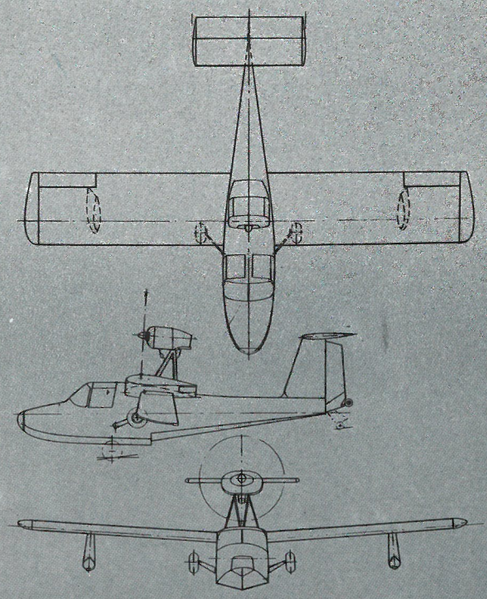
Engine mount is cantilever truss, rear is open for quick access. You can walk on hull top to get to powerplant and propeller.

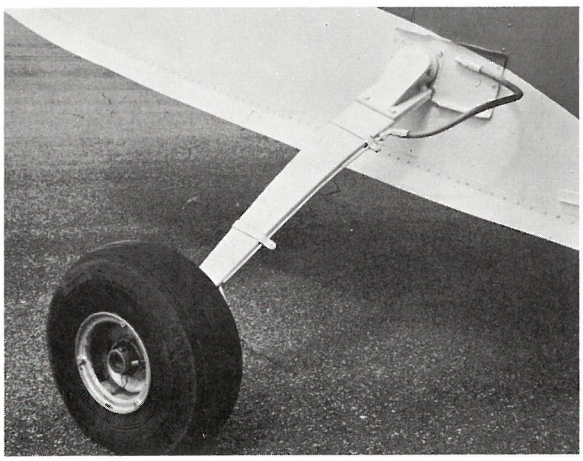
T-Tailed "Teal" First Of Its Kind

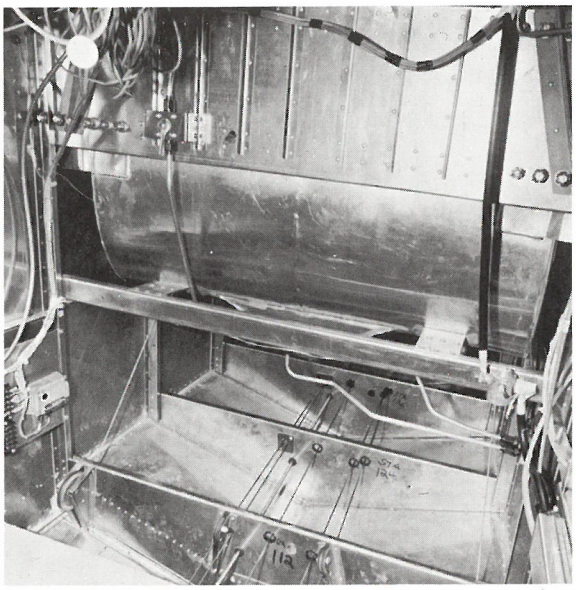
If anybody can design and produce a relatively low-cost amphib it should be Dave Thurston. His latest land/water baby with some very appealing features goes into production in '69.

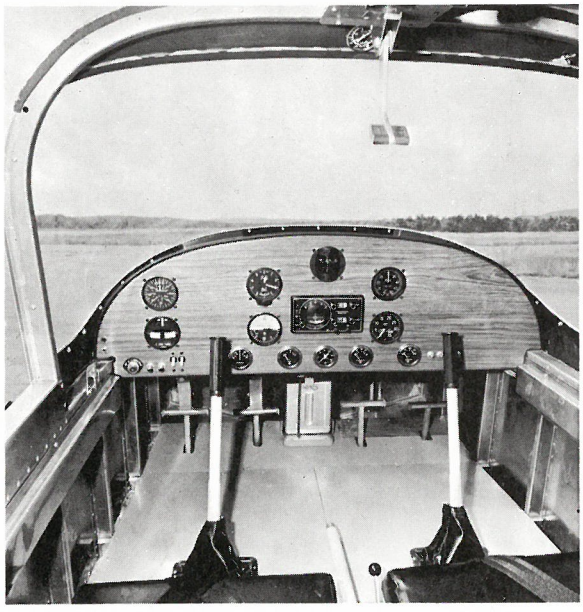
PHOTOS & DATA BY HOWARD LEVY

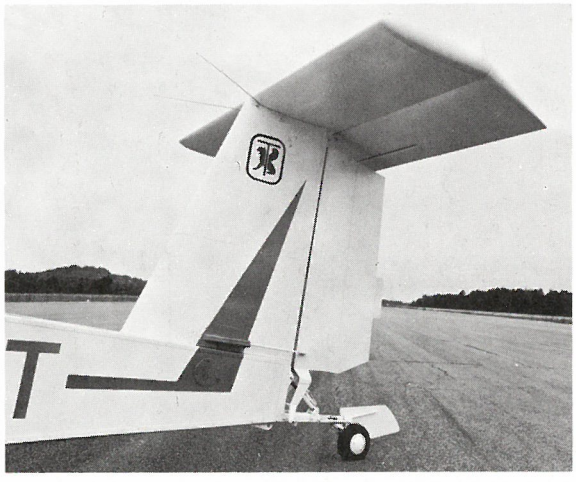
WOULD-BE AND PRESENT WATER PILOTS can look forward to a new airplane next Spring when initial deliveries of the new Teal amphibian are scheduled. The Teal is unique in being the first T-tailed lightplane for which an FAA Type Certificated has been applied. It also features a deep-step hull with afterbody ventilation which provides STOL type characteristics. The new hull configuration is the result of years of research, development and experimentation by David B. Thurston, formerly a project engineer with Grumman, the designer of the Colonial Skimmer and then the Lake Amphibian, and more recently director of hydro-ski and hydro-foil research under Navy-sponsorship. The Thurston Teal (not to be confused with the "Blue Teal" or the Falconar Aircraft "Teal" homebuilt projects under development in Canada) is all-metal except for non-structural bow and cabin top fiberglass skins. The Teal was designed to be an economical two-seat cross-country











Above: main gear wheels 6:00x6, tail wheel 8:00x3. Water rudder is interconnected with main gear and steers through rudder control. Cabin access doors are throw-up type with slide-up side panels for open-air flying. Seats fold to allow stand-up fishing. Cabin is 41 inches wide inside, 54 inches from panel to bulkhead, 43 inches from floor to roof. All-metal fuel tank in hull aft of bulkhead. Baggage, 100-lbs.

lightplane for land and water operation. Flaps are not required; the spring steel main gear is manually retracted, thereby eliminating installation cost and maintenance of a hydraulic system. The shoulder-wing configuration permits high speed and step-turns. Advantages of the T-tail configuration include (A) minimum trim change with power due to slipstream effect, (B) clearance for a horiztontal tail free of tail-wetting during water landing and take-off, and (C) stowage height for the wings when stowed for trailing. The wings can be removed similarly to a sailplane via 3 bolts per side, plus aileron cable disconnect. Each wing panel and float weighs 110-lbs and requires 12-minutes to remove. Although order requests have been received, the company was taking no firm orders until the ship is certificated—which is expected by year's end. Dave expects to have five production TSC-1A's rolling out of their Sanford, Maine, factory by May 1969, then two-per-week by March 1970. Thurston Aircraft, with 15,000 square feet of manufacturing/storage space, is to add an additional 15,000 by beginning of 1969. Target price for the amphib is $15,000 to $16,000 with constant speed propeller.

TAC's engineering pilot, Win Young, was at controls for flight photos (right) and during off-water action (preceding spread); in 12-inch chop and 20-knot winds Teal was up in less than 100-ft (all Levy pix).