



REPUBLIC AVIATION CORPORATION
FARMINGDALE, LONG ISLAND, NEW YORK
SERVICE DEPARTMENT

February 7, 1947

DISTRIBUTORS BULLETIN No.21A

Since the first few Service Bulletins have been distributed, it has come to our attention in several cases that the bulletins have been forwarded to dealers but the dealer has not been informed of the policy on the bulletin or if any labor credit is involved. Therefore, below we are restarting the manner in which bulletins will be distributed and are attaching sufficient copies of this Service News so that one may be forwarded to each of your dealers.

DISTRIBUTION OF SERVICE BULLETINS AND COMPLIANCE KITS

All modifications of the Seabee will be issued as Service Bulletins. Each Service Bulletin will be announced beforehand by a Distributors' Service News which will state the nature and the purpose of the change, the manner in which kits will be distributed, the price of the kits as well as the labor cost policy.

Changes will fit into three classifications: Accessory, Recommended, or Mandatory Changes. Accessory Changes will always involve a kit and will be offered in the same manner as spare parts. Service News will be issued to announce the availability of the kit, the part number to be used when ordering, the price of the kit and the approximate number of hours required for installation; the factory installation charge may also be given.

Recommended Changes will cover factory improvements in equipment or structure and will be recommended because of their nature and desirability. Mandatory Changes will cover required C.A.A. inspection items or changes demanded by C.A.A.

The above method of announcing changes places on each distributor the responsibility of passing this information on to the dealers and owners in his territory. In the case of Mandatory changes, the preliminary Service will be followed up with copies of the Service Bulletin so that a copy may be forwarded to each owner to serve as a notice of the change or inspection. Kits when required will be forwarded to each owner to serve as a notice of the change or inspection. Kits when required will be forwarded to each distributor so that these may be made available to the owners thru the distributor-dealer network.

Please note again that this procedure for distribution of Service Bulletins and kits places the responsibility on each Distributor for forwarding the bulletins and kits throughout the territory by means of his dealers to the owners.

The following is quoted from a letter received from Mr. James R. Corcoran, Jr. of Interstate Airmotive Inc., our St. Louis, Missouri distributor. This letter is being quoted as we believe Mr. Corcoran's method of handling Service Bulletins is excellent and therefore we want to pass this information on to you:

"We are in receipt of a set of Seabee Service Bulletins applicable to the Seabees that are presently in our territory and felt you might be interested to know how we are handling this service problem. Perhaps some of the other distributors would like to incorporate a similar system in their operations.

The bulletins are relayed to the respective dealer where the aircraft in question is based. He in turn contacts the individual owner and arranges to handle the service bulletin change; if he can't handle it in his shop, Interstate stands by to take over.

In the event the work is covered by the warranty authorization, the billing of the labor allowance is directed to us. We in turn pay the individual dealer and forward his invoice on to Republic for credit on the Interstate account at the factor.

Upon completion of any service bulletin, the necessary entry is made in the Seabee's logbook and Interstate Airmotive is notified via the enclosed sample postcard. We keep an individual file on each airplane in the territory and this system can help maintain the ship's history up-to-date should it ever change hands."

W. H. Ehmann
Service Manager