



REPUBLIC AVIATION CORPORATION

FARMINGDALE, LONG ISLAND, NEW YORK

Telephone Farmingdale 1100

BULLETIN XXIII

April 5, 1946

THE CURTAIN RISES

Our thanks for the fine letters you sent in transmitting your orders for Seabees as called for in our Notice of Production. We have traveled a long road together and it is good to feel that the promised land is in sight.

You know that number Six takes a bow today at the opening of the National Aviation Show in Grand Central Palace. Twenty-five generals of the U.S. Army Air Forces arrive from Washington with their staff officers for the preview this afternoon. Every newspaper in New York, morning and evening, carries huge announcements of the first public showing of the Seabee. As their circulation reaches around the world it should help all of you in greater or less degree.

MORE ON THE SHOW

The Aviation Show runs from April 5-13th inclusive. It is sponsored by Aviator's Post of the American Legion and by the Army Air Forces. It is not recognized by the Aviation Industries Association because most private plane manufacturers including Republic were not ready for it. The Seabee's entry is entirely the enterprise of our two New York distributors and their dealers.

That number Six was built and finished in time for the Show is one of those miracles of cooperation for which everyone in the Seabee manufacturing and engineering divisions must take a bow. Ever so many others had a hand in it too, including the Transportation and Facilities group under Art Kelly; Bob Scheirer who helped Bob Thompson of North American Airport Corporation and Ted Hebert of Safair plan the exhibit, Ken Ellington and Johnnie Johnson and their associates who handled publicity and Lou deGarmo and his staff who did the advertising. An orchid also to Abercrombie and Fitch whose famous window decorator gave us the camp scene beside the Seabee.

WHAT'S NEXT?

You know, of course, that any Seabees shipped to you will have N.C. numbers. Number Five will be flown officially by the C.A.A. test pilot as soon as completed and as all stress tests and required engineering data are

already behind us, the N.C. numbers are expected in time for our deliveries to you in May. Meanwhile, without waiting for Approval Type Certificate, Bill Hunt, Eddie Stafford, Perce Spencer, and Jess Gaugh will, as originally planned, take Seabees Seven to Ten on road shows visiting as many distributors as possible to let you and your dealers see and actually fly the production models.

If you have special events on particular days in April or early May on airports, but not indoors, write me briefly or better still, telegraph me. If they can be fitted into the tours being arranged, we'll do so but don't expect immediate confirmation as the planes are not finished and we can't tell the exact dates they will be.

CONFIDENTIAL

A likeable young man, son of the president of a nationally known automotive equipment company, has considerable capital to invest as a working partner in any interesting Seabee distributor or dealer operation. He is not a pilot but had 1100 hours as aerial gunnery instructor in heavy bombers. I'll gladly put interested parties directly in touch with him on request.

AN INTERESTING LETTERHEAD

Through the kindness of Ray Thacker of Aircraft Sales Company, I send you attached the excellent letterhead worked out for Texas distributor, Les Bowman. Full privilege of reproduction in any form is very generously offered.

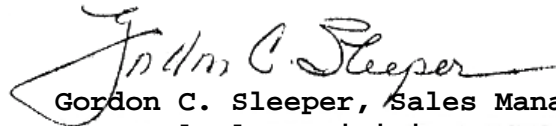
NEW SALES APPOINTMENTS

Preston H. Mabry resigned as assistant sales manager on April 1st to go into business for himself somewhere in the New York Metropolitan district, his headquarters to be announced later. He leaves with the good wishes of all at Republic, well deserving appreciation for his fine assistance in setting up national distribution of the Seabee.

He is succeeded by Fred C. Eaton, Jr., recently Colonel in the United States Army Air Forces, a B-17 pilot throughout the war and up to midnight of the day before he joined Republic, a pilot for American Air Lines. Fred graduated from Dartmouth in 1939, going directly into the Army Air Forces. He was a pilot in the famous 19th Bomber Group en route to Hawaii, posed for takeoff with the second echelon when the first squadron over reported attack by Japs off Honolulu. He fought through all the grim campaigns of Java, Sumatra, New Guinea and all the way back to Australia. He was lost six weeks in the jungles of New Guinea. How he reached the coast and eventually sailed around the island in a native skiff to Port Moresby is one for the books. He later joined General Eaker's Bomber Command in the Eighth Air Force and still later became Operations Officer of the Fifth Wing of the Fifteenth Air Force in Italy, completing in all 102 bomber missions. After four years of fighting in three theatres, Fred returned in May of 1945 to become a member of General Marshall's staff, until his release from

active duty last October. Fred is one of the most decorated men of the war but no one has ever learned it from him. To a background of flying experience in the best tradition of a company like Republic, he brings a keen business mind and good administrative experience.

Let me introduce another new member of the Seabee sales staff, to be field supervisor in the southeastern states, Sam Solberger, Jr., a Presbyterian Hellcat Navy pilot from New Orleans, who until last month was Operations Officer of Bombing-Fighting 3 Squadron at Virginia Beach. Sam trained at Jacksonville and Miami as a patrol boat pilot, then spent two and a half years under Admiral Halsey as a fighter pilot flying off the "Fighting Lady" (Yorktown) and on Mitscher's "Gray Ghost" (Lexington). Raiding Jap shipping and air fields throughout the South Pacific and ending up with the first carrier raid on Tokyo. Sam was born in Slidell, La., went to college at Georgia Tech, was a field salesman for a chemical company and later research engineer for the Standard Oil Company of Louisiana. He has flown extensively over the entire South. After some weeks at the home office, he will establish headquarters in Atlanta and from there will work with Republic distributors and dealers in the States of North Carolina, South Carolina, Georgia, Tennessee, Florida, Alabama, Louisiana, Mississippi and Arkansas.


Gordon C. Sleeper, Sales Manager
Personal Plane Division

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