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

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April 10, 1947

Distributor's No. 35

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### SEABEE MAINTENANCE

Republic Service Representatives have toured the country and covered all but a few Distributor facilities. The purpose of their visits was manifold. First, it was important that they assist you to keep your airplanes in operation by bringing to you such information and short cuts as have been gained through experience, and to aid your maintenance personnel toward a better understanding of the airplane. Secondly, it was their problem to become acquainted with your service organization so that we may have a better measure of your facilities, equipment, organization and personnel. The selection of Distributors has been excellent and in only a few cases do we feel called upon to make suggestions for changes.

Every distributor has had ample experience in the maintenance of his Distributor-owned Seabee. The hours on these airplanes vary from fifty to 400 or more. We have had many service problem, all of which could be expected on a new model; through the excellent cooperation of each Distributor these troubles are being solved. Each of you has contributed greatly in making the Seabee program successful through your prompt investigation and report of difficulties experienced.

Distributors have proven themselves thoroughly capable of maintaining the Seabee in service, but as time goes on Seabees are passing through your control into the hands of Dealers and private owners. Dealers are learning even as you have learned. With but few exceptions our invitation to send Service Managers or Chief Mechanics to Farmingdale has been accepted and from where we sit, the difference between successful or moderate operation is easily discernible. The important question now is: Are your Dealers ready to maintain their airplanes, to maintain them successfully for trouble-free operation? Even as pilot training must be passed on by your organization, so must maintenance training be passed on by your chief mechanic or Service Manager. Upon receipt of airplanes, your dealers maintenance organization should be thoroughly capable of facing everyday problems to keep Seabees in operation. Dealers should now be able to come to you for the usual problems and for the spare parts to keep them going. The training of Dealer personnel is highly important, not because of the one airplane that is immediately assigned, but because of the many airplanes that will be under the control of your Dealer. This is a matter of market, of bread-and-butter.

View your Dealers critically, not only for immediate sales potentials, but with an understanding of their maintenance capabilities since continued sales success depends directly thereupon. Since you know your Dealers well and have chosen them carefully, it should take but a few minutes to make an accurate comparative analysis of their rating. This should be invaluable to you in trouble-shooting your Dealers and in keeping their problems from being a burden to you.

W. H. Ehmann  
Service Manager