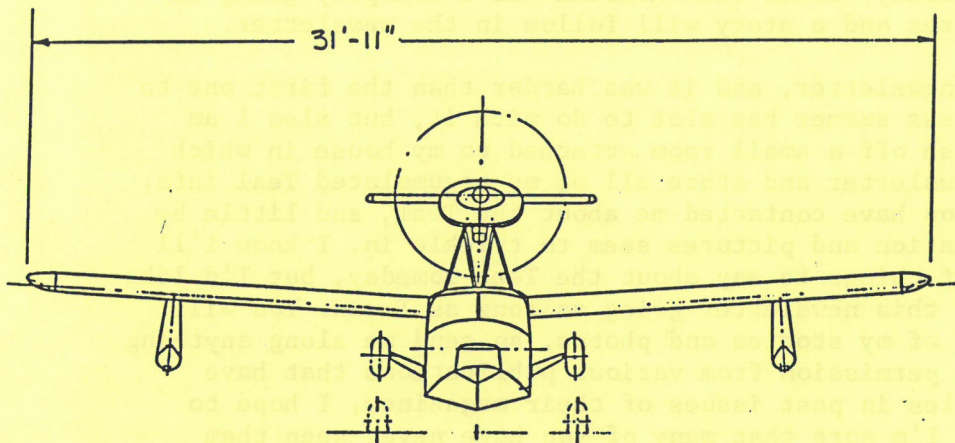
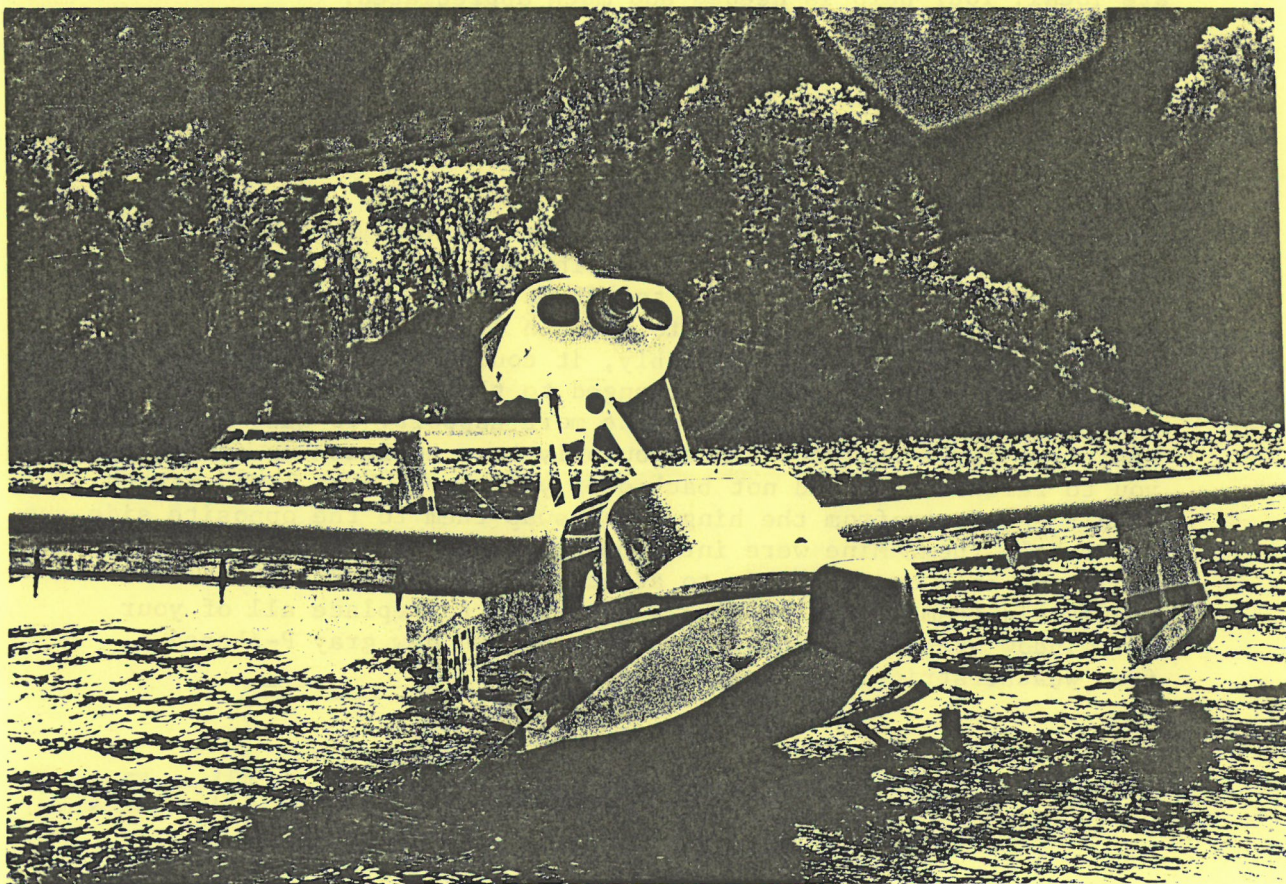


# TEAL AMPHIBIAN



#2, AUGUST 1984

A NEWSLETTER FOR TEAL OWNERS AND ENTHUSIASTS





Editor's Note:

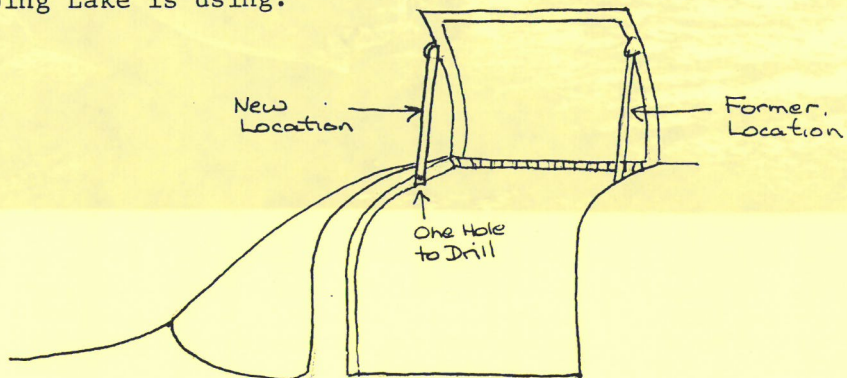
On the cover of this newsletter is Arnfinn Halland's TEAL # 31 just coming up the ramp at Arnfinn's personal seaplane base on Halland Lake in Halland, Norway. Seems like Arnfinn has a monopoly going in Norway. More pictures and a story will follow in the newsletter.

This is my second newsletter, and it was harder than the first one to put together. I guess summer has a lot to do with it, but also I am attempting to finish off a small room attached to my house in which to compile this newsletter and store all of my accumulated Teal info. More and more of you have contacted me about the Teal, and little by little more information and pictures seem to trickle in. I know I'll probably run out of things to say about the Teal someday, but I'd like to attempt to keep this newsletter going as long as I can. You will probably soon tire of my stories and photos, so send me along anything you have. If I get permission from various publications that have printed Teal articles in past issues of their magazines, I hope to reprint them also. I'm sure that many of you have never seen them since they are in foreign publications. Yet, I'm certain they would be of interest to you.

If you happen to attend any seaplane or other flying event where there is a Teal or two in attendance, why not take a few photos and jot down a few lines so I can include it in the newsletter. My schedule is such that I find it difficult to get to many events, even those that are local. Your help is needed and much appreciated.

# Tips

Arnfinn Halland gave me a good idea which he has adapted to his own Teal and I have since done to # 10. The support arms on the gull wing canopy doors are attached to a bracket on the rear of the door frame. Should the door happen to open in flight, the wind could catch it and tear it off. Possibly, it could hit the propeller. He suggests that the supports be changed to the front of the door where they would do more good and provide more support. It also makes it easier to close the door since you only have to reach up in front of you to release them and not back over your head. What I did was to unbolt the doors from the hinges and swap them to the opposite side and rebolt them. Mine were interchangeable and all I had to do was drill one hole on each side to attach the support arms to the windshield frame. This is also a good time to replace all of your old window weatherstripping with some of the new gray P-shaped foam weatherstripping Lake is using.





Just recently, we were replacing the side windows with new Lexan a little thicker than the original ones. I noticed that the black window channel material was a little worn and that the material at the top edge of the old window could not be reused and that I now needed a suitable replacement. One of our local auto glass shop owners and fellow pilot suggested I try the softer side of a two part piece of Velcro strip. You can get this in a variety of colors and it is much softer than the original material. It is glued in place with contact cement and works quite well. The windows still scratch where the Velcro slides on the Lexan surface, but it is not as bad as it was previously.

Just to follow up on a product I mentioned in the last newsletter; the wax-like material that I used to coat the insides of my wheels to corrosion proof them is called Corrosion Proof, Petrolatum. MIL-C-11796B Class 3, Royco 248. It is carried by Van Dusen. As I said, it is thick like paste wax and must be melted so it can be applied by brush. Our local FBO uses it on helicopters as well as seaplanes.

If you have a tip to pass on, send it in and I'll include it.

## *What's New?*

Lake Aircraft is using a foam rubber insulation, sound deadener in their new aircraft. It is approx 3/8" of black foam rubber with thin silver, reflective Mylar on the exposed side and clear Mylar on the other side with a super-sticky surface and a paper peel-off backing. One of my Lake Buccaneer pilot friends just installed some in his 1977 model and gave me some of what he had left over. I installed it overhead in the area from just behind the canopy doors to just in front of the gas tank. This is all in the area just below the propellor. It seems to have deadened the vibration and reduced the resonance inside the cockpit. Once I get some more, I will put some throughout the cockpit. In the Lake , I was told that it eliminated the typical oilcanning sounds that you normally hear.

The product is called TUF-COTE-FOAM and is made by Specialty Composites Corp, Delaware Industrial Park, Newark, Delaware 19713 (302)739-6800. It can be ordered in a 100 sq ft roll for about \$ 110.00. The product code is S 404, description 1 MIL AP/.50 TAFE/PSA 10. The mailing address is P.O.Box 8500 S-2770, Phila, PA 19178.

In the last issue of Water Flying, you probably read the article about life jackets and some of the new and/or proposed rules. One of the nicer PFDs I've seen around the waterways (I sail also) was one that Water Flying had in their product review a year or two ago. It is an all foam jacket made by TAYLORTEC, the people who make Teal nose bumpers. For more info contact Jody Taylor, Taylortec Inc., 2400 South Range Road, Hammond, LA. 70401. These people make their products for alot of the oil people servicing the rigs in the Gulf of Mexico.

# The Frog Pond

Malcolm and Virginia Peck have Teal # 25 and pieces of # 18 scattered throughout their house and property in Maine. They've sent me some photos of their reconstruction of # 25

and it looks like they are well on their way to getting their jewel back into the air and on the water. This will make one more flying example of the ever dwindling number of operational Teals left. I hope to have some photos of the finished product at a later date.

Boyd Smith has # 38 flying again. He sent along a picture of his patchwork Teal as it sits, about to be painted. Hopefully, I can convince him to send a few Before and After shots that I can print in the newsletter.

To the best of my knowledge, Bob D'Ambroise has sold # 2 to another fellow in Mass. It was last seen at Moultonboro, N.H. at Moultonboro Airport. The local FBO told me that it had been involved in a landing accident and is now damaged. A wing and float were hit and the Teal is not flyable. Does anyone know any further details or who the owner is? It is unfortunate that another Teal has been damaged.

Unfortunately, I was in Scandinavia during the Seaplane Pilots Seminar in Speculator, NY. I was hoping to hear from Gordon Cheney as to what happened at the event.

Oshkosh was attended by one of the Lake pilots on our airport. As always, it was an extravaganza to boggle the mind of all flying enthusiasts. SPA had their corn roast and seminars, but I don't believe any Teals made it to Oshkosh. Dave Thurston's Seafire wasn't able to be there either. As for me, maybe next year. I'm afraid I'll pick up another project, and I can't finish what I have now.

Since this newsletter is so late, the International Seaplane Fly-In in Greenville, ME will have come and gone. Up until a few days before the weekend, I had intentions to attend, even if I had to hitch a ride up just for Saturday. Unfortunately, I got busy at work. Since the weather was severe clear in this region for the duration of the weekend and was the best weather I'd ever seen for this event, I felt really bad not having been able to go. I was hoping to meet Gordon Cheney, Mal and Virginia Peck, and any of the other Teal owners who might attend. Again, I hope all who attended had a fine time, and I'd like to hear about it.

BOYD SMITH'S TEAL # 38

MAL & VIRGINIA PECK'S TEAL # 25





# Norway

While visiting in Scandinavia this summer, my wife and I made a side trip to Manger, Norway to visit Arnfinn Halland and his family. Arnfinn is the fellow who bought Teal # 31 in Elmira, N.Y. and flew it back to Norway solo. Because of the newsletter, Arnfinn and I had been corresponding by letter; and since we would be only 100 miles away, I felt that we should not pass up meeting each other.

After a short train ride, we arrived in Bergen, Norway. Walking down the platform at the station, I spied a tall, dark haired fellow who I soon recognized as Arnfinn. He had sent me some photos of his Teal with him at the controls, so he was easy to recognize. After piling our luggage into his VW Beetle, we were off for a quick tour of Bergen and a trip to Manger. Manger is a small village on a fairly large, rugged island approx. 15 miles northwest of Bergen, Norway. Arnfinn, his wife Karin and their 4 children live on the grounds of a small private school where they both teach. Arnfinn teaches aeronautics and has a classroom full of magazines, publications, manuals and information from the world over. They even have an instrument simulator in on corner of the room. What a fascinating place in which a young person can get a specialized education. We were guests of the Hallands for a little over 24 hours, during which time Arnfinn and I had a great time swapping stories and hanger flying. The weather was rainy, so hanger flying was the order of the day.

Sunday morning dawned sunny, blustery and cool, but prospects for flying the Teal seemed much better than on the previous day. By mid-morning, we decided to go for it. We jumped into the VW and headed to Arnfinn's seaplane base on Halland Lake. From the photos I took, you can see both hangers at the end of a long, narrow lake. Teal LN-BEY resides in one hanger, while a Super Cub on floats is in the other. Arnfinn, a CFI, gives instructions in both aircraft, and there is water all over on which to practice. Both hangers, concrete pads and wooden ramp were completely built by Arnfinn. By completely, I mean that even the trees that were used for lumber to build the hangers were felled by Arnfinn and were then taken to his brother's lumber mill and cut into beams and planks. The concrete was poured in sections as the seaplane base grew; and on hot days, you can find many of the local people sunning themselves and swimming in the lake in front of the hanger. As with most things in Scandinavia, everything is neat and clean. The next major project is to build a new home with his family that will overlook the lake. No more ideal situation could ever exist for a seaplane pilot, and I was green with envy. And it couldn't happen to a nicer person. Arnfinn is the modernday resourceful Norseman and deserves everything he has and has worked hard to achieve his goals. His friendship means much to me.

The wind was blowing about 20 kts directly down the lake, and the waves were not too rough. In the pictures, you can see the froth the wind was kicking up. After gassing up from a couple of jerry cans, we climbed in, fired up the Lycoming and taxied down the ramp into the water. We headed up the lake to a sheltered area, put down the flaps and quickly accelerated up on step and took off. It was obvious to me that flaps do make a big difference on takeoff, discounting the brisk headwind. As we gained altitude, Norway spread out below us. There were lakes, bays, inlets and open water everywhere. What a seaplane pilot's paradise.





ARNFINN HALLAND AND TEAL # 31 LN-BEY

*by Lusa*





Unfortunately, the Norwegian government has recently passed some new laws restricting and prohibiting the use of powered vehicles on many of the bodies of water in Norway. An all-encompassing law was passed because of problems caused by snowmobilers in the winter. Unfortunately, the law was so general, seaplanes were caught in a Catch 22. May pilots have operated from these lakes on which they have their homes, and now they can't use their seaplanes at all. I'm certain that most of these seaplanes are the primary source of transportation for the majority of these people. Hopefully, the government will amend the laws so these lakes will be able to be used by seaplanes again. Until that time, they will have to sweat it out.

We stayed below the low hanging clouds and did a little sightseeing out toward the ocean and then back toward Bergen. We flew over many docks for fishing boats and depots for ships that carry supplies to offshore oil rigs. Visibility being such, we were unable to see any of the offshore platforms themselves. We did fly over an old German military installation and airfield which the flying club at Bergen Airport still uses. We were in contact with Bergen tower, but there was only one other general aviation transmission that I heard during our flight. Other than helicopter and commercial operations, there is not a great deal of air traffic. In Norway, there just are not many airports either, so an amphibian or float plane is almost a necessity for any kind of utility or for safety. I guess we are pretty lucky to have the freedoms in flying that we have. Compared to Norway, we still fly pretty cheaply, although gasoline is about the same cost as in the U.S. ( auto gas is more)

Our approach to Halland Lake was uneventful as was our landing. Taxiing back was a different story with the increasing winds now at our tail. I transferred my 190 lbs to the rear jump seat to make the rudder more effective. It worked, and Arnfinn powered up the ramp to the hanger on the first try. No problem. So ended an all too short but sweet flight in a familiar aircraft in an unfamiliar land a long way from home. I'll not soon forget the flight, the country or my friend. The one thing this newsletter has brought me is some new friendships with some fine people. And I guess this is the true essence of what this is all about.

The Hallands hope to be in the U.S. in a year or two. I hope some of you will be able to meet them and treat them to some American hospitality. I will probably try to set up an informal get together if anyone is interested so we can do a little puddle jumping, hanger flying, and just getting acquainted. I'm sure it will be worthwhile. Anyhow. Many Thanks Arnfinn and Karin and family. We enjoyed every minute of our visit.

### *splash-down*

This second TEAL AMPHIBIAN took much longer than anticipated due to a balky copy machine that broke down a couple of times before I finished printing the whole newsletter up about a month late. My thanks to Boyd Smith and the Pecks for their photos. The photos taken in Norway are both mine and those of Steinar Sevdal, a young man who is a whiz with a camera and a nut for seaplanes. Thanks very much for your fine photos, Steinar.

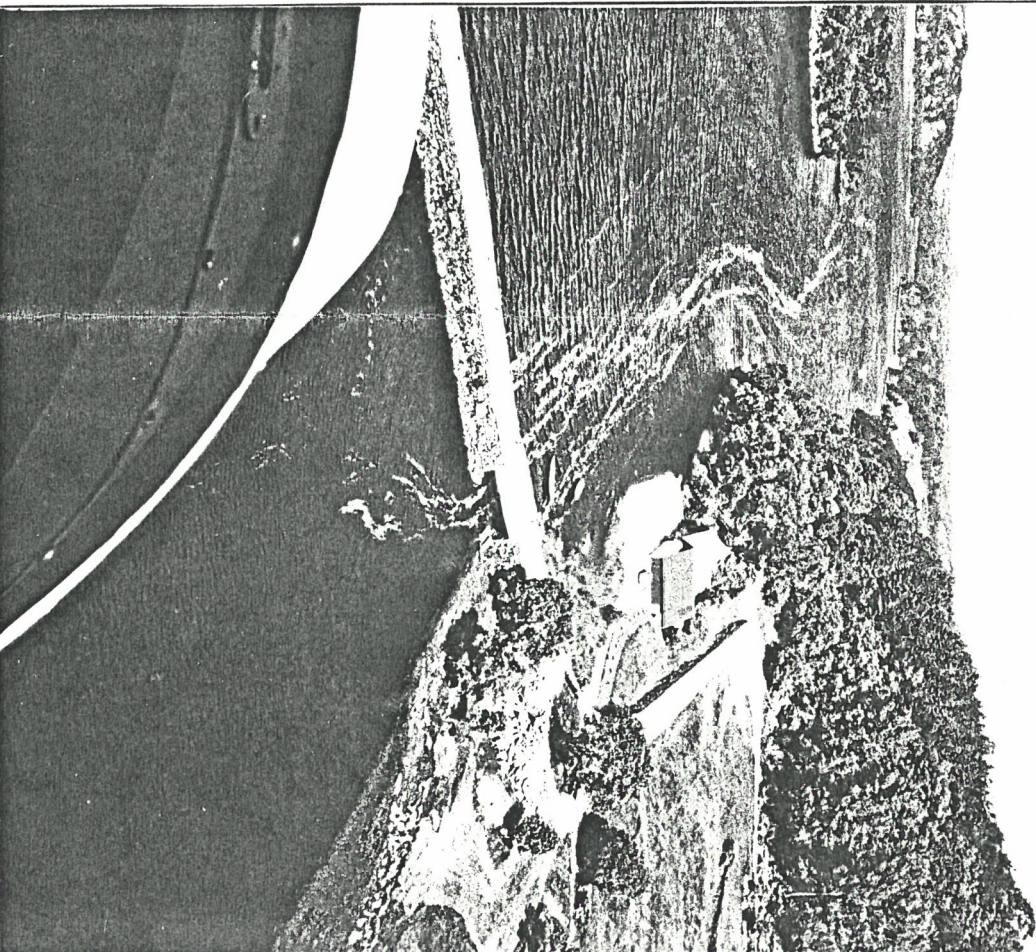
Please send any articles that you'd like included in the newsletter and care to share with the rest of us. Thanks,

Gary



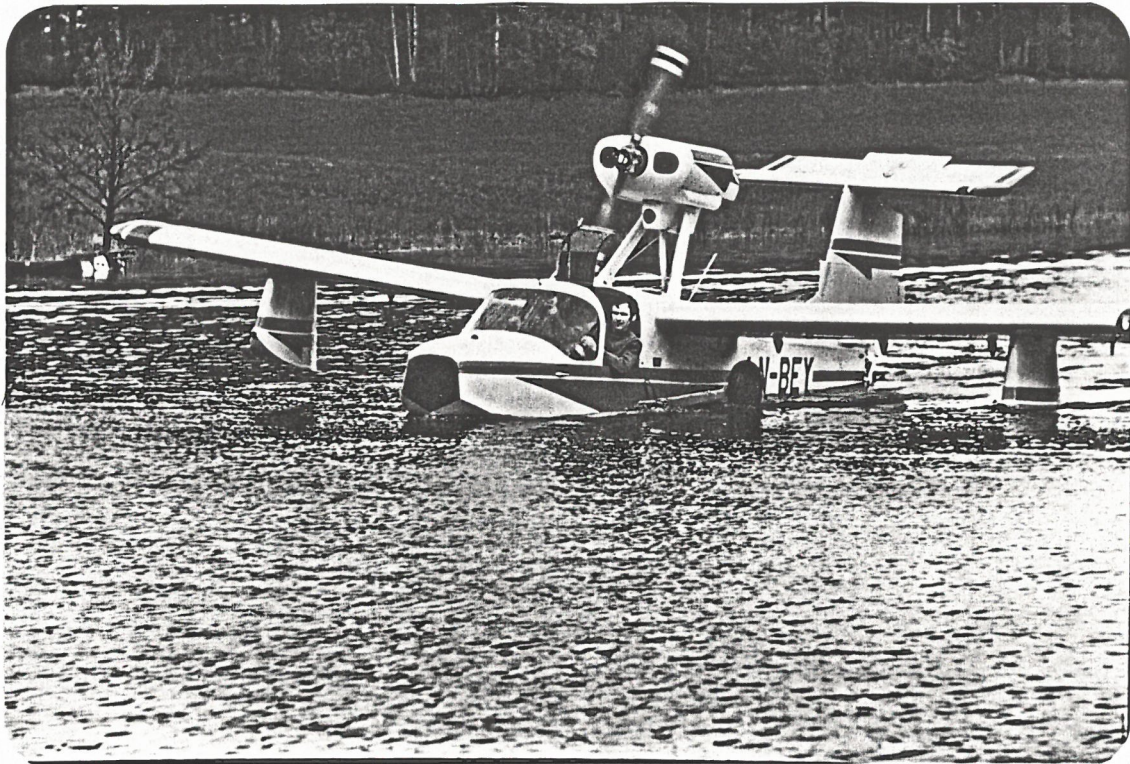


HALLAND LAKE SEAPLANE BASE

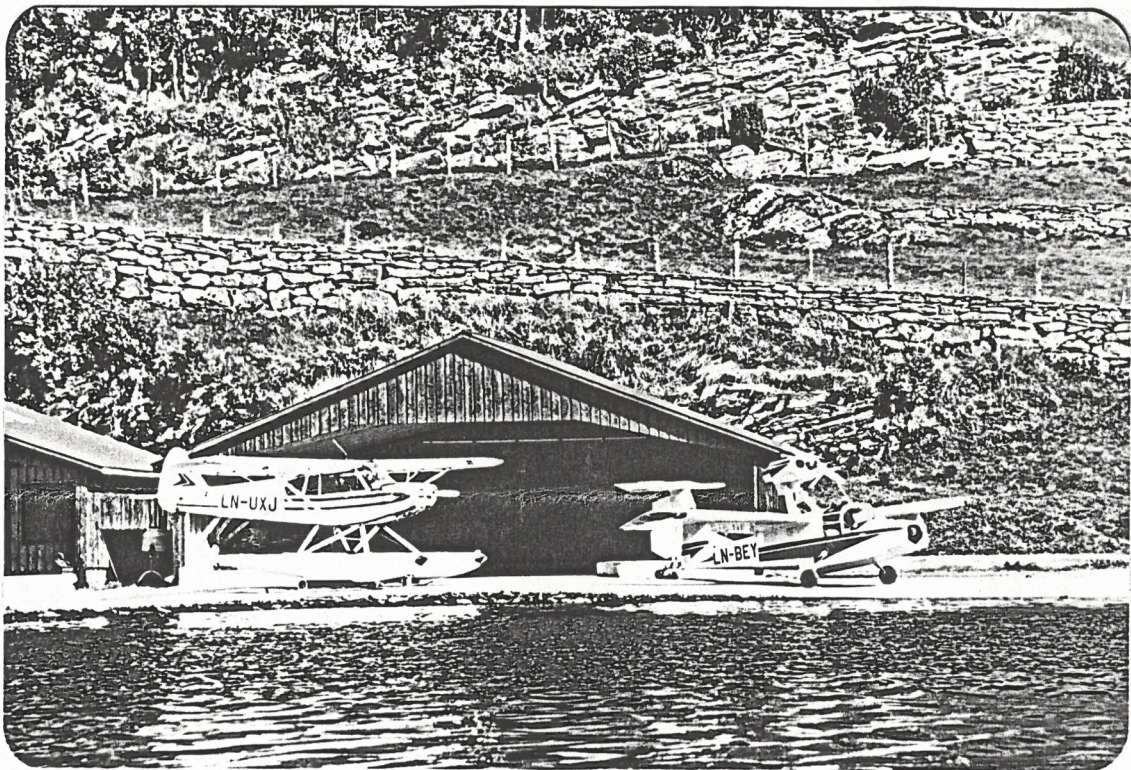


ON APPROACH TO HALLAND LAKE





PHOTOS OF ARNFINN HALLAND AND HALLAND LAKE by Steinar Sevdal



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