



# REPUBLIC AVIATION CORPORATION

FARMINGDALE, LONG ISLAND, NEW YORK

Telephone Farmingdale 1100

## BULLETIN XX

February 1, 1946

### SEABEE PROGRESS REPORT

All present indications are that Seabee production plans are on schedule and that deliveries will start in April as promised months ago. Of the five test ships under construction, three are flying, the fourth is ready for flight test and the fifth is due to be finished in February.

Test pilots, P. H. Spencer, Eddy Stafford, Bill Hunt, of Republic and Bill Burrows of Air Cooled Motors, have made hundreds of flights on Ships One, Two and Three, testing the performance, reliability, safety and convenience of every detail of controls, equipment, instruments and accessories.

Through good weather and bad, the tests go on both at Farmingdale and at Syracuse. Devoted ground crews of skilled mechanics sweat it out with the test pilots changing engines, propellers, wheels, brakes, landing gears, fuel lines, controls, radios -- anything the pilots or Seabee engineers ask of them.

It's the same in the Experimental Shop. Every improvement found in the test program is built into the last ship under construction or is made retroactive. Nights, Saturdays and Sundays, the work goes on so that production promises may be kept.

Ship Number Two has been at Syracuse for nearly three weeks for intensive flight test of engine and all engine accessories. I believe I reported to you before that the CAA on December 18<sup>th</sup> issued Certificate 242 to Aircooled Motors covering Franklin Engine 6A8-215-B7F used in the Seabee with rating of 215 H.P. at 2500 RPM.

Ship Number Five will be used for ATC tests as this will be the first to have all construction details expected in actual production. Altitude, speed, climb, stall, landing and take-off characteristics of the Seabee are daily proving themselves highly satisfactory.

Final stages of the test program are now largely devoted to testing equipment items and their correct installation to minimize service.

It has not been practicable to take any of these first test ships into the field during January nor has the Sales Department wanted to delay or interfere with the test program by asking for demonstration rides.

We expect to have Number Four turned over to us soon, however, and to resume factory demonstrations to visiting distributors and dealers.

Five additional Seabees will be built promptly after completion of the production model Five and all will be turned over to the Sales Department for demonstration flights in distributors' territories.

#### NEW DISTRIBUTOR APPOINTMENTS

Republic is happy to announce appointment of Air Commodore Earl L. MacLeod of Vancouver, B. C. to be Seabee distributor for the Province of British Columbia. His mail address is 5515 Cypress Street, Vancouver.

Like so many of Republic's other distributors, Air Commodore MacLeod has a long and distinguished record in flying. He served with the Royal Naval Air Service in England and France in the First World War, pioneered in flying through all of Western Canada and Alaska and has continuously held important military commands in the development of the Royal Canadian Air Force. He has over 4,000 hours in all types of planes.

For the Republic of Mexico, on recommendation of our export agents, Smith, Kirkpatrick & Company, Inc., we announce appointment as distributors, P. G. Tomich and Helen A. Duffy, doing business as the Pan-American School of Aviation. Mail address, Apartado 8647, Mexico D. F. (meaning Mexico City). Mr. Tomich who hails from New Jersey, is a veteran airline pilot with extensive flying experience in Mexico and Central America. Miss Duffy of Bare, Vermont, is one of the outstanding women pilots in aviation. She was chief instructor of the Wasps at Houston, Texas.

#### FORTUNE MAGAZINE - February Issue

See the February issue of Fortune for the brilliantly written and strikingly illustrated story "New Planes for Personal Flying." Of the Seabee, the Aviation Editor writes:

"The Seabee is the first private plane to break the prewar price structure. If there had been a four-seat amphibian with a 215-hp engine before the war, it would have cost from \$8,000 to \$10,000. The Seabee sells for \$3,995, and, being big and amphibious, it will seem to many pilots like a lot more for the money than the two-seat landships selling for \$3,000 or \$3,500. First deliveries will be made to distributors in April, and 400 planes a month are expected to be turned out beginning in June.

"The pusher propeller is an advantage not only for flying boats during mooring and docking but also for land handling because people are less likely to walk into the turning blades than if the propeller were in the nose. In addition to two wide side doors, a special feature is a nose door that is hinged to open on the right side. This permits forward access to mooring buoys, or landing docks, and enables one person to stand erect for fishing.

"The Seabee's low price is due to the efforts of Republic's President, Alfred Marchev, who encouraged the redesign of the entire airplane to reduce the number of parts. The plane is said to have approximately 850 parts, instead of the several thousand in the usual private aircraft.

#### SKYWAYS FEATURES SEABEE

In the February issue of Skyways is a two-page spread featuring on one side a color shot of the prototype Seabee landing on water and on the other side a three dimensional cut-a-way of the new production model. A copy is enclosed.

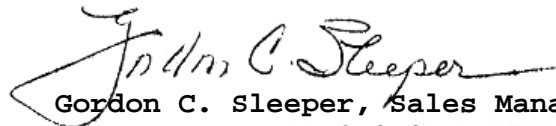
#### DISTRIBUTORS' & DEALERS' CERTIFICATES

As rapidly as possible we are mailing out to all Distributors engraved and hand lettered Certificates of Appointment signed by Fred Marchev as President and suitable for framing. TO Distributors are being sent also for delivery to their Authorized Seabee Dealers, similar certificates attesting to their appointment as dealers.

A little ceremony of presentation or a special letter of transmittal by the Distributor will enhance the value of the certificate in the Dealer's estimation.

REPUBLIC STILL NEEDS ENGINEERS

Employment at Republic is now over 5,000 - a gain of more than 1,200 since the low following V-J Day. So many projects are under way that the Engineering Department, now 900 strong, is in urgent need of more top-notch draftsmen, stress analysts, aerodynamicists and research engineers. If you have any interested friends or service acquaintances who might qualify, won't you send their names and addresses to R. L. Bortner, Administrative Engineer at Republic?

  
Gordon C. Sleeper, Sales Manager  
Personal Plane Division

GCS:mz