

Seabee



Bulletin

FROM PERSONAL PLANE DIVISION OF REPUBLIC AVIATION CORPORATION

Bulletin No. 25

May 10, 1946

DELIVERY PROSPECTS

Two weeks ago it looked as though Republic would hit almost exactly on the button delivery schedules established over six months ago.

Although keenly aware of the troubles that were besetting every other aircraft manufacturer turning out new models, it looked as though Republic was once more doing the impossible. Two weeks ago the miracle seemed really to have happened -- production was on time and we were hitting a stride that should have turned out from 80 to 10 planes in May and from 250 to 300 in June.

Now with deepest regret I have to report to you that the picture has changed. We are dropping steadily behind from a combination of a dozen different causes, each minor in itself yet important enough in the aggregate to slow down the whole line.

We're not too concerned about the temporary delays that will hold back for perhaps only a week or so deliveries of our first production airplanes but we are deeply concerned about delays that are threatening us from the troubles of other manufacturers supplying us with tools or press time, or with equipment items essential to sustained or accelerated output.

Both our own plant and our engine division are completely free of labor difficulties but I must not conceal from you the seriousness of certain situations in the supply field which have developed since my last bulletin to you.

I think you know the resourcefulness of Republic well enough to believe that we will find a solution to any difficulty that may confront us but I do, in fairness to you and to your dealers, want you to know that all delivery promises or indications which we have made for May and June are hereby suspended.

All dates that I have indicated to you for even one demonstrator are out the window but as soon as we can more completely estimate the situation, I'll tell you just when you can expect your first plane to be ready for flyaway.



NEW ENGLAND AIR TOUR

On June 12 - 15th, bigger and better than ever, the New England Air Tour is being revived under management of Robert Lybeck of Colonial Beacon Oil Company, as chairman.

Present plans call for a start at Providence, Rhode Island and then to Concord, New Hampshire for lunch with super and the night at the Poland Springs Hotel with the stop at the Auburn-Lewiston Maine airport. Then on to Montpelier, Vermont for lunch and Newport, Vermont on Lake Memphremagog for supper and the second night. Finally, on to Keene, New Hampshire, for lunch disbanding later at Hartford, Connecticut. You can be sure that as many Seabees as possible will make this tour.

CROSS COUNTRY INSTRUMENT PANEL

All present reports indicate that production can supply the Cross Country Instrument panel as optional equipment in time for initial deliveries to distributors. I am asking that photographs be taken of this group and I'll send them along soon.

Do not send any additional deposit but simply drop me a note if you want all or any part of your ships now on order equipped with the Cross Country Panel. The extra list is \$150 less your usual discount.

The group consists of:

Sensitive Altimeter (Kollsman)
Bank and Turn Indicator (Eclipse-Pioneer)
Eight Day Clock with sweep second hand (Longine's)
Air Speed Indicator (Kollsman)
Auto Flight Direction Compass (Giannini)

RETAIL ORDER BLANKS

If you have not been doing so, please forward Republic's copy (buff) of all retail sales made by you or by your dealers. I refer to the standard Republic Retail Order Blanks furnished you and which I assume you have given to your dealers. This record is necessary for all our forward planning of production.

RADIO OPERATOR LICENSE

Bill Ong in one of his recent bulletins reminds us that anyone may operate a radio received but that an F.C.C Third Class Radio License is required to operate a radio transmitter such as we have in the Seabee. He says:

"Send 15¢ in cash to the Supt. Of Documents, Government Printing Office, Washington, D.C. for a copy of The Study Guide and Reference Material for Commercial Radio Operators' Examination. Any F.C.C. office will give the very simple written test required or in some instances applicants may take it by mail."

YOUR APRIL - JUNE ORDERS

Thank you all for confirming so promptly the Seabees allocated to you for the first quarter. If your orders have not been acknowledged it was because we wanted to give you actual shipping dates. As this now appears impossible, unless instructed otherwise. We will assume that you want your orders to stand for the earliest possible shipment, we to advise you by telegraph when your first ship is ready.

Please note that any earnest money you had on deposit with us i.e. \$25.00 per plane on your year's quota, was supposed to be deducted in full when you sent in your first firm orders with the 15% payment. If you did not deduct it in full you should do so when you do take actual delivery.

SPECIAL CASES

Every distributor has certain orders taken direct or through his dealers from individuals, corporations, or government agencies where delivery was promised in May or June. In every instance you should act promptly to explain that because of circumstances beyond your control or Republic's control, you can not keep these promises. Many of these cases involve the business plans of important people and their disappointment will be acute. If the coal strike continues, however, or other threatened stoppages of business occur, no promises will mean anything and we must all recognize that no one can escape the consequences.

All you can do is offer to accept any cancellation requested being sure that for every buyer you may lose there will be ten waiting to take his place.

The next six weeks will be tough sledding for all manufacturers but Republic expects to make up for lost time when complete production tools replace the temporary tools and hand operations we are using on making the first Seabees.

LANDINGS UNLIMITED

Long delayed by every conceivable printing difficulty, the beautiful 16-page four-color Seabee booklet "Landings Unlimited" is at last off the press. The run of 100,000 copies sounds big but it really is not considering how many distributors and dealers must share it.

To help you in this instance we are dispatching a minimum of 100 copies to each of your dealers at the same time that we send you for your use in answering accumulated inquiries as initial supply roughly proportioned to your quota. More can be supplied on request.

CANADIAN LIST PRICES

The price of the Seabee in all the Canadian provinces has been agreed upon as \$5,369 plus delivery charges. This price is based on an adverse exchange rate of 10½%, duty on engine at 17½% and on airframe at 20% plus the 8% Dominion Sales Tax. Profit is calculated on the American List Price but with the exchange premium added. Any local municipal or town sales tax should be billed separately.

On the above formula the price of the \$333 Hartzell Controllable and Reversible Propeller becomes \$450 in Canada (with no delivery charge) and the \$150 Cross Country Instrument Panel becomes \$202.