

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

August 30, 1946

No. 2

SEABEE SPARES PROGRAM ANNOUNCED

PROMPT DELIVERIES

Spares parts will become available progressively to keep pace with accelerated production. It is planned that you will requisition your urgent replacements by purchase order directly from the Service Department of Republic Aviation Corporation during the summer and early fall of this year. In line with our previous commitments, we will fill your orders and ship the parts you need within twenty-four hours.

As production increases and the quantity of spare parts required for the Seabee program increases, we will notify you that your initial inventory of spare parts for stock is available. The details of what shall comprise your initial inventory are dependent upon your proximity to Republic Aviation Corporation, the terrain and general climatic conditions of your area, and various other factors, all of which are being used to figure the quantity of spare parts for your stock.

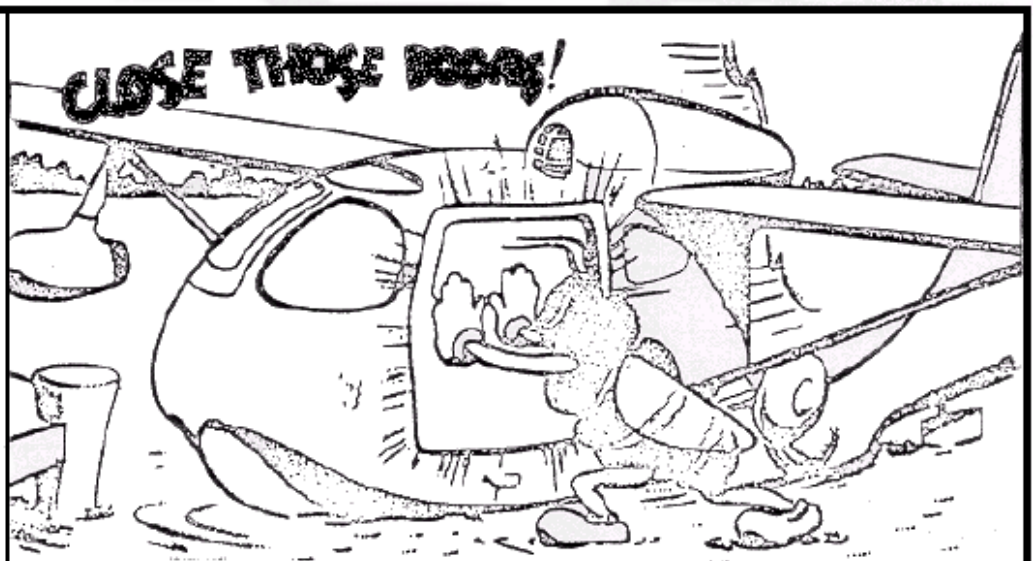
Realizing the necessity for offering good services to Republic distributors and dealers and to the ultimate customer, the Service Department has developed an aggressive spare parts program which will insure the maximum utility of Seabee aircraft; will give your customer the service to which he is entitled; and will enable you as a distributor or dealer to make a profit and a satisfied custom. It offers:

1. Concurrent Spares.
 2. Parts shipment within 24-hours of your request.
 3. Packaged spares – includes all attaching hardware and materials.
 4. No complex or appendaged part numbers.
 5. Stable part numbers – no changes unless interchangeability and/or function are affected.
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CLOSE THOSE DOORS

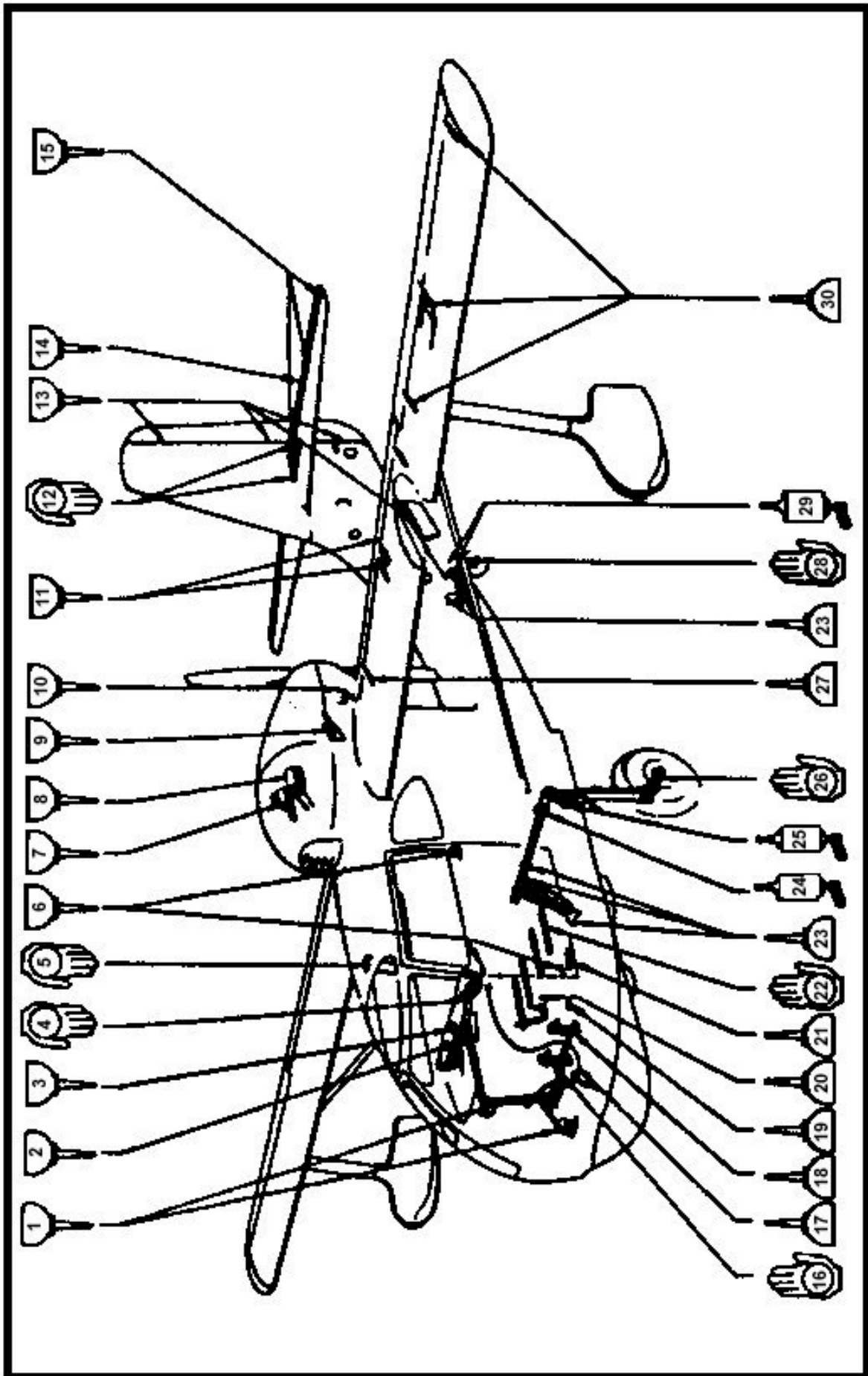
Since the Seabee has conveniently wide doors, a generous area is exposed to the breeze when doors are open; in ordinary circumstances all operations tend to keep the doors closed. However, during reversed propeller operation, the blast tends to whip open the doors against the door checks and subject them to undue abuse or damage.

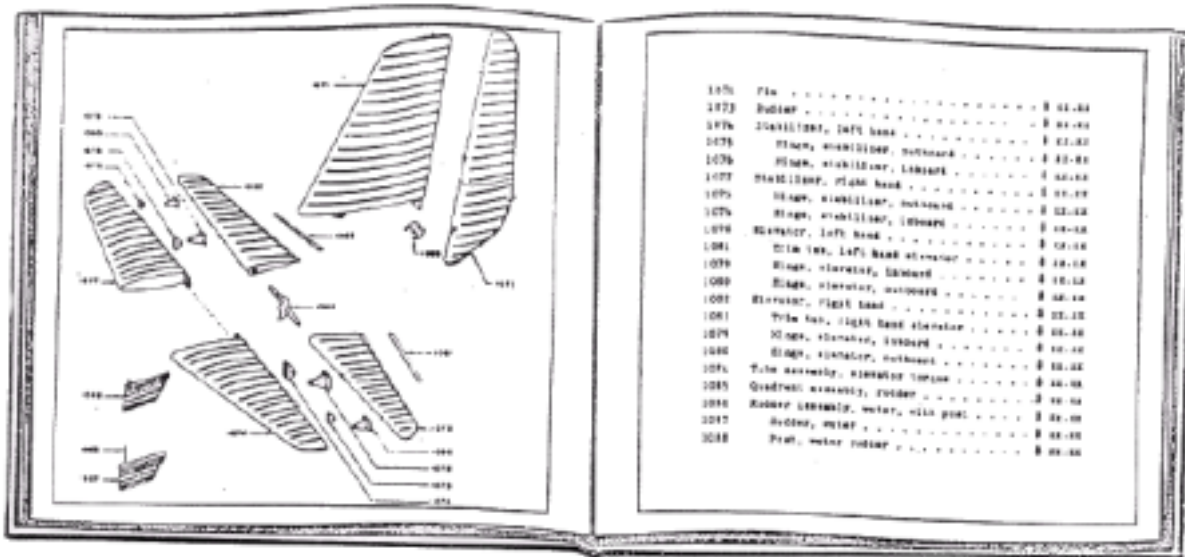
So make it a habit to check the doors before you reach for the propeller reverse lever.



Lubrication of the Seabee

Parts to be Lubricated	Lubricate Every 25 Hours	Parts to be Lubricated	Lubricate Every 25 Hours
Control Column Pulleys		Gear Segments@Rudder Pedal Rods	
Control Column Bearings		Parking Brake	
Engine Control Shaft		Rudder and Brake Pedal Pivots	
Aileron Control Chain		Fuel Shut-Off Valve	
Trim Tab Control		Flap and Gear Selectors	
Door Hinges and Locks		Door Stop	
Generator		Seat Tracks	
Starter		L.G. Pivots	
Cowl Hinges		L.G. Bearings	
Throttle and Mixture Controls		L.G. Wheel Bearings	
Flap Cylinder Pivots		Flap Hinges	
Tab Mechanism		Tail Wheel Shaft	
Tail Surfaces Hinges Water Rudder	  	Aileron Hinges and Bracket	  
Symbol	Lubricant	* Engine Oil	
	General Purpose, aircraft lubricating oil	SAE 40 -- Above 40° F (Free Air Temp.)	
	General Purpose, aircraft lubricating grease	SAE 30 -- Between 40° F and 10° F	
	General Purpose, aircraft lubricating grease	SAE 20 -- Below 10° F	
		*Use Aircraft Engine Lubricating Oil (AN-VV-0-446a or equivalent)	





SIMPLIFIED NUMBERS

We made a very careful analysis of the causes of spares troubles and found that although manufacturing part numbers are very explicit to aircraft manufacturers, they are unclear to anyone else. For example, in the manufacturing process there occur on many occasions, minor changes expediting manufacturing processes which do not change the function of the part such as the substitution of a one piece stamping for an assembly of two or more parts. For the manufacturer it is necessary to renumber the new part or to suffix the original part number; yet from a functional viewpoint no change has been made. In such instances, a spares purchase order bearing the old part number can create confusion, needless correspondence and duplicate stocking.

There also exists in the industry the practice of designating parts as left and right by the use of suffixes

“L” and “R” or dash numbers. This practice sometimes becomes very involved particularly when a left hand component is required on a right hand assembly or when a dash-numbered sub-assembly is a component of a similarly dash-numbered assembly.

These systems and practices are very useful and necessary to the industry but do cause troubles in spares. We, therefore, will not subject you to any of these mysterious symbols; rather, there is established a simple catalog numbering system to replace our part numbers. The catalog number is restricted to four digits and will carry appendages of no kind for designating left, right, upper, lower, model, etc. Left and right hand parts, when they differ, will have different catalog numbers and will be separately illustrated in our parts catalog. The catalog number will remain static and will only change when function or interchangeability is affected.

ENGINE SPARES.

Spares for Franklin engine may be ordered directly from either Franklin or Republic. If you order from Republic, your order will be relayed directly to Franklin for shipment within 24-hours of its receipt here.

The same procedure is also in effect for both the Hartzell and Koppers propeller spares.

PACKAGED SPARES

Each spare part that you order will be individually packaged. The package will contain in addition to the major part or parts to be replaced, all of the hardware necessary to effect immediate installation of the part on the Seabee. For example, if you need a wing float, the package containing the float will also have bolts, nuts and washers for attachment to the float strut. If you order a section of bow skin, you will also receive sealing tape, rivets and sealing cement. Our aim is to make tools the only extras needed by your mechanic to do the replacement job.

LUBRICATION

Lubrication requirements of the Seabee have been simplified as much as possible; use of special applicators or lubricants are not required.

It will be noted on the lubrication chart in the center fold that grease is restricted to one type and that oil is also restricted to one type; also, note the consistency of the periods involved. All units are lubricated at the 25 hour inspection thus eliminating odd lubrication periods for isolated units. This is one of the many ways that we are minimizing your Seabee maintenance procedures.

“NEWS” DISTRIBUTION

Beginning with the next issue, you will receive your copy of the Seabee Service News direct from the Seabee distributor in your area. Therefore, please direct all requests for mailing list changes to your Seabee distributor.