

# *Seabee* *Bulletin*

FROM PERSONAL PLANE DIVISION OF REPUBLIC AVIATION CORPORATION

DEALER BULLETIN NO. 17

March 18, 1947

## HOMeward BOUND

Right now the sun is setting over the San Juan Islands as I fly from Vancouver in British Columbia to Seattle, homeward bound after two weeks of wonderful visits with our distributors and dealers in Texas, California, Nevada, Oregon, Washington and British Columbia.

I'm in a DC-4 as I write but I've just come down from a never-to-be-forgotten flight in the Seabee one hundred miles back into snow covered mountains up great gorges, up the Fraser River to the Vedder through to Chilliwack Lake near Mt. Baker. George Doughty of our Service Division made the trip with me with Air Commodore Earl MacLeod, our distributor for British Columbia, as pilot and his brother-in-law, Dr. Hugh MacKniche. We made the trip in one hour each way whereas otherwise it takes ten hours, two by car and eight by horseback.

This whole northwest is a paradise for the Seabee. I predict it will absorb great quantities of Seabees for years to come and this is the opinion of Jim Lund, Joe Crosson and Earl MacLeod, whose opinions everyone in the northwest respects.

I suppose I should go back to the beginning when I took off two weeks ago for Fort Worth, Texas. I was lucky enough to arrive the opening day of the Southwest's famous Fat Stock Show. That night Les and Marti Bowman took me to see the great rodeo in the Will Rogers Memorial Coliseum. Next morning I saw Les chase an angry, bellowing, paw-scraping bull in his own ranch yard. Both Les and Marti laughed at me for climbing a fence. I was brought up on a farm in Vermont but I don't like bulls.

I met Jack Allen's lovely family and many members of the Aircraft Sales organization. Claude Holbert flew his Seabee down from Little Rock to show us a new gadget that you may hear more of later on. Les and Jack wanted me to stay on to meet their dealers but my destination on this trip was the West Coast.

I flew on to Los Angeles where Bob Norswing, Tex Rankin's partner, met me. I had four wonderful days with Bob. We visited with Miller Dunckel and Henry White at Pacoima. We lunched the next day with Harry Golding of Aircraft Associates at Long Beach. Walter Martin was back east but we enjoyed meeting the others of his organization.

Then Bob and I and Bill Horner who had just flown Tex Rankin's original #13 Seabee down from Tulare went aboard the 142 ft. yacht, "Breezin' Thru", owned by Mr. and Mrs. Bearl Sprott. Talk about dreams come true - these two grand people bought this yacht from the Canadian Government at Vancouver, B. C. With incredible

imagination and good taste, they have converted it into a beautiful home equipped with every known device for comfort and safety at sea. They have built a deck for the Seabee out aft with a 5000 pound windless to swing it overboard fully loaded or to pick it up. They are taking Tex's first Seabee that has twice crossed the continent and that already holds so many amphibian records, on a six month's cruise to Central and South American ports of call. We were guests of the Sprotts overnight feeling very much honored by their hospitality.

In Bob's car we drove to Tulare. There it was my privelege to meet Mrs. Rankin and from her to learn that it is her desire that the fine business and organization that Tex and Bob Norswing had built up as partners be carried on unchanged. Mrs. Rankin told me of Tex's great joy in flying and demonstrating the Seabee and of her own complete confidence in it. She looks on Tex's accident as an act of fate.

Bob called a quick meeting of the California and Nevada dealers. Despite fogged in mountain passes, a surprising number came in for the two-day sessions. They included Ted Swift and George Davis from Boulder City, Nevada; Wally Thompson from Oakland; Cecil and Mrs. Ross from San Bernadino; Miller DuncKel and Henry White from Pacoima; Bob Dupen from Sacramento and George Sliety from Vallejo. Bob Dupen flew me north in his Seabee as far as Fresno where I caught a United airliner on to Portland, Oregon.

There at midnight, Wednesday, Jim Lund, Northwest Manager of Rankin Aviation Industries, met me with George Doughty of our Service Division. Jim knows flying and mysteries of maintenance and service as few men I have ever met.

He has a fine organization both at his Vancouver, Washington headquarters and at his branch office on Boeing Field at Seattle. As for Jim's dealers in the Northwest, I've never met a finer lot anywhere.

In Portland I met W. J. Gillis of the Van Camp Sea Food Company who have just bought a Seabee to use for spotting sardines and tuna. This is just one of dozens of business uses of Seabees that I learned of on my trip. Van Camp, in fact, has ordered a second Seabee through our dealer in Costa Rica for use off Central America.

Jim flew George Doughty and me to Seattle where we spent some time with Ray Howard of Rankin but most of two days with Joe Crosson and his partners in Northwest Air Service. A highlight of the entire trip was the night spent at Joe's ranch where I met his very interesting family and where I heard more of Joe's early days in Alaska. Friday George Doughty and I took off for Vancouver, British Columbia.

Like Joe Crosson's sales area in Alaska and Yukon Territory, Earl MacLeod an almost unlimited market around the many chartered operators who serve the countless islands, lakes and river areas of British Columbia. I am going home convinced that the Seabee can mean almost as much to these western frontiers as the covered wagon did to the early settlement of the West itself.

I want to expres my deep appreciation for the friendliness and hospitality of everyone I met on this trip. I have taken pages of notes of helpful suggestions,

of matters to be looked into, and of things to be done for different people; I'll not forget but if I take too long, please follow me up.

#### NEW DEALER CONTRACTS

If you look about in your town you will find that the business success of many of your leading citizens was built up on the steadily increasing values of franchises they obtained in earlier years from companies whose products are now famous.

Behind the Republic franchise is a company whose products are already famous; whose engineering has always been outstanding; whose physical plant, facilities and equipment are unexcelled; whose organization is friendly, efficient and proud of the company's reputation and traditions.

Your membership in the Republic family can mean a great deal to your future. Your franchise can become very valuable. Republic's distributors include the best known and most trusted leaders in aviation -- Republic's dealers are the outstanding personalities in every sales area.

Your Republic Dealer Sales Agreement is now ready for renewal. Its terms are substantially the same as last year's. You need only agree with your distributor on the sales area to be specified and your minimum quota for the twelve months beginning April 1st.

This is a Seabee year. To insure your full share of deliveries arrange at once for renewal of your Seabee franchise.

#### A SERIOUS THREAT

Is your town expecting Federal aid in building or improving a local airport?

If it is one of the 800 towns designated to receive help in developing Class 1, 2 or 3 airports out of appropriations already made by Congress, your appropriation is in danger.

The Senate Air Safety Sub-Committee, headed by Senator Brewster of Maine, wants the funds already appropriated from this year's Federal Airport Aid withdrawn in order to finance airway and safety devices to airline operation on big airports.

Everyone wants maximum safety for airlines but not at the expense of more and better landing fields for communities like yours.

Make it your business to ask every organization in your town and all their members to protest to your congressmen against this proposed diversion of funds already appropriated for aid to small airports.

#### TWO REMARKABLE LETTERS

Have you an important prospect who wants proof that the Seabee will stand up under the toughest kind of operating conditions? Would he like to know what two of the most experienced pilots in America think of the Seabee? Would he like to know how the Seabee has stood up in months of forest patrol over the rugged terrain

of the State of Maine and in water patrol over the vast labyrinths of Chesapeake Bay in Maryland? Then let him read the two testimonial letters enclosed<sup>1</sup>. Additional copies may be had on request.

#### SEABEE OPERATING COSTS

So many of you have asked for help in figuring operating costs of the Seabee for both business and pleasure use that Walter Frahm of our Sales Division, aided by Howard Ehmann of our Service Division, has prepared the enclosed analysis<sup>2</sup>. Any comment based on your own over-all experience will be appreciated.

#### DEALER REGISTRATION CARDS

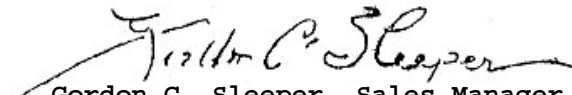
All are reminded that delivery of Seabees at Republic is immensely expedited if dealer's registration certificate is in our hands in advance of delivery date. It is contrary to CAA regulations to permit flyaway of planes without this reistration certificate, meaning Form ACA 1707, sometimes called the new "Dealer Plate".

#### FRED EATON RESIGNS

Fred Eaton's many friends in the great Republic family will regret the news that he is leaving us as Assistant Sales Manager of the Seabee Division to join Sears Roebuck & Co. in Chicago. His new address will be at least temporarily, the Hotel Stevens, Chicago, Illinois.

#### APPOINTMENT OF SUCCESSOR

In losing Fred Eaton we are fortunate in being able to announce as his succesor, Don M. Parker, Jr., who brings to his new position the rich experience of 17 years in aviation. Don has been with Republic for nearly seven years filling important executive positions both in Military Contracts and comercial transport divisions. Before that he was with Wright Aeronautical Corporation; Sikorsky Aircraft Company and with Pan American Airways both in Alaska and here in the east. Many of you know Don Parker as an old friend and all I'm sure will cooperate with him in his new position as Assistant Sales Manager.

  
Gordon C. Sleeper, Sales Manager  
Personal Plane Division

GCS:jmt

<sup>1</sup> Articles attached to the end of this bulletin.

<sup>2</sup> Analysis attached to the end of this bulletin.



RAYMOND E. RENDALL  
FOREST COMMISSIONER

STATE ENTOMOLOGIST  
HENRY B. PERSON  
SLISTER RUST AGENT  
WALTER O. FROST

State of Maine  
Forest Service  
(LAND OFFICE)  
Augusta



SUPERVISORS  
FORESTRY DISTRICT  
GEORGE A. FAULKNER  
HARRY G. TINGLEY  
REX E. GILPATRICK  
ROBERT G. HUTTON  
ORGANIZED TOWNS  
AUSTIN M. WILLIAMS

January 11, 1947

Mr. Gordon C. Sleeper  
Republic Aviation Corporation  
Farmingdale, Long Island, New York

Dear Gordon:

I have had many interesting experience with our Seabee, all of them very pleasant. I have often wished you at Republic could have been with me, or watched some of the loads I have taken out of some of our many lakes in Maine. You know when we have a fire on our hands, and have to get men and fire equipment to it in a hurry, we are inclined to forget what the Seabee is supposed to carry, and just proceed to load it to the roof. I was a little disturbed at first due to the ample space in the baggage compartment and cabin; our personnel in the field are inclined to load the plane until all space is taken up, and the thought never enters their head that you won't get off. Well I have taken off with some terrific loads and the Seabee has performed to perfection. I have never had to remove any of my loads in order to get off.

We have flown many of our State officials including the Governor of the State of Maine. Mr. Rendall, the Forestry Commissioner for Maine, has received many complimentary remarks on his foresight in choosing the Seabee for use in fire protection of our State forests.

All this enthusiastic acclaim for the Seabee has given me a great deal of pleasant satisfaction, because I went out on a limb (as I thought at the time) to recommend the Seabee to our department, before I had even seen one outside of an advertisement. In fact it was some months before you even received your Airworthiness Certificate. It has exceeded our expectations and we are looking forward to receiving our second Seabee in a couple of months.

Sincerely yours,

*Earl F. Crabb*  
Earl F. Crabb

EFC/TC

COMMISSION  
EDWIN WARFIELD, JR.  
CHAIRMAN  
GEORGE T. HARRISON  
ALLAN A. SOLLERS



DAVID A. WALLACE  
EXECUTIVE SECRETARY  
A. S. CREIGHTON  
COMMANDER

STATE OF MARYLAND  
BOARD OF NATURAL RESOURCES  
DEPARTMENT OF TIDEWATER FISHERIES  
STATE OFFICE BUILDING  
ANNAPOLIS, MARYLAND

Mr. Gordon C. Sleeper, Sales Manager  
Personal Plane Division  
Republic Aviation Corporation  
Farmingdale, Long Island, New York

January 6, 1947

Dear Mr. Sleeper:

We appreciate your further interest in the Seabee which was delivered to us in September. As you know, we took delivery the latter part of September and now it is due for its first one hundred hour check. In other words, we have averaged a little over thirty hours a month with it. We think it is doing a grand job, and has either simplified or eliminated entirely many of our daylight law violations in regards to the harvesting of oysters. We have made about twenty-five arrests directly from the Seabee, and feel that the situation is much more nearly in hand in flyable weather, than ever before.

We also have had much use from it in coordinating and overseeing the activities of our more than one hundred man force and our thirty odd fleet of patrol boats. In this respect it has been most useful in getting spare parts to the boats that have become disabled in the field.

It has been used by the Park Board of this state to survey proposed park sites, and saved them many a weary mile of back road driving while they were doing this job. On this survey we had our roughest take off, a full load of four passengers, and overload of fuel, a strong northeast wind and a tumbling sea. We took the first wave green over the wind shield, but were soon on the step and off, after an exceedingly rough run. We landed a few hours later in the same sea with no ill effects. A very sturdy airplane. You would have to know the Chesapeake Bay to understand what a labyrinth of waterways we have to patrol, and when you understood this then you could clearly see how badly we have needed this plane and how well it is serving us. From a purely design standpoint the visibility is excellent, and its 105 mph cruising speed just right for our need.

I am quite sure that this Commission would heartily recommend the Seabee to any similar state agency with such a problem as we have. I truly do not know whether the state is going to need more of these planes or not, but I shall heartily recommend them if they decide to purchase more.

Very Truly yours,

*Wm. Mason Sheehan*  
Assistant Commander

WMS:dwe

## OPERATING COSTS - 4 PASSENGER SEABEE AMPHIBIAN

### BASED ON PRICE OF \$6,000 AND USED FOR PLEASURE AND PERSONAL BUSINESS

#### WITH ALL RISK-GROUND ONLY INSURANCE COVERAGE

##### FIXED EXPENSES (Yearly, For first Five Years)

Insurance \* - Aircraft (All Risk-Ground Only): \$50/100,000 Public Liability;  
\$50,000 Property Damage; \$50,000 Personal Liability, Each,  
For 3 passengers \$ 234.79  
Depreciation - Residual Value of 35%, Balance Written Off Over  
5 Year Period 780.00  
Storage Rental - Figured at \$20 Per Month Average 240.00

TOTAL FIXED EXPENSES \$1,254.79

\* Aircraft Owners and Pilots Association Policy

##### DIRECT COST - Per Hour

Maintenance \$ 1.50  
Regular Periodic Inspections, and Replacement of Expendable Parts .86  
Fuel - 13.5 Gal. Per Hour @ 24¢ (average net cost after tax refund) 3.24  
Oil - 1 pt. Per Hour @ 30¢ per qt. .15

TOTAL DIRECT COST - PER HOUR \$ 5.75

#### SUMMARY OF COSTS - FIRST FIVE YEARS

HOURS	FIXED EXPENSES	DIRECT COSTS	TOTAL COST	COST PER HOUR	MILES FLOWN	COST PER MILE	COST PER PASSENGER MILE
100	\$1,254.79	\$ 575.00	\$1,829.79	\$18.30	10,300	\$.178	\$.044
150	1,254.79	862.50	2,137.29	14.11	15,450	.137	.034
200*	1,254.79	1,150.00	2,404.79	12.02	20,600	.117	.029
250	1,254.79	1,437.50	2,692.29	10.77	25,750	.104	.026
300	1,254.79	1,725.00	2,979.79	9.93	30,900	.097	.024
350	1,254.79	2,012.50	3,267.29	9.33	36,050	.091	.023
400	1,254.79	2,300.00	3,554.79	8.89	41,200	.086	.022
450	1,254.79	2,587.50	3,842.29	8.54	46,350	.083	.021
500	1,254.79	(1) 3,400.00	4,654.79	9.31	51,500	.090	.023
700	1,254.79	(1) 4,550.00	5,804.79	8.29	72,100	.080	.020
900	1,254.79	(1) 5,700.00	6,954.79	7.73	92,700	.075	.019
1,000	1,254.79	(2) 6,800.00	8,054.79	8.05	103,000	.074	.020

\* Hours and figures shown are those applicable to the average private pilot

(1) Includes provision for overhaul of airplane and engine, and replacement of parts at 500 hour inspection.

(2) Includes provision for overhaul of airplane and engine, and replacement of parts at both 500 hour inspections.

#### WITH ALL RISK-GROUND AND AIR INSURANCE COVERAGE

##### FIXED EXPENSES (Yearly, For first Five Years)

Insurance \* - Aircraft (All Risk-Ground and Air): \$50/100,000  
Public Liability; \$50,000 Property Damage; \$50,000 Personal  
Liability, Each, For 3 passengers \$ 579.79  
Depreciation - Residual Value of 35%, Balance Written Off Over  
5 Year Period 780.00  
Storage Rental - Figured at \$20 Per Month Average 240.00

TOTAL FIXED EXPENSES \$1,599.79

\* Aircraft Owners and Pilots Association Policy

##### DIRECT COST - Per Hour

Maintenance \$ 1.50  
Regular Periodic Inspections, and Replacement of Expendable Parts .86  
Fuel - 13.5 Gal. Per Hour @ 24¢ (average net cost after tax refund) 3.24  
Oil - 1 pt. Per Hour @ 30¢ per qt. .15

TOTAL DIRECT COST - PER HOUR \$ 5.75

#### SUMMARY OF COSTS - FIRST FIVE YEARS

HOURS	FIXED EXPENSES	DIRECT COSTS	TOTAL COST	COST PER HOUR	MILES FLOWN	COST PER MILE	COST PER PASSENGER MILE
100	\$1,599.79	\$ 575.00	\$2,174.79	\$21.75	10,300	\$.211	\$.053
150	1,599.79	862.50	2,462.29	16.40	15,450	.159	.040
200*	1,599.79	1,150.00	2,749.79	13.75	20,600	.133	.033
250	1,599.79	1,437.50	3,037.29	12.15	25,750	.118	.030
300	1,599.79	1,725.00	3,324.79	11.08	30,900	.108	.027
350	1,599.79	2,012.50	3,612.29	10.32	36,050	.100	.025
400	1,599.79	2,300.00	3,899.79	9.75	41,200	.095	.024
450	1,599.79	2,587.50	4,187.29	9.30	46,350	.090	.023
500	1,599.79	(1) 3,400.00	4,999.79	10.00	51,500	.097	.024
700	1,599.79	(1) 4,550.00	6,149.79	8.78	72,100	.085	.021
900	1,599.79	(1) 5,700.00	7,299.79	8.11	92,700	.079	.020
1,000	1,599.79	(2) 6,800.00	8,399.79	8.40	103,000	.081	.020

\* Hours and figures shown are those applicable to the average private pilot

(1) Includes provision for overhaul of airplane and engine, and replacement of parts at 500 hour inspection.

(2) Includes provision for overhaul of airplane and engine, and replacement of parts at both 500 hour inspections.

## OPERATING COSTS - 4 PASSENGER SEABEE AMPHIBIAN

### BASED ON PRICE OF \$6,000 AND USED FOR COMMERCIAL PURPOSES - OWNER OPERATED

#### WITH ALL RISK-GROUND ONLY INSURANCE COVERAGE

##### FIXED EXPENSES (Yearly, For first Five Years)

Insurance \* - Aircraft (All Risk-Ground Only): \$50/100,000 Public Liability;  
\$50,000 Property Damage; \$50,000 Personal Liability, Each,  
For 3 passengers \$ 415.24  
Depreciation - Residual Value of 35%, Balance Written Off Over  
5 Year Period 780.00  
Storage Rental - Figured at \$20 Per Month Average 240.00

TOTAL FIXED EXPENSES \$1,435.24

\* Aircraft Owners and Pilots Association Policy

##### DIRECT COST - Per Hour

Maintenance \$ 1.50  
Regular Periodic Inspections, and Replacement of Expendable Parts .86  
Fuel - 13.5 Gal. Per Hour @ 24¢ (average net cost after tax refund) 3.24  
Oil - 1 pt. Per Hour @ 30¢ per qt. .15

TOTAL DIRECT COST - PER HOUR \$ 5.75

#### SUMMARY OF COSTS - FIRST FIVE YEARS

HOURS	FIXED EXPENSES	DIRECT COSTS	TOTAL COST	COST PER HOUR	MILES FLOWN	COST PER MILE	COST PER PASSENGER MILE
100	\$1,435.24	\$ 575.00	\$2,010.24	\$20.10	10,300	\$.195	\$.065
150	1,435.24	862.50	2,297.74	15.32	15,450	.149	.050
200*	1,435.24	1,150.00	2,585.24	12.93	20,600	.126	.042
250	1,435.24	1,437.50	2,872.74	11.69	25,750	.114	.038
300	1,435.24	1,725.00	3,160.24	10.53	30,900	.102	.034
350	1,435.24	2,012.50	3,447.74	9.85	36,050	.096	.032
400	1,435.24	2,300.00	3,735.24	9.34	41,200	.091	.030
450	1,435.24	2,587.50	4,022.74	8.94	46,350	.087	.029
500	1,435.24	(1) 3,400.00	4,835.24	9.67	51,500	.094	.031
700	1,435.24	(1) 4,550.00	5,985.24	8.55	72,100	.083	.028
900	1,435.24	(1) 5,700.00	7,135.24	7.93	92,700	.077	.026
1,000	1,435.24	(2) 6,800.00	8,215.24	8.26	103,000	.080	.027

(1) Includes provision for overhaul of airplane and engine, and replacement of parts at 500 hour inspection.

(2) Includes provision for overhaul of airplane and engine, and replacement of parts at both 500 hour inspections.

#### WITH ALL RISK-GROUND AND AIR INSURANCE COVERAGE

##### FIXED EXPENSES (Yearly, For first Five Years)

Insurance \* - Aircraft (All Risk-Ground and Air): \$50/100,000  
Public Liability; \$50,000 Property Damage; \$50,000 Personal  
Liability, Each, For 3 passengers \$ 579.79  
Depreciation - Residual Value of 35%, Balance Written Off Over  
5 Year Period 780.00  
Storage Rental - Figured at \$20 Per Month Average 240.00

TOTAL FIXED EXPENSES \$1,599.79

\* Aircraft Owners and Pilots Association Policy

##### DIRECT COST - Per Hour

Maintenance \$ 1.50  
Regular Periodic Inspections, and Replacement of Expendable Parts .86  
Fuel - 13.5 Gal. Per Hour @ 24¢ (average net cost after tax refund) 3.24  
Oil - 1 pt. Per Hour @ 30¢ per qt. .15

TOTAL DIRECT COST - PER HOUR \$ 5.75

#### SUMMARY OF COSTS - FIRST FIVE YEARS

HOURS	FIXED EXPENSES	DIRECT COSTS	TOTAL COST	COST PER HOUR	MILES FLOWN	COST PER MILE	COST PER PASSENGER MILE
100	\$1,825.24	\$ 575.00	\$2,400.24	\$24.00	10,300	\$.233	\$.078
150	1,825.24	862.50	2,687.74	17.90	15,450	.174	.058
200*	1,825.24	1,150.00	2,975.24	14.88	20,600	.144	.048
250	1,825.24	1,437.50	3,262.74	13.05	25,750	.127	.042
300	1,825.24	1,725.00	3,550.24	11.83	30,900	.115	.038
350	1,825.24	2,012.50	3,837.74	10.96	36,050	.107	.036
400	1,825.24	2,300.00	4,125.24	10.31	41,200	.100	.033
450	1,825.24	2,587.50	4,412.74	9.81	46,350	.095	.032
500	1,825.24	(1) 3,400.00	5,225.24	10.45	51,500	.101	.034
700	1,825.24	(1) 4,550.00	6,375.24	9.11	72,100	.088	.029
900	1,825.24	(1) 5,700.00	7,525.24	8.36	92,700	.081	.027
1,000	1,825.24	(2) 6,800.00	8,625.24	8.63	103,000	.084	.028

(1) Includes provision for overhaul of airplane and engine, and replacement of parts at 500 hour inspection.

(2) Includes provision for overhaul of airplane and engine, and replacement of parts at both 500 hour inspections.