

COMMENTARY ON SPECIFICATIONS AND PERFORMANCE

Float Planes

From inspection of the detailed data provided, it is obvious that a wide range of performance and capability exists between various models converted to float planes and the pure amphibians.

As a toy, or luxury, there is no question that the pure float planes offer access to water, but it is equally obvious that the popular conversions (C-172, C-172 XP, Piper Supercub, Bellanca Scout & Maule Lunar Rocket) cannot carry more than two people.

Therefore, all of the popular float planes are two seaters, regardless of seats installed. For sportsmen considering float planes to move the "family and the neighbors", legally it cannot be done with the standard fuel on board. Less fuel means very inconvenient multiple landings to get from A to B.

Float planes are restricted to water landings only, which means any flight must be to an equipped sea plane base offering aviation fuel. So much for unrestricted water flying.

Amphibians

For sportsmen wishing to travel to out of the way places, they have been forced to go to the higher powered, higher performance (and much higher priced) amphibians. Upon inspection, the C-180 Sky Wagon just does not provide enough payload for the price, hence the popularity of the C-185 Sky Wagon. Before getting carried away by the C-185, however, note that the Teal and the Lake Buccaneer both outperform the C-185 Sky Wagon by a substantial margin at a fraction of the price, in the vital area of payload and performance.

The C-185 Sky Wagon has a maximum legal load of 317 lbs. with pilot and standard fuel on board, with one passenger legal load is reduced to a skimpy 147 lbs.

The Cessna 185 Sky Wagon is thus a two seater airplane when equipped with amphibious floats, for all practical purposes.

Commercial operators are aware of these facts and figures, as well as the high cost of float maintenance and repair, engine maintenance and direct operating costs.

In this comparison, the pure amphibians shine through as the only way to operate off water in the vital areas of price, payload, range and overall performance. The facts speak for themselves. Facts, not other information! The one area where pure amphibians do not shine is in airspeed, and airspeed is not vital where these aircraft operate. These are utility aircraft, and one does not compare a Jeep to a Jaguar.

The question well may arise, if it hasn't already: Looks like the Buccanneer is the superior aircraft. Compared to all others, it would place number one, with the Teal in number two spot. However, the Teal has some unique features which are superior to the Buccanneer (note Design Comparison), and is further convertible to skis for winter operation.

For the sportsman, and the commercial operator who has payload and performance to consider, the name of the game has to be amphibian. Considering the price of all these aircraft, an astute pilot and businessman will surely take the time to compare the facts.

Note that all aircraft have optional fuel available. The Teal will be available with up to 90 gallons of fuel, which translates into maximum endurance of almost 10 hours. That means a lot of range for IFR operations or patrol work. And a wide variety of possible missions.

A demonstration flight will prove what we know is the truth; we have a Teal for you that is hard to beat.