

# Seabee

## Bulletin

FROM PERSONAL PLANE DIVISION OF REPUBLIC AVIATION CORPORATION

DEALER BULLETIN No. 12

January 16, 1947

### MIAMI CALLING!

It was strictly business - Southern Airways had taken over Georgia and South Carolina and I had to see Ike Jones, Tom Eve and Bill Tyler at Atlanta - Wes Raymond had appointed Embry Riddle Company as our dealers in Miami and I had to see their fine bases at Chapman Field and on MacArthur Causway; then, of course there were ever so many other Seabee dealers and distributors heading south for the Miami Air Maneuvers and I had to see them -- soooo -- much as I hated to leave three inches of snow at Farmingdale, when our new president Mundy Peale begged me to go, I headed south.

Now a week later with adventures enough to fill a dozen bulletins I'm heading home aboard the Miamian out of Jacksonville.

### A FEW HIGHLIGHTS

First about Southern Airways. They took over Seabee territory formerly held by Southeastern Air Services, meaning Georgia and South Carolina and in the best interests of all concerned, we arranged at the same time for them to trade the northern half of Mississippi for the eastern half of Tennessee with Southern Air Services of Memphis.

Also to concentrate their sales efforts nearer to their bases at Birmingham and Atlanta, Southern Airways is releasing Louisiana as of April 1st, thus permitting Republic to name new distributors at New Orleans and Shreveport. Details of this important change will be announced soon.

After a pleasant overnight visit with our good friends at Atlanta, I took off with Tom Eve to fly via Eastern to Miami. At Jacksonville, however, we met Julian and Mrs. Freedman of Shell Oil and on their kind invitation flew the rest of the way with them in their Howard.

Miami from the air was incredible - every airport seemed jammed with planes of every color, size and description. I have no exact figures but Gulf Oil can be proud of their efforts to promote private flying--the 15th Annual Miami All American Air Maneuvers were a tremendous success in my opinion.

Fine weather and a well organized program kept everyone busy. The best fun, however, was just visiting around and renewing old friendships.

Sam Solberger, Dave Duryea and I were Republic's direct representatives. Chauncey Bennum and Jim Roberts of Aircooled Motors did the honors for Franklin. I can't begin to list all the Seabee distributors and dealers who were there but

names that you will all recognize include Wesley and Mrs. Raymond and with them George and Mrs. Goetzen of Orlando; Les Bowman and Jack Allen of Fort Worth; Arthur Hyde of Washington, D. C.; Art Carnahan of Bloomington, Illinois; Tom and Mrs. Davis of Winston-Salem and Oscar Hostetter of York, Pennsylvania.

We were delighted to have Perce and Mrs. Spencer join us. They are vacationing on their cruiser at Ft. Lauderdale. Other visitors to our headquarters at the Alcazar included Hans and Mrs. Grunoff; Alec and Mrs. McSurely; and Roy and Gladys Pennington, publishers of Southeastern Airport News.

Some twenty-two Seabee owners flew into Miami area but they came and went from so many different airports and water bases that no complete check on them was possible.

Doc Hartranft, Manager of A.O.P.A. flew his Seabee down from Washington. At Chalk's Seaplane base on the causeway were parked Don Meyer's Seabee from Madison, Indiana and Arthur Tully's Seabee from Boston. Oscar Hostetter flew his down from York, Pa. and Forrest Bockett flew his from Youngstown, Ohio. With Barbara Poole as pilot, Alvan Mann of Evansville, Indiana stopped off en route to Cuba.

Now to wind up the story, I who love my native Vermont as many of you know, have fallen like a ton of bricks for Florida. I blame it almost entirely on Wes Raymond. He showed me Florida from the ground and from the air as I never knew it existed. I picked every known kind of citrus fruit from his trees at Orlando before breakfast. I flew over his land and seaplane bases then drove with him to Daytona Beach to see his fine water base on the river. I hurried on by float plane to Jacksonville but my good friend Russell Davis, being forced down by weather at Marine Studios, I went on by bus and had to cut short my long anticipated visit with Edward de Luca and his partners of Aerosales. Their Seabee base on the St. John's River, a stone's throw from the heart of Jacksonville, is well worth your personal visit.

#### BY WAY OF CONTRAST

Speaking of Florida, how would you like to fly the Seabee 2,125 miles across the continent at temperatures ranging from ten to thirty-five below zero? Innes-Taylor did just that when on November 20th he started out from Farmingdale in Seabee CF-DYJ (No. 135) for Edmonton, Alberta. Whether you live in the Fiji Islands as does our dealer, Harold Gatty, or at Reykjavik, as does our distributor in Iceland you will get a real thrill from the attached ferry pilot's report<sup>1</sup> to Sydney McDonald of the McDonald Aviation Company, Seabee distributor in Edmonton.

#### CAN YOU TIE THIS?

Right after our price increase in November, some of you were worried about keeping your orders good. We can all learn courage and salesmanship from Russell Patterson, Sales Manager of North American Airport Corporation (Westchester County Airport, White Plains, N. Y.) and his dealer George Helwig of the Dobbs Ferry Seaplane Base. Russ was new to the Seabee but he offered to demonstrate to one of Helwig's prospects. With winds high and the waters of Long Island Sound full of white caps, Russ took aboard the prospect and, his wife and a woman companion. On his first landing he broke off the right pontoon and its supporting strut. Not knowing then about shifting weight to get the wing tip out of the water, he taxied in big circles until impatient, he gave it too much throttle and over went the Seabee pivoting on the down wing.

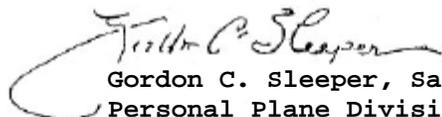
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<sup>1</sup> Report attached at the end of this bulletin.

Russ was pretty embarrassed but was proud of the Seabee because it floated like the good seaworthy craft it is. The ladies climbed out the cabin on to the overturned hull and the man perched one on each wing. There they waited that cold Sunday afternoon a mile off Little Captain's Island until a little fishing dory came along and rescued them and later towed their overturned Seabee to the Island.

Now for the pay off. Two weeks later the man whose first ride in a Seabee ended in disaster, whose wife was dunked in the icy waters of Long Island Sound -- that man bought a Seabee for \$6,000 and Russ Patterson secured his signature on the dotted line.

It is a fine tribute to the Seabee but a greater tribute to a salesman who didn't know when he was licked.



Gordon C. Sleeper, Sales Manager  
Personal Plane Division

GCS:mz

From the office of  
Gordon C. Sleeper, Sales Manager  
Personal Plane Division  
Republic Aviation Corporation  
Farmingdale, New York

Through the courtesy of Sydney A. MacDonald, president of the Macdonald Aviation Company, our distributors at Edmonton, Alberta, the following report made to him by a professional ferry pilot, I. Inness-Taylor, is reproduced as one of the greatest Seabee stories to come out of Canada.

**REPORT ON FERRYING OF SEABEE CF-DYJ (135)  
FARMINGDALE, N.Y. TO EDMONTON, ALBERTA, CANADA**

Having had considerable experience in Northern flying under extreme cold conditions, frankly I was a little doubtful as to the advisability of ferrying the Seabee across Canada at this time of year, especially when I knew that no consideration had been given to the thought of winterization of the engine or the aircraft. Having completed the trip I feel that I must give credit to the Seabee for its fine performance under the most adverse conditions of cold weather I believe it will be called upon to operate under.

Extreme cold weather was not encountered until I reached North Bay Ontario, when the temperature dropped to 12 below zero. On the flight from North Bay to Kapuskasing Ontario, the temperature dropped to 25 below zero and remained at that temperature until I arrived at Armstrong Ontario. From this point to Winnipeg, Manitoba, the temperature went up to 10 below zero. From Winnipeg to Regina the temperature went down again and on my arrival at Regina Sask., the temperature stood at 35 below zero and the flight from Regina to Edmonton was made in temperatures averaging between 20 and 25 below zero. All other aircraft operating during this period which I encountered enroute were specially lagged for winter operation.

I might mention that the day that I arrived at Regina, a Douglas DC-3 froze its oil lines while on the ground with the engines running. The oil used on this trip was S.A.E. 30 and the coldest oil temperature recorded at any time during the entire trip was 155 degrees on the indicator. If I hadn't actually made this trip I would not believe this possible as all other aircrafts even those with Franklin engines installed have found that the entire oil cooling system had to be lagged and the air to the oil cooling radiator completely blocked off of all air to enable temperatures to be maintained at anywhere near operating levels.

The only explanation I can make is that the engine installation the Seabee is such that the extreme cold does not affect the cooling system after it reaches a certain point. This is all the more remarkable when it is considered that it has a special blower fan to circulate more air in the summer time to keep the engine cool. It is wondered if the breaking up of the air by this fan may have an effect on the air itself after it reaches a certain low level. The answer to this will have to be given by someone more experienced than I. The proof of the pudding is in the eating and the facts are facts -- the Seabee will operate in extreme hot weather and extreme cold weather without any special changes being made in the engine installation. I was advised by the Republic engineers to use S.A.E. 30 oil when I ran into cold weather.

Considerable difficulty was encountered during the entire trip in keeping myself warm and keeping the inside of the cockpit windows from frosting as the aircraft was not equipped with a Cabin Heater and whatever temperature it was outside, it was the same inside the cabin. However, due to the excellent fitting of the doors and all joints of the Seabee there were no drafts, which would have made it well nigh impossible to have stood the cold. I believe that a very small heater would have been sufficient to fly in whatever the cold weather conditions were.

A number of pilots along my route were quite interested to see how I made out and it was the opinion of some of them that I would never complete the trip under the prevailing cold conditions, but I didn't stop once due to the cold. This is all past history now, but it has been proved that the Seabee can be flown under extreme cold conditions just as it is picked up at the factory. As far as I am concerned, I'll take a Seabee anyplace in the world and fly it whatever the conditions may be.

(SIGNED) -- I. Innes-Taylor, Pilot