

Seabee

Bulletin

FROM PERSONAL PLANE DIVISION OF REPUBLIC AVIATION CORPORATION

DISTRIBUTOR BULLETIN NO. 30

August 13, 1946

SEABEE PROGRESS REPORT

Well, the great day came and the first distributor Seabee was delivered -- Tex Rankin and Bob Norswing took off for the Pacific Coast. Then Bill Turgeon jumped the gun and was off for Chicago. Les Brown and Joe Crosson were next, flying together as far as Cody, Wyoming, where Les stayed for high altitude water tests before going on to Texas. Joe Crosson went on to Seattle enroute for Alaska. Bud Harrington of Harrington Air Service, Inc., was off next for Mansfield, Ohio, followed by Ted Hebert and Bob Thompson who took their Seabees to nearby New Jersey and lower New York territories.

Charles Gershenson, Tom McDonald and Marion Cey of Aircraft Sales Corporation took off Saturday for Detroit. On Sunday, Earl Crabbe, Chief Pilot for the Forestry Department of the State of Maine, flew away with the first Seabee to go into government service on fire patrol.

Today Wes Holmes of E. W. Wiggins Airways leaves by Seabee for Boston and Mr. and Mrs. E. Merritt Anderson of Anderson Air Activities leave for Milwaukee.

Leibee Wheeler and Leo Chase were here last Friday to take their demonstrator to Buffalo but a Republic test pilot forgot to retract his wheels before landing in the bay and the Buffalo delivery is delayed. See below for details.

Now all this represents progress but at this stage deliveries are slow and uncertain and regardless of estimated delivery dates given on invoices from our Treasurer's office, distributors are requested not to come to Farmingdale or to send pilots to take delivery until notified by the Sales Department that their ship is actually ready.

Production so far has been only one a day and even though it goes now to two a day it will still take another three weeks to get out the first seventy Seabees for our distributors and another two months to get one each to our 336 dealers. In order that you can figure your probable deliveries for 1946, apply your percentage of 500 to 1000 which now looks like our total for the balance of this year.

If people ask you why is Republic so slow in getting underway, you can answer fairly, not only is Republic waiting for hard dies, meaning full production tools, but also we are having to wait on dozens of supply companies who are having their own troubles meeting Republic specifications as well as schedules of deliveries. Time and familiarity with the job will cure all these difficulties, however, and by the end of the year Republic expects to be producing Seabees at a rate that will give the green light to all distributors and dealers.

THE SEABEE IN THE ROCKIES

Les Bowman and Tex Rankin are daily making new records for single engine amphibians - Les in the Rockies of Wyoming and Tex in high altitude lakes of Idaho and Oregon. The whole story is not in yet but two of the latest telegraphic reports now coming in will give you an idea of Seabee performance to date:

"CODY RESERVOIR CODY WYOMING 52 HUNDRED.
JACK ALLEN BILL FATE AND SELF MADE TOTAL FIFTY TWO
TAKE OFFS TODAY TEMPERATURE 75 DEGREES TEN MILE WIND
AVERAGE TIME ONE MINUTE FIFTY SECONDS. FIVE HUNDRED
FIFTY FIVE POUNDS CARRIED AND FORTY FIVE GALLONS GAS
AND FUEL OIL ALL TRIPS."

Signed LES BOWMAN

"KLAMATH FALLS, OREGON

BELIEVE WE SET A RECORD YESTERDAY FOR SINGLE ENGINE
AMPHIBIANS. TOOK OFF FROM DIAMOND LAKE WITH FOUR
PERSONS AVERAGE WEIGHT EACH 180 POUNDS ELEVATIONS
5184. WIND 15 MILES PER HOUR. AIRBORNE ONE MINUTE
THIRTY SECONDS FROM STANDING START. HAD 43 GALS GAS
EXPECT TO BE HOME TOMORROW REGARDS."

Signed TEX RANKIN

DON'T LOOK NOW BUT YOUR WHEELS ARE DOWN!

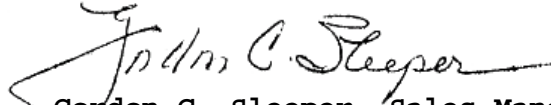
For months we've wondered what would happen if someone landed a Seabee in water with wheels down. Now at least in part we know. It is not good business but in four days it happened twice, once when the wheels were not locked down and once when we believe they were locked. In neither case did the Seabee turn over. There was no injury to the absent minded pilots - in both cases the bow windows came out. In the locked wheel landing the gear mechanism broke. In one some rivets popped. Neither test was conclusive as fairly high winds made the landings relatively slow. YOU are urged to train yourself and others never to land on water without visually checking that your wheels are up.

CROSS COUNTRY PANELS

Seabees under 87480 are not equipped for the Cross Country panel. From this number on all have installed the engine take-off for Bank and Turn indicator and if your ship comes to you without the cross-country panel its installation in your own shop should be simple. We are promised that all planes from 87510 will have factory installed Cross-Country panels if ordered.

NUMBER 26 GOES TO EASTERN PENNSYLVANIA

Fred Marchev loaned his Seabee Number 26 to the Sales Department for a three-day demonstration tour of Harold Swank's dealers in northeastern Pennsylvania. Bill Hunt as pilot, Bill Perry as his working partner carried 70 passengers, made 83 landings and totaled 14 hours and 45 minutes of flying time.

A handwritten signature in cursive script that reads "Gordon C. Sleeper". The signature is written in dark ink and is positioned above the typed name.

Gordon C. Sleeper, Sales Manager
Personal Plane Division

GCS:mz