



REPUBLIC AVIATION CORPORATION

FARMINGDALE, LONG ISLAND, NEW YORK

Telephone Farmingdale 1100

BULLETIN XXIV

April 23, 1946

THE HOME STRETCH

It won't be long now. Number Five - the first model to have the final landing gear and full dual control - is in the air and just about ready to show her paces to the C.A.A. check pilot. Number Six is back from a great triumph at the Aviation Show held at Grand Central Palace. Slim Lindburgh caught in the mobs who hailed his flight to Paris knows what Number Six went through in the ten days at the show but it was worth it to discover how completely the Seabee won all hearts.

Trailing closely behind and in what really looks like a production line, visitors to Building 5 see the next eight Seabees coming along with the whole building beginning to fill up with component parts and sub-assemblies. The Seabee Manufacturing Division now numbers 380 people. Total employment at Republic is 6762.

THE NEXT MOVE

You have all been given notice of production and your minimum allotment of planes for April, May and June. Few if any will actually leave Republic in April but, subject only to strikes or unexpected tooling trouble, each of you will receive your first Seabee in May with deliveries scheduled at two a day by May 7th, three a day by the 13th, four a day by the 20th and seven a day by the end of the month.

I suggest you wait until May first before sending your CAA 501 registration for your first Seabee to see if you can get the Cross Country Instrument Panel if not, let it come forward for one Seabee with your check for \$3999 list plus \$333 for the Hartzell controllable reversible propeller less your 25% discount and the 15% you have already deposited.

The moment our NC numbers are released to us I'll telegraph you and give you all in the order of our schedule, notice to come for your first Seabee. We are assuming that the first one hundred will all be fly-a-ways including the planes to Canada, Alaska, Mexico and Cuba. Osterman's Seabee for Sweden and E. F. Drew & Cia's for Brazil will be the guinea pigs for testing out export packing although there is talk that Pierce Archer III wants his first Seabee ferried to Rio de Janeiro.

WHAT'S AFTER MAY?

In June production is scheduled to rise to 21 a day. Quotas will control deliveries. The question now comes - what are you going to do with your June deliveries? To our mind there can be but one answer. You will want them to go to your dealers one each until every dealer has one Seabee and so is in business. If you have more dealers than you have Seabees coming, you will need to loan your demonstrator or if you are in territory covered by a Republic Field man, to ask him to help you out with his Seabee.

Now of course you and every one of your dealers have customers waiting to pounce on you for the first Seabee that comes over the horizon - important people who gave you cash months ago; G.I.'s who need Seabees for charter work to make their living.

A dealer may have a need so critical that he has to sell his demonstrator, but it is almost unthinkable that a distributor would make a retail delivery to even the governor of the state until he has first given one Seabee to each of his dealers. If any life or death case does arise where you must deliver and you have no dealer, tell us and we'll try to find you one extra plane.

FERRY PILOTS

Republic is deeply concerned that only the most competent, conservative and careful pilots be entrusted with taking delivery of the first Seabees. The Seabee is not a light airplane. Only in price is it to be classed with the light trainers and two place ships. Actually it weighs 3000 pounds fully loaded. It is intended to carry four husky people. It has flaps, retractable landing gear and radio. Its 215 h.p. motor is no toy. Do not expect student pilots to fly the Seabee safely without plenty of transition time and remember that pilots with thousands of hours still need from eight to ten hours of concentrated practice to become even reasonably familiar with the technique of all types of water landings and to acquire skill in docking and beaching the Seabee under various conditions of weather and traffic.

Please do not let dealers send enthusiastic but untrained pilots to take delivery of Seabees. During May Republic hopes to send Bill Hunt to the West Coast, Eddie Stafford or an alternate to Texas and Perc Spencer to Florida to show the Seabee to many people along the way, but their primary purpose will be to give some actual experience in flying the Seabee to your chief instructor or your principal ferry pilot whose responsibility it will be to check out your dealers. Mundy Peale, our General Sales Manager, is writing you an important letter on this matter of giving special training to one man in your organization.

Within reason, we will check out your own or professional ferry pilots at Republic but time will not permit giving instruction to inexperienced pilots who have flown only light ships.

PLEASE, DEAR FRIENDS, PLEASE?

Have a heart and do not refer anxious customers to us here at Republic as to when they will get ship number 42 on your priority list. Be merciful, let them get their information from you or from your dealers. I do not ask Chrysler when I'll get my Plymouth.

NEW DISTRIBUTOR APPOINTMENTS

In all the excitement of the past weeks important news has been delayed. I want you to meet these new members of the Republic family and if you can find a moment to write them a word of welcome please do so.

To Distributor for the Province of Quebec - the Curtiss-Reid Flying Service, Ltd., W.R.J. Oliver, President, long established in Cartierville Airport in Montreal.

To be Seabee Distributor for the Republic of Brazil, E.F. Drew & Cia., Ltda. Of Rio de Janeiro, Caixa Postal 2962, Pierce Archer III is manager of the Aviation Department. During the war he held an important position with the Rubber Development Corporation whose operations in the Amazon Valley made flying as well as production records.

To be Distributor for the Island of Cuba, Products Automotrices S.A. Oficios, 110 Habana, Alexandro Suero Falls, President. Mr. Suero is a graduate of Massachusetts Institute of Technology, a private pilot of several years experience and one of the most outstanding business men of Cuba.

To be Distributor for Chile, Compania Chilena de Aviacion, Ltda., Aeropuerto los Cerrillos, Santiago. Major Juan L. Munoz, General Manager.

To be Distributor for Peru, the Gildred Corporation of Lima. Mr. Albert Gildred, the manager, has been a pilot for many years. His brother, Major Henry Gildred associated with him, was until recently a member of the U.S. Army Air Forces.

To be Distributor for Venezuela, Oficina Tenica Stubbins of Caracas. John R. Stubbins, the president is a famous pilot well known in the United States. His company also represents Douglas and Piper products in Venezuela.

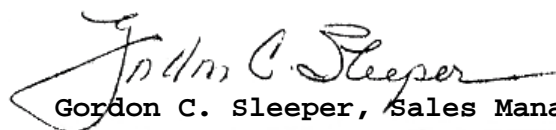
To be Distributor for New Caledonia, the New Hebrides and the Fiji Islands, Mr. Henri Dewez of Noumea, New Caledonia, Vice-chairman of Societe de Nickel. Mr. Dewez's company when organized, will operate air taxi and feeder line services and will have as one of his dealers, Harold Gatty of Suva, Fiji, whose name is famous for his round the world trip with Wiley Post.

RAINBOW SCORES AGAIN

Close on the heels of Pan American Airways' first order for eighteen of Republic's giant 400 mile an hour transport plane, the Rainbow, American Air Lines follows with an order for twenty, a recognition of Republic's engineering and manufacturing reputation in which Seabee distributors and dealers may take a personal pride.

NEW YORK'S AVIATION SHOW

We are all too busy making new history to give much time to past events but I do want to pay tribute to our New York and New Jersey distributors, North American Airport Corporation and Safair Flying School and to their associated dealers for their magnificent handling of the great crowds who visited the Seabee exhibit at the recent National Aviation Show at Grand Central Palace. Retail sales of Seabees were made for an aggregate of some \$400,000. A copy of Republic's first advertisement in support of the Seabee exhibit is enclosed. This copy ran in all New York morning and evening papers and was followed by smaller copy in later days.


Gordon C. Sleeper, Sales Manager
Personal Plane Division

GCS:mz

The Republic Amphibian SEABEE brings to the private flyer a new era in personal plane utility. Its roomy 4 place cabin, with appointments comparable to the finest automotive interiors, complete visibility and scientific insulation against engine noise, adds air liner comfort to a utility never before available in moderate priced personal planes.

All metal construction, even to control surfaces, reduces maintenance requirements to a minimum and adds to passenger safety. Operating equally well from land or water, the SEABEE counts in many thousands, the landing strips at its owners disposal.

Among its many features are utility at low initial cost, ease of maintenance at low operating cost, sturdy all metal construction, fine appearance, easy to fly and can land and take off practically anywhere.