

Seabee

Bulletin

FROM PERSONAL PLANE DIVISION OF REPUBLIC AVIATION CORPORATION

Bulletin No. 28

June 29, 1946

CALIFORNIA HERE I COME

Leaving a host of new friends behind them, Tex Rankin and his partner, Bob Norswing, took off from Farmingdale for the Pacific Coast at 15:59 Thursday, July 25th flying Republic's first distributor's Seabee, NC 87463.

Washington D.C. was their first planned overnight stop. Their route from there on to be determined by weather but in general will be across the north through Montana and Idaho to Washington, Oregon and California.

The jam is broken and soon Seabees will be streaking across the skies in all directions.

THE OMAHA WORLD'S FAIR OF AVIATION

Ken Ellington and I took in the principal events of the National Convention of the N.A.A. at Omaha and the great exhibition held at Offutt Field July 17 - 20th. Rudy Mueller of Omaha Aircraft Company did a grand job as Convention Chairman. I pulled out Friday morning in our C-45 and so missed Sted Acker's great air show. I did see Ed Youngs down from Huron, South Dakota and I met Chet Moulton, Seabee dealer from Boise, Idaho. I wish I had made note of other new friends I met there. Jess Gaugh and Bill Holmes flew in Saturday from the Milwaukee Centurama in Seabee Number 8 in time to enter their ship in the place of honor Rudy had reserved for it.

MORE TRAVELING

Leaving Omaha Friday morning, Pete Collins and I flew to Kansas City for my first visit to Bill Ong's fine airport. It was hot enough to fry eggs on the ground but we inspected every building and were much impressed with the neatness and obvious efficiency of his many operations.

We flew on to Lambert Field at St. Louis for an hour's visit with Parker Sned and his associates in Interstate Airmotive, Inc. They have the distributorship on Beechcrafts as well as Seabees and are well established for the short time the company has been formed.

With night not far ahead, Pete and I in our C-45 flew over the amazingly rich farm country of southern Illinois into Bloomington where Art and Mrs. Carnahan had arranged for us to spend the night. We had seen them last on their cruiser in Miami. Now at work we found them the same good company and delightful hosts.

Early next morning we flew into Chicago to meet Fred Marchev and on to Mansfield, Ohio, to keep a rendezvous with another Seabee distributor.

MANSFIELD, OHIO IN NATIONAL LIME LIGHT

It is hard to tell which is prouder - Bud Harrington of Mansfield, Ohio or Mansfield, Ohio of Bud Harrington. Fred Marchev and I can both testify to a great partnership after attending the two-day dedication celebration of Mansfield's two million dollar airport last Saturday and Sunday. TO Bud Harrington the presence of Secretary of the Navy, Chairman of the C.A.A. Dean Landis, admirals, generals and scores of military pilots with their planes meant that his dreams for a great airport at Mansfield were come true. To the citizens of Mansfield it meant that their confidence in Bud as developer and manager of the airport was more than justified.

Bill Hunt and Tom Drummond flew in from the factory with Seabee Number 11 on Sunday arriving just after a Seabee dealers' breakfast which was attended by almost all of Bud's dealers.

INVITATION TO CHIEF PILOTS

In our employ are many experienced pilots to whom we have given transition training on the Seabee in anticipation of needing their services when increasing Seabee production calls for more test pilots.

From working with them and with other pilots who have visited us from all parts of the world, we find that even those with thousands of hours on land planes find it a profitable and exhilarating experience to be given instruction in the fine points of Seabee water operation.

We cannot hope to have time enough to check out your dealers or their customers but we do invite you to come yourself or to send one man from your organization, preferably your chief pilot, for a few days of special instruction in all type of water landings and take-offs and in the techniques of beaching and docking the Seabee under various conditions with particular reference to use of the reversible feature of the Hartzell Propeller. A few hours of practice in the harbors and bays of Long Island will insure ability to demonstrate the fine water characteristics of the Seabee to good advantage and of equal importance, to pass this instruction on to other members of your organization and to your dealers.

We must of necessity spread this instruction period over several weeks but our suggestion is that when we notify you of the date that your own first Seabee will be ready, that you plan to come on for about three days, timing your visit with that of your chief mechanic so that you can fly your ship home together.

Our Republic Pilot's Lodge is now open and offers you accommodations while here.

REQUEST FROM OUR TREASURER

Tom Davis, our Treasurer, requests that you send him as soon as available copies of your company Balance Sheet and Operating Statement as of June 30th. As you doubtless furnish these figures to Dun and Bradstreet or other credit agencies, I trust it will mean no extra effort to comply with Tom Davis' request.

SEABEE INSURANCE

I have not written you previously on the subject of Seabee insurance rates because a number of leading underwriters who have advised us privately of their intention to offer special rates on the Seabee have been waiting for us to complete the experimental program before making public announcement.

As a first report to you, however, I am happy to quote from a letter received a few days ago from J.B. Hartranft, Jr., Executive Secretary of AOPA.

"I am sure that you will be interested to know that Underwriters have arranged a further rate reduction on hull insurance which will bring down the cost of insurance still further for our members who own Seabees.

For your information, Underwriters advise us that AOPA pilots' flying for private business and pleasure may apply for hull insurance on their Seabees at a rate of \$2.25 per \$100 of value for all-risk ground only, and \$8.00 per \$100 of value for all-risk ground and flight coverage. You, of course, know that an additional saving is offered in that the "valued form" policy is used which means, unlike any other available insurance we know of, in the event of total loss the full amount of the certificate is paid without any deductions or depreciation taken.

Two other features you might like to know about are the fact that under the new reduced and simplified rates there has been eliminated entirely the matter of premium "loadings" as applied to the insuring of used Seabees and also there is no differentiation on the commercial rates between aircraft used for instruction purposes and those which are not used for instruction. Incidentally, the commercial hull rates for Seabees to AOPA members are \$2.50 for all-risk ground only and \$9.00 for all-risk ground and flight".

Indicating the trend of domestic insurance rates even last March the New York office of Aero Insurance Underwriters quoted on the Seabee \$9.55 per hundred covering both ground and air risks less further credits for merit rating. Further review of Aero rates is now in prospect.

The new and greatly simplified plan of Universal C.I.T. for time payment financing of private aircraft sales offers insurance coverage of both ground risks (\$50 deductible) at 10% for private business and pleasure uses or 12% for all commercial uses. These rates apply on all land, sea or amphibian planes equally and do not recognize the greatly reduced hazards of Seabee operation. Not only is the Seabee less likely to wind or storm damage on airports and much less liable to prop damage from noseovers but forced landings are less liable to cause losses and when losses do come the fewer parts in the Seabee design mean lower cost replacement.

PROCEDURE FOR DELIVERY

To insure that pilots may receive prompt delivery of their Seabees, the following documents are absolutely necessary. It is desirable that these be mailed to Republic with the monthly firm order.

1. Application for Registration, Form ACA 501.
This application should be made by the distributor, dealer, or individual owner and must have attached to it evidence of ownership and proof of citizenship.
2. Bill of Sale, Form ACA 502, or certified bill of sale for each change in ownership.

This means that in order to register the airplane in a purchaser's name we must have at Republic a bill of sale.

- a. From the distributor to the dealer and also
- b. From the dealer to the customer.


Any mortgages or other encumbrances made in connection with transfer of title must be shown on the bill of sale.

3. The plane must be fully paid for in either cash or certified check. Uncertified checks are not satisfactory until cleared.

NOTE 1: Proof of Citizenship required for registration includes:

1. Individual - by birth or naturalization. (A pilot's license number will suffice for proof of citizenship)
2. Partnership - Proof of citizenship of all partners, as above.
3. Corporations - Proof of incorporation under laws of U. S., any State, territory or possession. Proof of citizenship of two-thirds or more of the officers, directors and managing officers, and proof of citizenship of 75% of persons holding or controlling the voting interest.

NOTE 2: We are advised by the CAA that proof of citizenship need only be filed in the Recordation and Certification Office on one occasion; - all subsequent applications may be referenced to the original NC number.



Gordon C. Sleeper, Sales Manager
Personal Plane Division

COPY

"BOISE, IDAHO JULY 28, 1946

REPUBLIC AVIATION CORP ATTN GORDON SLEEPER

LANDED HERE THIS AFTERNOON. NO TROUBLE TAKING OFF
AT CHEYENNE AND ROCK SPRINGS. ADVISE CROSSON TO
TAKE NORTHERN ROUTE THROUGH MONTANA ACCOUNT EXTREME
HEAT AND HEAD WINDS ACROSS WYOMING. REMAINING HERE
TOMORROW TO RUN ALTITUDE TEST ON LAKES WILL WRITE
YOU COMPLETE REPORT FROM PORTLAND.

REGARDS

TEX RANKIN"