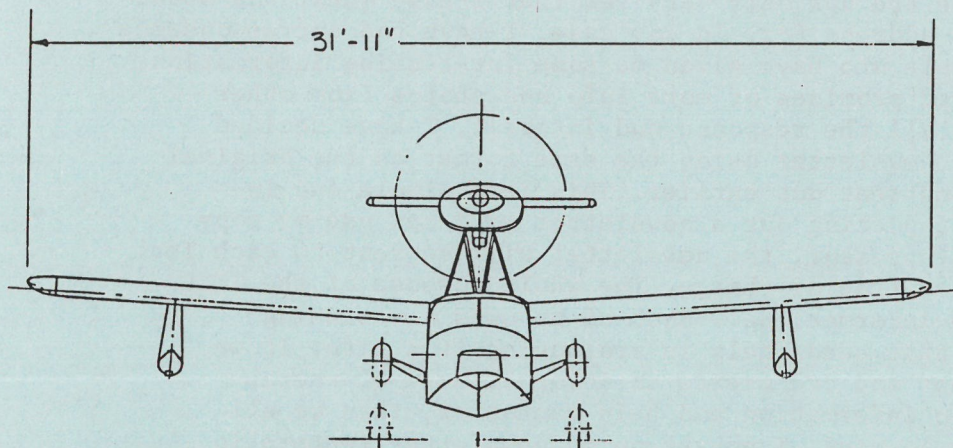
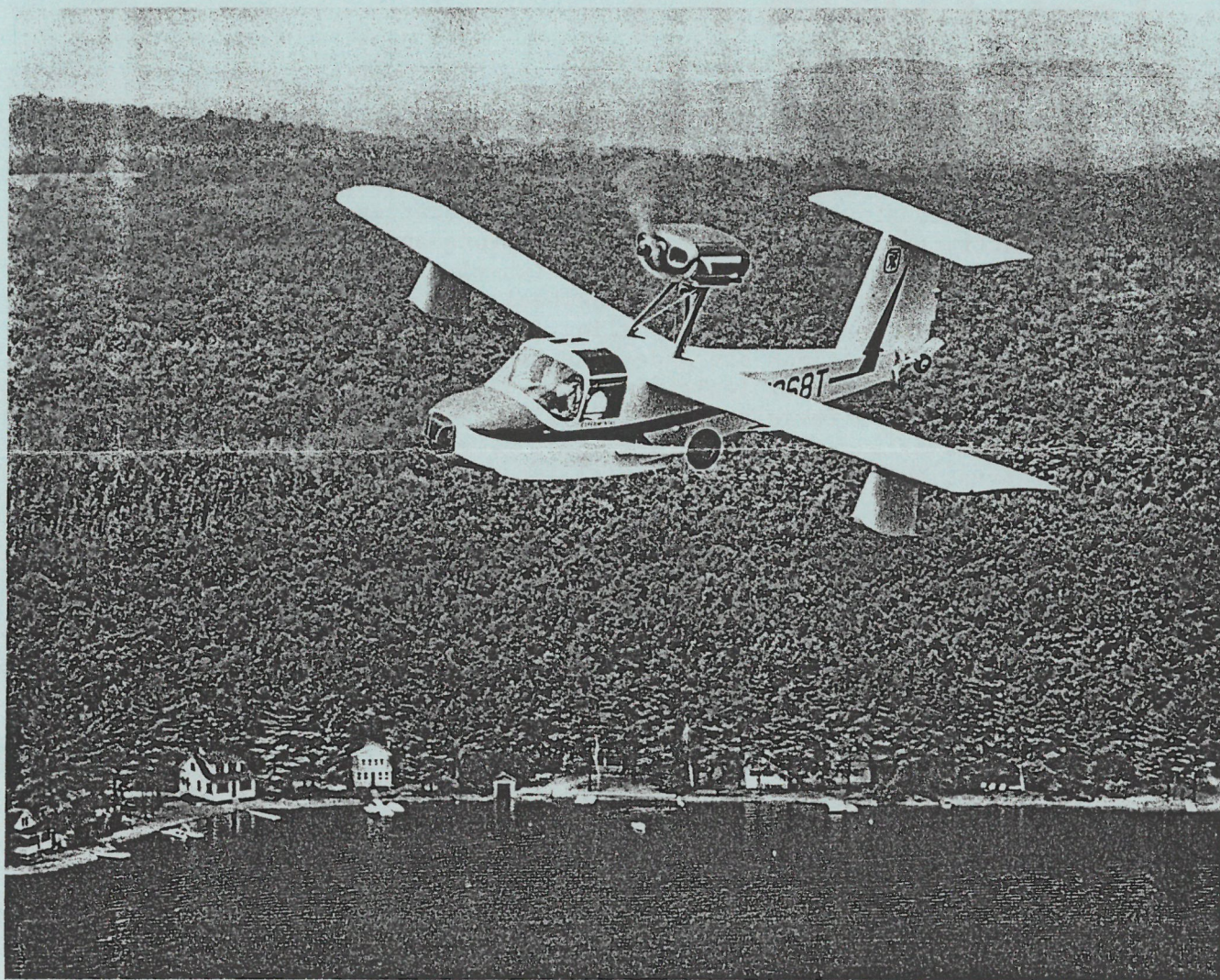


TEAL AMPHIBIAN



1, MAY 1984

A NEWSLETTER FOR TEAL OWNERS AND ENTHUSIASTS



Editor's Note:

In the past few months since I decided to pursue the task of finding the present location of each Teal and the address of each owner, I have become very fortunate in my endeavor. I have located most of the Teals and there are now only very few that I have questions about or need an owner's address for. In any case, I have had correspondence with many fine people who have given me some interesting information. I also have received promises of more info and photos from other people. Because of all the response and interest, I have decided to write this Teal newsletter using the same format as the original letter I xeroxed and sent out earlier. This is a simple and inexpensive method of putting out a newsletter as I can use my copy machine at work. At present, the newsletter will be sent to each Teal owner and enthusiast free of charge. The whole purpose of the TEAL AMPHIBIAN is to be informational. Each of us owns a vanishing breed of aircraft that needs help in prolonging it's life. If we all know one another and can create an informal network whereby we are able to swap information and help each other, then we all benefit. With this in mind, I embark on my newsletter venture in hopes that this informal association will become a reality. I welcome all letters, comments, suggestions and corrections.

Teal TSC-1A3 ?

Several weeks ago, when trying to assemble some information about the Teal, I was able to spend a few hours with Teal designer David Thurston. In talking with Dave, I found that he is seriously considering putting the Teal back into production. The "new" Teal would be redesigned to tricycle gear configuration to make it more attractive to a larger market of pilots and to eliminate the weakest part of the Teal; the tailwheel. Moving the main gear aft and installing a steerable nosewheel will give more room in the cabin and better ground handling. It is my understanding that if these modifications are made, they would also be a retrofit on the original tailwheel Teals. Involved in the tricycle gear conversion would be revising the rudder, simplifying the flap control system, reworking the hull structure in the bow and former main gear area, and designing and installing new cabin doors.

Still further development would be to change to a streamlined engine pylon to accept 160/180 hp powerplants with alternate hot air inlet to the carburetor and cabin hot air. Who knows what other changes could be made. A four place aircraft?

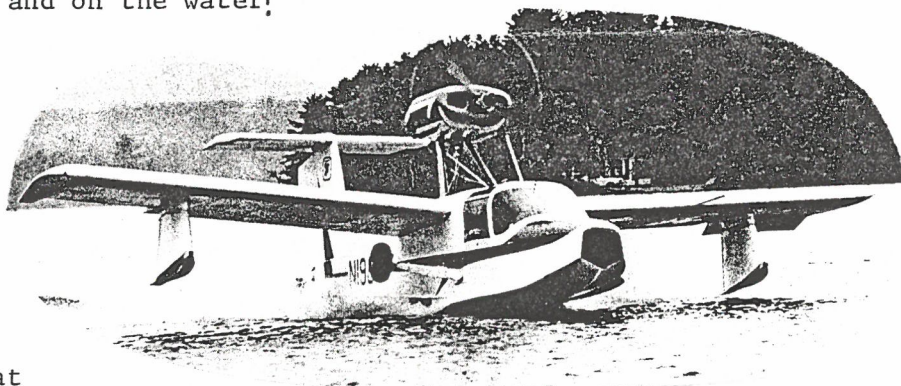
At this point in time, Dave and Boyd Smith are looking for research and development money to make the production of the new TEAL TSC-1A2T or 1A3 a reality. What I am proposing is that we current Teal owners finance the development. Dave Thurston has all of the design data, drawings, test reports and tooling for the Teal and has already designed and static tested the streamlined 160/180 powerplant installation. Boyd Smith has all of the Teal spare parts and has available a hanger and two mechanics to construct the prototype. Since the Teal is already a tested and certified aircraft, the redesign would be relatively simple and inexpensive compared to building and certifying a new amphibian

from the ground up.

If you are interested in finding out more about the TEAL 3, you may contact me or Dave Thurston for further details. I personally would like to see this happen because it would make a fine, fun aircraft even better. I felt badly when production of the Teal ended after only 38 examples were built. Today, only 26 Teals exist in flying condition and only few replacement parts are available. If production resumed again, then a good supply of parts would be available and I believe that the value of our Teals would increase. I don't know if I would convert my Teal to tricycle gear, but the higher horsepower and design refinements are really attractive. I believe that we Teal owners and enthusiasts can help make it happen. Are you interested? Call me. Let's get the TEAL 3 into the air and on the water!

Tips

Several days ago, Jerry Wruck #14 from Juneau, Alaska called saying that he wanted to get rid of his old Goodyear brakes and convert over to Clevelands. He was looking for some advice as to what model would fit and what modifications had to be made to his Teal. There is an expensive Cleveland amphibious brake kit available, but the price ranges upwards from \$ 700.00 and there has been a recent increase. My own Teal has Cleveland wheels # 40-97 and brake assy # 30-63 which is also used on Cessna 150, 177 and 182 and is available as kit # 199-84. I can't find any logbook entry showing if an axle change was necessary, but I believe it is a bolt-on retrofit. Does anyone have further or contradictory info ? Be careful because the bearings are not stainless steel and the discs are not chrome. I replaced my bearings with standard bearings from a bearing supplier (not aircraft) at less than 50 % of the cost if I had gotten them through my local FBO. What I also got was a tube of Dow Corning MOLYKOTE 44 bearing grease which is synthetic and repels water. Cost is about \$ 15.00 a tube, but it seems to work very well. No problems in over a year. I was also able to coat the inside of my wheels with a material my FBO uses on helicopters and on a local float plane. It is a wax like substance that is melted and painted on with a brush. Whatever it is, it is extremely difficult to remove. If this is any indication as to its effectiveness, it may prove to be beneficial on other parts of the Teal too. Unfortunately, it is in a plain can and we are still looking for the brand name. When we find it, I'll pass it on.



News

Most of you probably know that only 38 Teals were built and that three companies were involved during it's short production. Dave Thurston designed the Teal and his company built the first of the Teals in Maine. Thurston Aircraft Corp built # 1 thru # 19, Schweizer Aircraft Corp built # 20 thru # 31, and Teal Aircraft Corp built # 32 thru # 38. Of the 38 Teals built, the following is a listing of where they are or their status.

13 are in the United States

9 are in Canada

2 are in Norway

1 is in Finland

1 is in Africa

5 have been lost or totally destroyed

3 are in rebuildable condition

1 may not be rebuildable

1 has been supposedly been recovered from
a lake in Canada

2 are parts only

So there are only 26 Teals that are left flying worldwide. These figures are to the best of my knowledge. As soon as I confirm the status of each and have all the owners' addresses, I will send a list to each of you. In each newsletter, I would like to feature a different Teal owner and his aircraft such as I did with Gordon Cheney and Teal # 5 in my March letter. I can do this only if you help by sending me any info, history, specs and photos of your Teal that you can. All photos are acceptable since I would like to assemble an album of all the Teals. For the newsletter though, black and white photos are much better for reproduction.

CALENDAR

Speculator, N.Y., 10th annual SPA/FAA Seaplane Safety Seminar and Fly-in. June 15-17 Camp-of-the-Woods, Lake Pleasant

Nangor Beach Resort, Ontario, Canada. Canadian SPA Fly-in, June 22-24

Oshkosh, Wisc. EAA Convention. July 28-Aug 4.

Greenville, Maine. SPA International Fly-in. Sept 7-9.

Lakeport, Calif. West Coast Seaplane Pilots Assn Safety Seminar and Fly-in. Oct 5-7



Seaplane Pilots Association

The Seaplane pilots Association needs your support and we need it to further our interest in water flying. There is strength in numbers. If you don't belong, join. If you do belong already, don't forget to renew. It only costs \$ 25.00 per year and you get a copy of WATER FLYING ANNUAL, a quarterly WATER FLYING magazine to keep us all informed, and an organization that works in our interest.

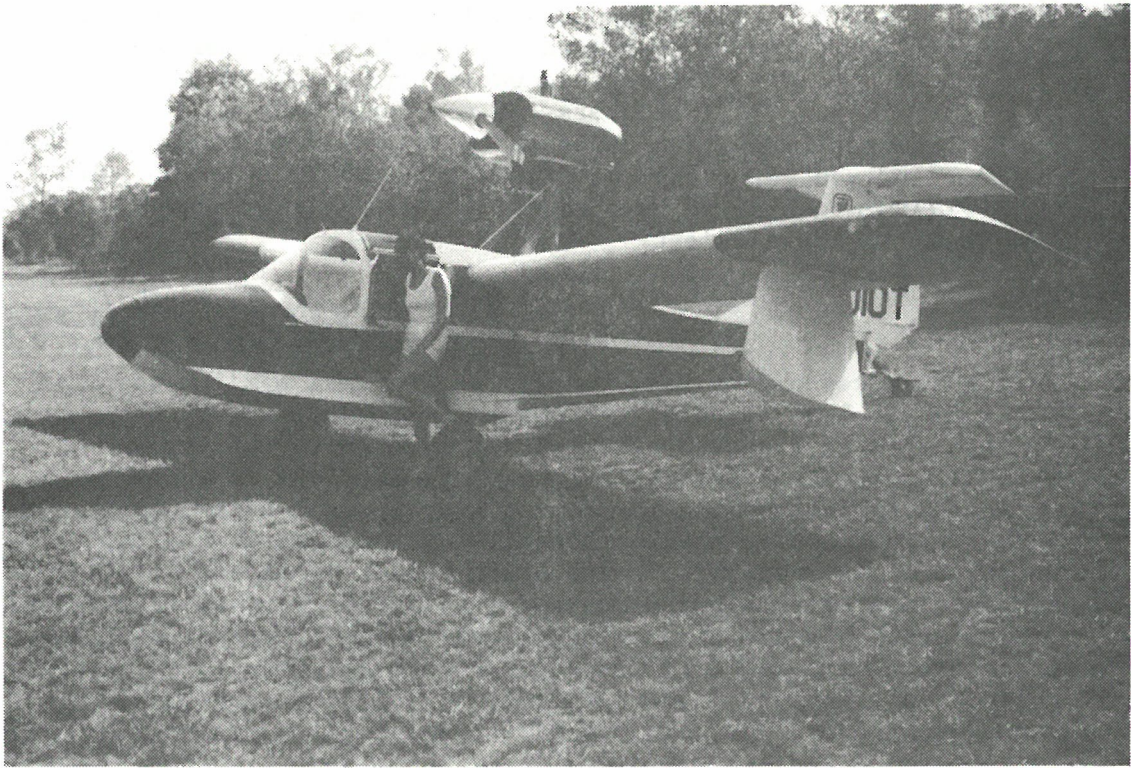
What's New?

TAYLORTEC makes a foam nose bumper for the Teal similar to those found on seaplane floats. The bumper consists of six 1" layers of highly shock absorbant foam with a seventh layer of foam which is more dense and resists tearing. The foam is attached to a backing plate which has four 5/16" aircraft nuts incorporated into it. The bumper is then mechanically attached to the bow bulkhead of the Teal with bolts. Each bumper is dipped in hot liquid vinyl which forms an abrasion resistant skin when it cools. Colors available are black, white, red, yellow, orange, blue and green. The price was \$ 150.00 about a year ago when I bought mine. Contact Jody Taylor, Taylortec Inc., 2400 South Range Road, Hammond, LA. 70401 or call 504 542-6266.

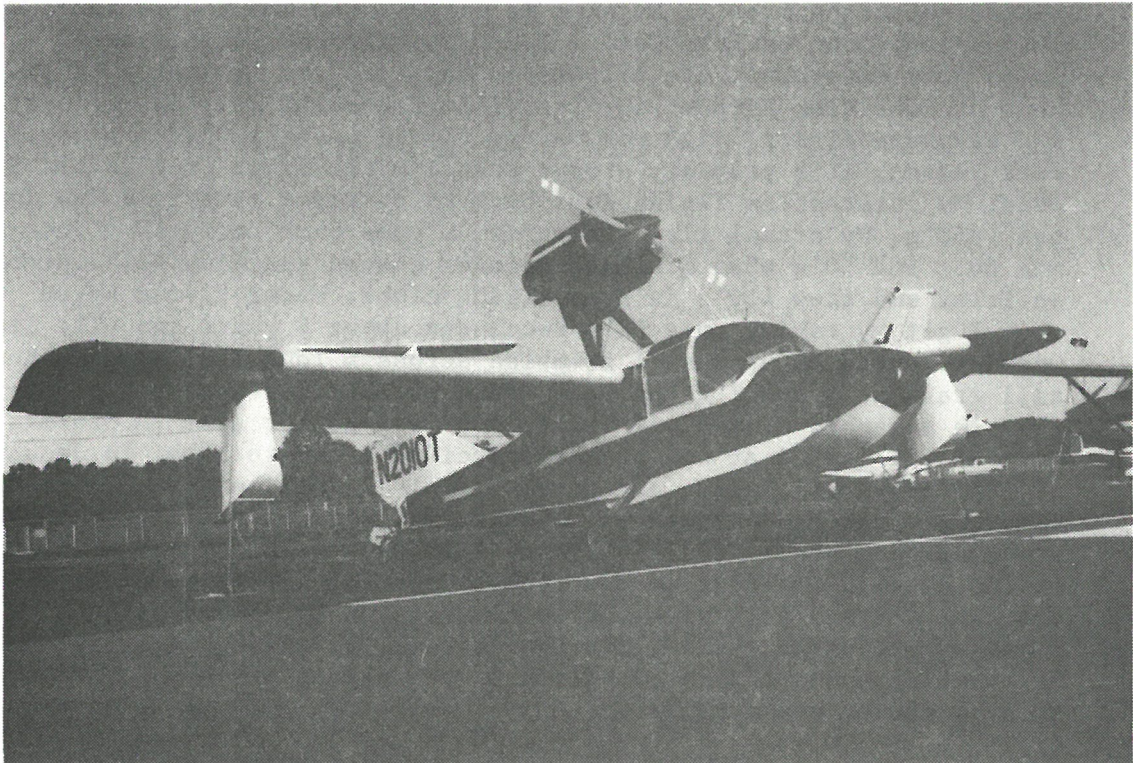
The Frog Pond

Most of us use our Teals for pleasure flying, puddle jumping around for the pure enjoyment of Water Flying. Thus the name for

this section, the Frog Pond. Since I really don't have enough photos or information to feature a Teal owner and his aircraft, perhaps I should introduce myself. My name is Gary Larson and I live in Burlington, Conn on Lake Garda. Unfortunately the lake is small and no powered watercraft are allowed on the lake, so my Teal # 10 is kept at Robertson Airport in Plainville. I use 10T only for relaxation and pleasure flying, with most of my flying being puddle jumping. For that reason, it's probably proper that I'm the first frog in the Frog Pond. My interest in flying goes back to my first ride in a Cub in the 1950's. My actual flying experience goes back to my Army days in the 60's and 70's when I helped recover downed training helicopters in Texas and flew 150's in Army flying clubs. Water flying began when I got my rating in a Lake Buccaneer about 8 years ago. The Teal was introduced to me when I stumbled across a lone Teal sitting in tall grass at a small airport in Wolfboro, NH. That was about 5 yrs ago. In November of 1982, I was told of a Teal for sale in Stormville, NY, which I looked at and promptly decided I had to have. In January of 1983 she became mine, and only then did I realize that 10T was the same Teal that had enticed me in Wolfboro. I'm now the fourth owner of N2010T and she is relatively low time with only 548 hrs TT. Winter flying doesn't interest me too much because of the lack of heat. But when the weather gets nice and we can get our bottom wet, then I'm happy again. WATER FLYING. Now that's real flying. My favorite pastime is tempting non-water rated pilots to the pleasures of the TEAL. Ya know, I get em every time.



Here are a couple of shots of my TEAL # 10, N2010T taken last year just after I had done a little touch up and repaint to the areas where the paint was a little thin. You might be able to get a glimpse of the Taylortec nose bumper. Also note the prop spinner that was added last year. These are color photos and you can see the lack of quality in the reproduction. That's why I ask for B&W photos.



splash-down

So ends my first TEAL AMPHIBIAN newsletter. I can't tell you when the next one will be out. I'm heading for Scandinavia in June and hope to meet with Teal owners Arnfinn Halland # 30 and Lars Folkedal # 23 and Steinar Sevdal, a young Teal enthusiast and friend of Arnfinn, all who live in Norway. I hope to do a little flying and come back with some great pictures and a story. Arnfinn, by the way, is the fellow you may have heard about who flew his new Teal from the factory in Elmira, NY to his home lake in Norway, solo. I hope to have an account of his exploits in the near future.

Send along any info, hints, tips, photos and stories you'd like to share, Nothing is too trivial and all is appreciated. If you've got a Teal for sale or parts or anything related to Water Flying that you feel someone else might be interested in, send it along too.

Have a good summer and happy puddle jumping.

Gary

PARTS

If anyone is in need of a part/s for their TEAL, Boyd Smith has a hanger full of used, surplus and new parts for all models. Boyd's own Teal # 38 has just been rebuilt to like-new condition using alot of these parts, so he'll have a good idea of what you need. Contact him at this address;

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