new equipment on order is nearing completion but at a snail's pace that is heartbreaking. The best news is that the Seabees that are out seem to be having a tremendous success and they are uncovering a utility market hardly touched by any other type of personal aircraft.

IF YOU FLY TO REPUBLIC

Enclosed are copies of Bob Scheirer's circular giving pertinent information about Republic's field and about paper work necessary before taking delivery of new planes².

By the way , if you come by train, remember that our station is "Republic" not Farmingdale. Take the Long Island Railroad from Penn Station. The trip is about an hour. Five trains a day stop at Republic and there are five more you can take to Farmingdale, completing your trip by a 5-minute taxi ride. You can also take other trains to Amityville on the South shore, then take a taxi four miles to Republic.

¹ "PERSONAL AVIATION OF THE FUTURE" by Gordon C. Sleeper is attached to the end of this bulletin.

² Brochure is attached to the end of this Bulletin

If you arrive at LaGuardia, take a taxi to Woodside Station on the Long Island Railroad. Take any train that stops in Jamaica, then take the first train from there to Republic, Farmingdale or Amityville as above.

If you drive by car, phone us for instructions. Do not take a taxi from LaGuardia or New York unless you are a millionaire.

However you come you will be welcome.

FIELD NOTES

Bill Hunt and George Doughty are home after taking Seabee No. 8 from the Cleveland Air Races through Michigan, Wisconsin, Minnesota, North and South Dakota, Nebraska, Kansas, Oklahoma, Missouri, West Virginia and way stations. Theirs was another great adventure in meeting new people and making new friends for the Seabee.

Jess Gaugh, our Mid-West District Sales Representative, is flying his Seabee this week in the Michigan Aviation Color Cruise.


Gordon C. Sleeper, Sales Manager
Personal Plane Division

GCS:mz

September 20, 1946

"PERSONAL AVIATION OF THE FUTURE"

by

Gordon C. Sleeper

1946 Annual Convention

National Association of State Aviation Officials

Butte, Montana

If time permitting, I should like to pay tribute to the contribution that the pioneer pilots of Montana have made to development of the personal planes we are now flying and in doing so I would include not only those of the state whose guests we are tonight, but also the men and women, who have made aviation history throughout all the mountain states.

My subject, however, is Personal Aircraft of the Future and doubtless your program chairman figured that I am well qualified to speak on it because I have been long enough in the aviation industry to learn that I know less and less about more and more and so can share my profound knowledge with you.

You who live close to men and women who fly their own planes, who are yourselves private pilots and who in your own states play so important a part in the development of private flying; you know as well as I that no one can tell us very definitely what to count on in the Personal Planes of the Future.

It can be profitable, however, for us to review together what we do know about basic considerations that will affect development of our personal planes.

A year ago people were asking: how important will private flying be now that the war is over? Will the great disillusionment that followed the first world war be repeated? Will our factories close? Will aviation development and research come to an abrupt stop.

We know the answer to these questions. Our factories did not close, research did not stop. Many plants particularly in the private plane field are employing more people and turning out more planes than in any peak year before the war. Our military aircraft producers are tremendously alive with their new programs of jet, gas turbine and directed missile developments. Our commercial companies are still expanding production of new airlines and cargo planes.

This then is the background of aviation from which we look into the future just one year after V-J Day. The public have given the answer that they want to fly. Our airfields are crowded. Our schools overflow. Pilot registration makes new highs monthly with new thousands in training in our G. I. schools. We can be proud of our first post-war year in aviation, but now we have the greater challenge of the years immediately ahead.

We have the important questions--will this enthusiasm for private flying continue, will the public continue to buy the types of planes we are now making, will those already sold retain their value, or will new developments break down the whole economic structure of manufacture, distribution and use as we know it today?

I offer you my own answers to these questions based on my interpretation of conditions as I see them.

First, I have no doubt of continuing public interest. I know all about our inadequate facilities, the lack of hangars, the high cost of service and a dozen other major problems that must be solved, but with the intelligent leadership and energetic action of men like yourselves, who, in public office and out, are heart and soul behind personal flying. I see only green lights ahead. I believe public interest will by its own momentum overcome most of the present handicaps.

I anticipate no sudden or drastic obsolescence of the planes we are now using in private flying. They may change hands, but for every buyer at today's list prices I believe there will be many new buyers at reasonable discount. Only automobiles have resale values comparable to those of the airplanes we have been making since 1939, or earlier.

I believe that better planes are in early prospect, but they are not revolutionary and there is little evidence that they will be available in considerable quantity soon. In the first place, some of the companies offering new models of excellent characteristics will be found to have neither the experience, facilities, or money to put them into large production.

Of the few companies from whom large production might be expected, very few have to date shown any serious interest in personal plane development, or if they have, it is interesting that they appear to be committed already to conventional designs that although definite improvements, are not easily susceptible to mass production, and whose prices are presently, at least, no serious threat to the general market.

While no revolutionary changes appear imminent in private planes for the period immediately ahead, certain definite trends of evolution are evident. Strongest of these is toward all metal construction with its many advantages of reduced labor costs, lower maintenance and greater favor with the public.

Definite also is the trend to four passenger planes for family use which brings with it the need for higher horsepower engines, retractable landing gear, flaps, new types of propellers, better instruments and new safety devices. Radio is becoming a must in all aircraft and will be standard equipment in nearly all private planes.

If we agree that the helicopters are not yet ready to be classed as personal aircraft, I hold to my statement that no revolutionary changes appear in early prospect.

I should be less than frank, however, if in my talk to you on the personal aircraft of the future, I did not remind you that already a new development has taken place that promises to have a very profound effect on private flying in the immediate future.

I refer to the development of the four place amphibian plane, known as the Seabee. I do not violate your hospitality in inviting me to speak at your closing session when I tell you that in my opinion all private flying and all manufacturers of their types of aircraft, will be benefited by the successful introduction of this new type of airplane to the flying public of America.

The Seabee is blazing new trails in aircraft design. Its engineers broke with traditions that were almost as fixed and immutable as the old Roman law. Their demonstration of the possibilities of simplified design is already encouraging engineers all over the world to break the shakles that have bound their thinking since the days of the Curtis Jenny.

If and when the Seabee tooling program is completed, the demonstration of low cost production that will follow will quicken the pulse of every production manager and give courage to the management and owners of every personal plane company.

Of interest to you, however, is the opening up of new areas of your respective states that is likely to follow widespread adoption of the Seabee as an all purpose utility plane. Your rivers and lakes, your coastal and inland waterways will all become accesible--not to the wealthy, who have bought thirty to sixty thousand dollar amphibians, but to the family man and the sportsman who can afford the Seabee.

If my forecasts are right, success of any low-cost amphibian will quicken interest in all private flying., You will have new problems in regulation, in development and control of water landing areas, in the encouragement of pier, dock and service facilities for people seeking access to down town districts bordering on waterways.

From the understanding and sympathetic interest that so many of you have already shown in the development of water flying in your respective states, I know that these problems will be constructively and wisely met.

Thank you for your kindness in inviting me to meet with you and for this opportunity to share with you my own thoughts on personal aircraft of the future.

So that you may receive prompt delivery of your planes, the following should be in our hands on or before the Flyaway date:

1. PAYMENT IN FULL – New York Funds.
2. C.A.A. "APPLICATION FOR REGISTRATION" Form ACA 501, with proof of citizenship.
Airplanes will be registered in Distributor's name for Flyaway unless otherwise directed.

In the event registration is required in the name of Dealer or ultimate owner, the following documents should be mailed to our Personal Plane Division Prior to delivery date.

1. "APPLICATION FOR REGISTRATION" Form ACA 501, made by the Dealer or Owner whichever the case may be, with proof of citizenship.
2. "BILL OF SALE" Form ACA 502
 - a. From Distributor to Dealer – (Dealer's Name)
 - b. From both Distributor to Dealer and Dealer to Customer (Owner's Name)

Bill of sale should be made subject to any mortgages or other encumbrances and copies thereof attached to it.

PROOF OF CITIZENSHIP Includes:

1. Individual – by birth or naturalization.
(Pilots license or former registration with C.A.A. N.C. Number will suffice.
2. Partnership – all partners must qualify as citizens as above.
3. Corporations – Proof of Incorporation under laws of U.S., any State, Territory or Possession. Proof of citizenship of two-thirds or more of the Officers, Directors and Managing Officials, and proof of citizenship of 75% of persons Holding or controlling the voting interest.

Proof of citizenship need only be filed with the C.A.A on one occasion; all subsequent applications may be referenced to the original N.C. number registered.

In the event that you are "weathered in" or for some other reason encounter delay in your takeoff, Republic has leased and equipped a former Yacht Club in nearby Amityville, as a "Pilots' Lodge". Here, for \$3.00 you will find clean, comfortable over-night accommodations.

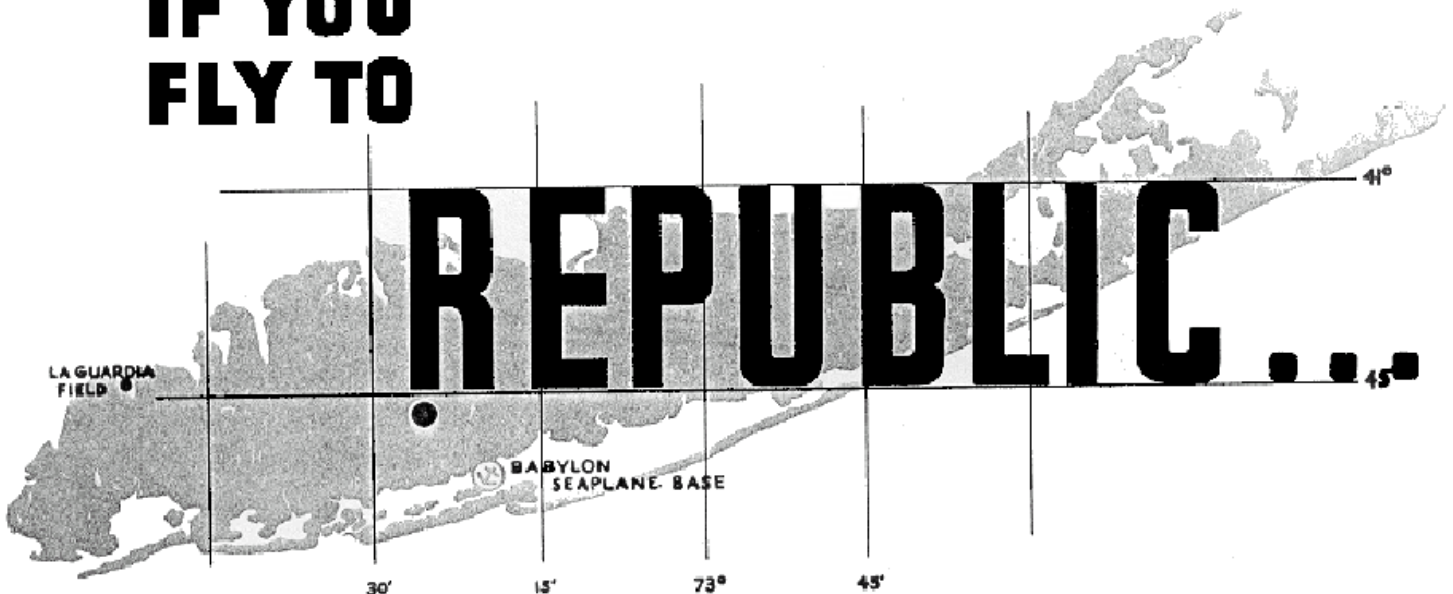
REPUBLIC AVIATION
CORPORATION

FARMINGDALE

NEW YORK

PRINTED
IN
U.S.A.

**IF YOU
FLY TO**



. . . knowledge of our facilities and procedures will help to make your trip a pleasure.

Republic Field, 24 miles east of LaGuardia, 10 miles east of Mitchell Field and 5 miles northwest of Babylon Seaplane base, is one of the largest on Long Island. There are four asphalt runways, three taxi strips, and complete hangar, service, and control tower facilities.

ELEVATION:

85 feet above sea level

RUNWAY DIMENSIONS:

1 & 19 -- 6597' x 175'

4 & 22 -- 5062' x 200'

#14 & 32 -- 4525' x 200'

9 & 27 -- 3018' x 75'

FIELD ILLUMINATION:

green and clear contact lights on runway #1 & 19 extending from hangar taxi strip to south end of runway.

Red obstruction lights on hangars, water tank and adjacent building.

CONTROL TOWER (53' high)

Transmits on 371kc and 7050kc, also VHF Baker (126.18) and Dog (150.66).

Receives on 3105kc, 4495kc, 6210kc, 7050kc and VHF Baker (126.18) Dog (150.66), and airlines 126.70 meg.

Ground traffic on runways must be cleared by signal light from tower.

A member of Republic's Service Department will meet you as you taxi to the line at Hangar #1, where our service facilities are available to you.

