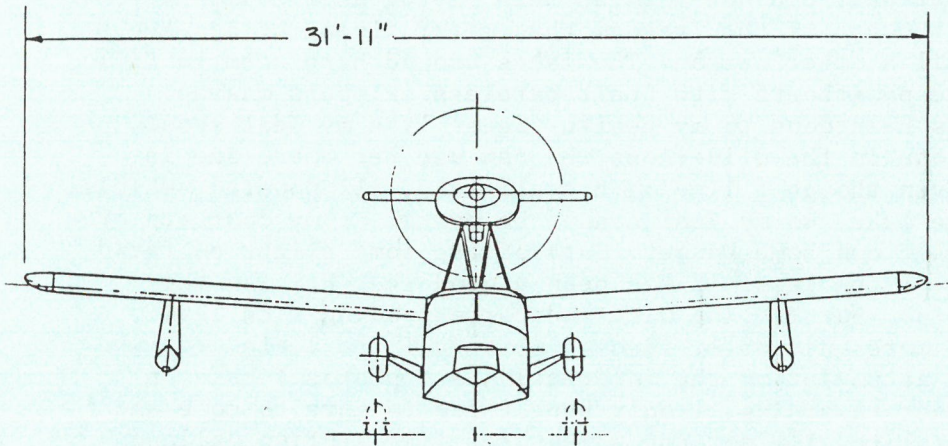
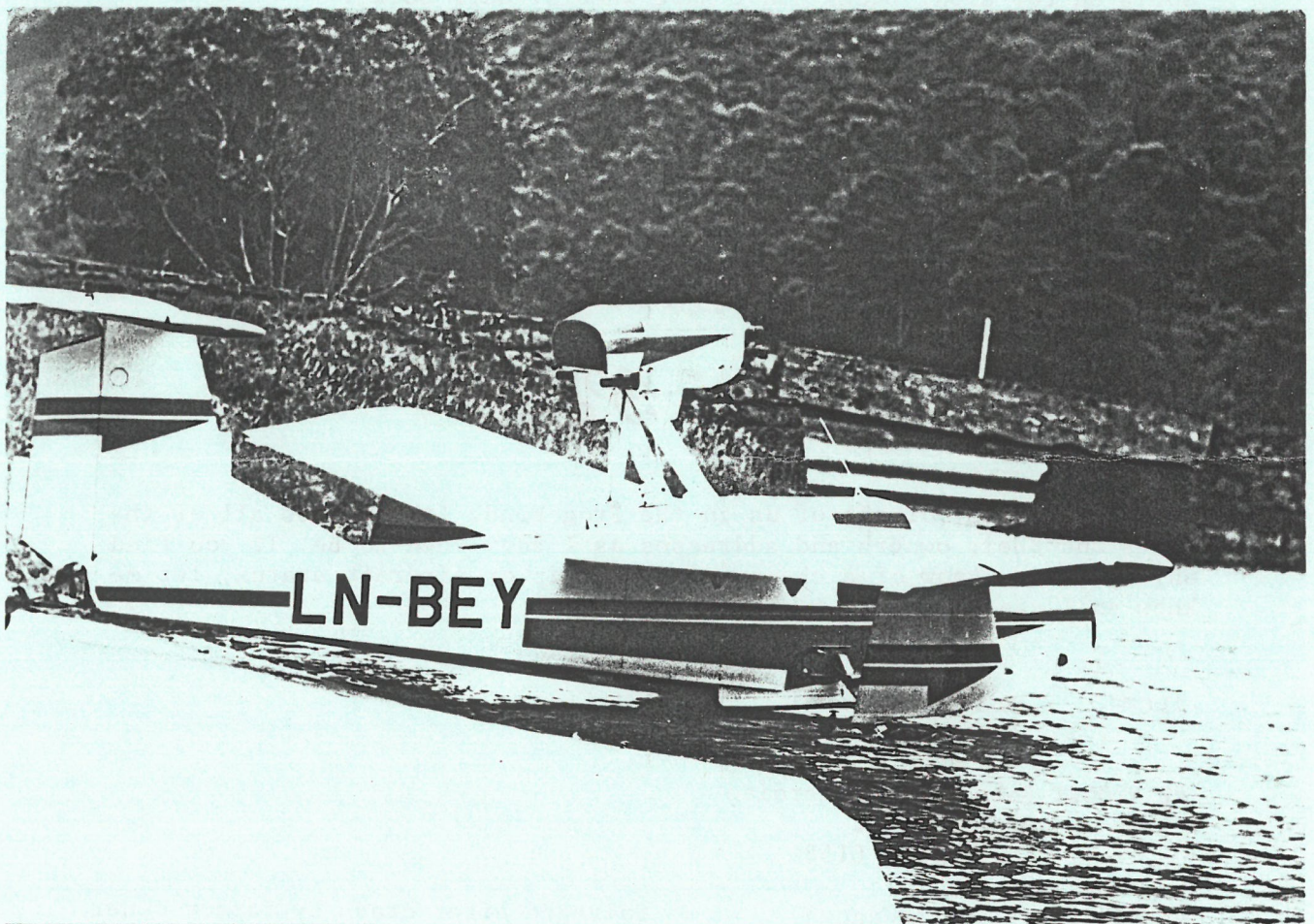


# TEAL AMPHIBIAN



# 3, NOVEMBER 1984

A NEWSLETTER FOR TEAL OWNERS AND ENTHUSIASTS



Editor's Note:

As I sit here looking out of the window of my house gazing out over the lake that now has a thin coating of ice on it's surface, it becomes apparent that another season of water flying in this area is drawing to a close. It was a year that did not hold as much flying as I would have liked, but just the thought of the freedom that water flying brings keeps the fire kindled until another season. The lakes around here seem to fill up with more and more powerboats with their careless skippers making landing on many lakes hazardous to my health. Seems like my Teal should be passed on to someone in the wilderness who can use her where she is best suited to be. Even though I live on a small lake, all powered vehicles are prohibited on the lake; so my Teal cannot be parked at my doorstep or enjoy the luxury of her own home hanger. Sort of the same plight suffered by the Norwegians. Never the less, it has been a good year. Writing the newsletter has been fun, but meeting with and corresponding with Teal people has been even more enjoyable. Finding where all the Teals are, who their owners are and accumulating the information and photos I have on the Teals has been most rewarding. I only hope there is more to come and more open water to explore. I'm not the adventurer like Arnfinn Halland who flew the Atlantic in his Teal, or the wizard like Dave Thurston who created the Teal and breathed life into it's wings, or the Malcolm Peck ( and others of you ) who pulled apart all of the twisted pieces and re-shaped until he found a beautiful flying machine underneath it all. I'm just a slow flying puddle jumper who likes getting his bottom wet. And that just suits me fine. If I never had to put a wheel on pavement, that would be too soon. Ducks don't have wheels. Nuff said !

In this newsletter I will be changing the format a little because I don't have some of the usual information I like to use. There are a couple of Teals for sale, I have the list of Teals/Owners to pass on and I'd like to include an article from a foreign magazine that many have not seen before. I'm still waiting for some input from the rest of you, so please don't forget me. I'd appreciate hearing from you.

## *The Frog Pond*

This is the list of all of us in the Frog Pond. It includes all of the Teals and their owners and addresses as I know them to be. If you find any mistakes, know of a change of ownership or aircraft status, let me know so I can correct the master list.

#1 CF-        Robert Baldwin  
                 address unknown Canada

#2 N2002T Robert L. D'Ambroise  
                 97 Tanner St  
                 Lowell, MA 01581

#3 N2003T Brian VanWagnen  
                 Aircraft Specialists  
                 6780 Brooklyn Rd  
                 Jackson, MI 49201

Salvaged after crash by former owner  
Jack S. Hodge

- #4 N2004T James W. McCurdy                      May have been sold  
677 Baratavia Blvd  
Marrero, LA 70072
- #5 N2005T Gordon A. Cheney  
Main St.  
Newton Junction, NH 03859
- #6 CF-       Dana LaFond  
12141 82nd Ave  
Surrey, B.C., Canada V3W 3E5
- #7 OH-THA Eero Hokkanen                      Address and aircraft condition unknown  
Helsinki, Finland
- #8 G-AXZN Marinaire Transport Ltd       Burned in Scotland Jan 1973
- #9 CF-XOF Dr. Carl Trask                      Destroyed in crash in lake. Dr Trask  
St John, N.B., Canada                      and passenger killed
- #10 N2010T N.Gary Larson  
38 Lake St.,RFD 2  
Burlington, CT 06051
- #11 N2011T Peter I. Kallander                      For Sale \$20,000.  
14 Meadow Lane  
Southborough, MA 01772
- #12 CCF-       Dr. Bruce Roberts  
90 Queen St  
Stephenville, Newfoundland, Canada
- #13 CCF-       Oak Point Investment Ltd.       address unconfirmed  
Grand Lake, N.B., Canada
- #14 N2014T Jerry E. Wruck  
2150 Glacier Hwy  
Juneau, AK 99801
- #15 CF-       Roy Williams  
Box 971  
Walkerton, Ont., Canada NOG 2V0
- #16 TU-TWA Aero Club Des Lagunes  
Zone Aviation Legere  
Aeroport De Port, Bourt B.P.2426  
Abidjan, Ivory Coast, Africa
- #17 CF-CBS Dr. C. Burton Stewart  
1 Oakdale Drive  
Winnipeg, Manitoba, Canada R3R 0Z3
- #18 N2018T Malcolm Peck                      Parts only, used to rebuild #25  
Peck Auto Repair  
RFD 1  
Waldoboro, ME 04572

- #19 N2019T Richard S. Callis  
PO Box 2214  
Homer, AK 99603
- #20 N2020T Schweizer Aircraft      Lost in Seneca Lake
- #21 LN-BNO                              Crashed in Norway. May not be able  
to be repaired
- #22 CF-      Thomas H. Martindale  
Apt 407  
70 Devonshire Ave  
Tillsonburg, Ontario, Canada N4G 4H1
- #23 LN-SAU Lars Rune Folkedal  
Nye Sandviksvei 49  
N-5035 Bg. Sandviken, Norway
- #24 CF-GGIA Victor S. Greek  
RR#1  
Pleasantville, Nova Scotia, Canada BOR 1G0
- #25 N2025T Malcolm Peck              See #18
- #26 CF-GNKQ Dr, Wilson R. Siddall      Sank in lake in Newfoundland.  
Box 490                              Recovered by person unknown.  
Port Hawkesbury, Nova Scotia, Canada BOE 2V0
- #27 SE-FUL Bromma Air Survey              Lost in area of Iceland 12-23-74  
16110 Bromma 10, Sweden              while ferrying to Sweden
- #28 VH-AMU John Bell                      Destroyed in wind storm.  
PO Box 64, Whaling Station              Parts only  
Albany, West Australia 6330
- #29 N2029T Curtis Dax                      Crashed and lost in Gulf of Mexico 4/76  
Chicago, ILL
- #30 LN-BEY Arnfinn Halland  
N-5120, Manger  
Norway
- #31    Wrecked in Norway. Rebuildable.  
Per Skollerud  
PO Box 113  
N-1346 Gjettum, Norway  
Hopes to purchase and rebuild.
- #32 N87857 Perry Dedrick  
PO Box 4 PP  
Anchorage, AK 99509
- #33 N1243W John Gilfoil  
13470 Carillo Lane  
Los Altos Hills, CA 94022
- #34 CF-GSXQ Charles Cetinski  
PO Box 117  
Waterdown, Ontario, Canada LOR 2H0

#35 N1322W Dewitt F. Beckett  
1704 Island Dr  
Monroe, LA 71201

#36 N1325W Thomas H. Martindale      See #22

#37 N1342W Robert Katz  
1 Gracie Terrace  
New York, NY 10028

#38 N1365W Boyd L. Smith  
Lake Blackshear, Rt 3, Box 400  
Cordele, GA 31015

All the above information is to the best of my knowledge.

PHOTO OF THE MONTH

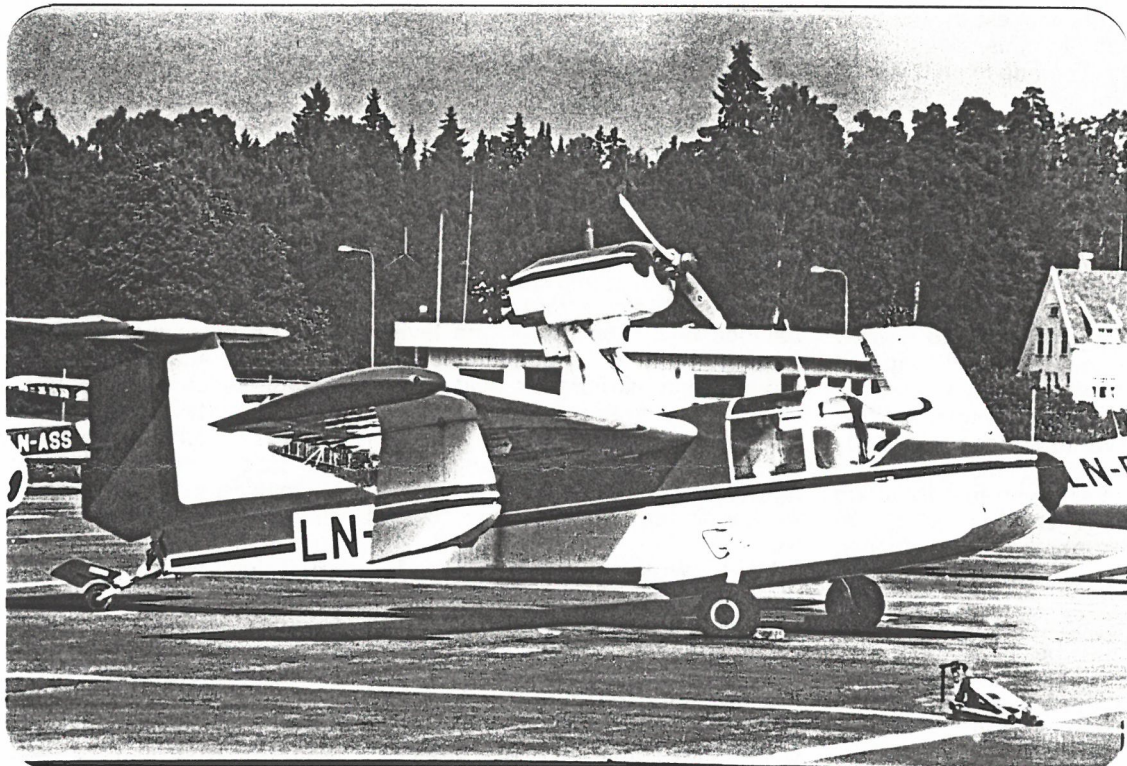


Photo by Sevdal

Teal # 23, LN-SAU, belonging to Lars Rune Folkedal of  
Bergen-Sandviken, Norway. Summer 1983 Oslo Airport.

Flying for fun, to many private pilots simply means bashing the circuit on a Sunday afternoon, or taking a few friends for a look at the local countryside. Admittedly some take to the more active forms of flying such as aerobatics racing or rallying in more attractive types of aircraft than the usual run-of-the-mill trainers, but even these tend to lose their appeal after a while. To anyone wanting to liven up his flying we can thoroughly recommend seaplane flying, to which we were introduced when we flew the new Teal Amphibian, by courtesy of Marinair (Transport) Ltd.

# teal amphibian

Only a dozen or so private pilots in the UK currently hold seaplane ratings. There has, in fact, been little interest in this type of operation in this country in recent years. The one aircraft which has been in regular use, the Sea Tiger owned by Norman Jones, has been out of commission due to an airworthiness problem for some time and has only reappeared recently on floats, to be joined by the new Teal Amphibian.

As we found out seaplane flying is an entirely new experience. No longer are you confined to narrow strips of concrete or well prepared grass fields which limit the versatility of conventional aircraft. Providing the water surface is reasonably calm the Teal can land virtually anywhere; you just fly along looking for a suitable beach on which to sunbathe, or a fishing village with an attractive looking hotel and land as close as it is practical to get. Once on the water the Teal can be taxied like any aircraft, or boat, and the normal rules of navigation at sea apply.

Unlike many seaplane conversions of existing aircraft types the Teal is truly amphibious. It can operate as a conventional land-plane or as a seaplane without any of the problems of removing floats. It boasts a hydrodynamically good hull for water operations and a sturdy tailwheel undercarriage for airfield use. Its price reflects the advantages of the amphibious design, since the aircraft costs a good deal less than a Cessna 150, with which it has comparable performance,

equipped with floats.

The Teal is a three seat aircraft, although for roaming around the coast two people plus their luggage would be more normal. The shape is naturally out of the ordinary, with the 150 h.p. Lycoming engine mounted on a pylon above the shoulder-mounted wing. The high tailplane position is dictated by the engine position, to keep the propeller slipstream over the elevators. The cockpit is extremely roomy and vision forward is excellent, although

Light Aviation flies the new Teal Amphibian by courtesy of Marinair (Transport) Ltd.

virtually non-existent to the rear.

Control layout on the Teal is conventional, with one or two exceptions. The panel looks almost bare, even with a VHF Nav/Com unit and full blind panel installed, because all engine and propeller controls are in roof-mounted panel. At first handling these controls was slightly strange but we soon became accustomed to using the throttle as though trying to maintain balance in a tube train. Rpm lever for the constant speed propeller, mixture and carburettor heat controls are all arranged in neat order on the panel. Between the seats are two hefty levers. One is used to retract the undercarriage, the other to lower the water rudder, used for taxiing on water.

We flew the Teal from Goodwood aerodrome, with jovial Irishman Chris Murphy. The engine noise from the Lycoming is high, even when taxiing, so headsets are a good idea when flying the aircraft. The Teal feels a little like a duck—and some say even bears a faint resemblance to one when on the ground. The spring-steel undercarriage legs with torsion bar suspension allow it to "waddle" over an uneven grass surface but with powerful toe-brakes the aircraft is still very manoeuvrable.

Take-off was an interesting part of our flight. With the Lycoming at full power the aircraft surges forward, needing a little "pedalling" to straighten on the waddles until

the tailwheel comes off the ground. We then find ourselves accelerating straight in a very flat attitude, seemingly much closer to the grass than on other types of light aircraft. Lift off comes at 65 mph when the Teal adopts a steep climb angle, with 750 fpm indicated at 70 mph.

Although the Teal has a retractable undercarriage, it is not used for ordinary flight. Apparently with the gear in the "up" position, as used for water operations, the legs produce more drag than when down, so there they remain.

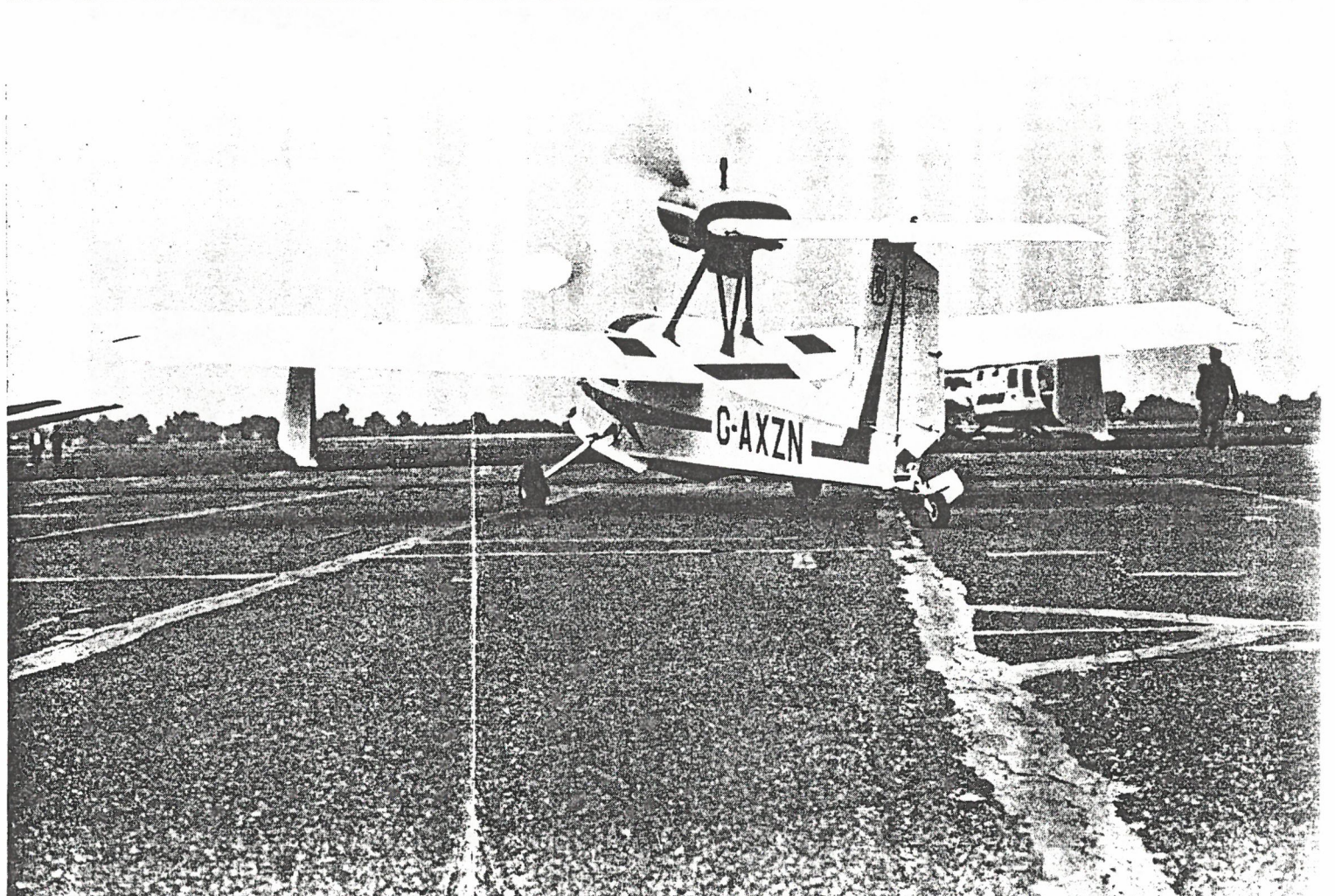
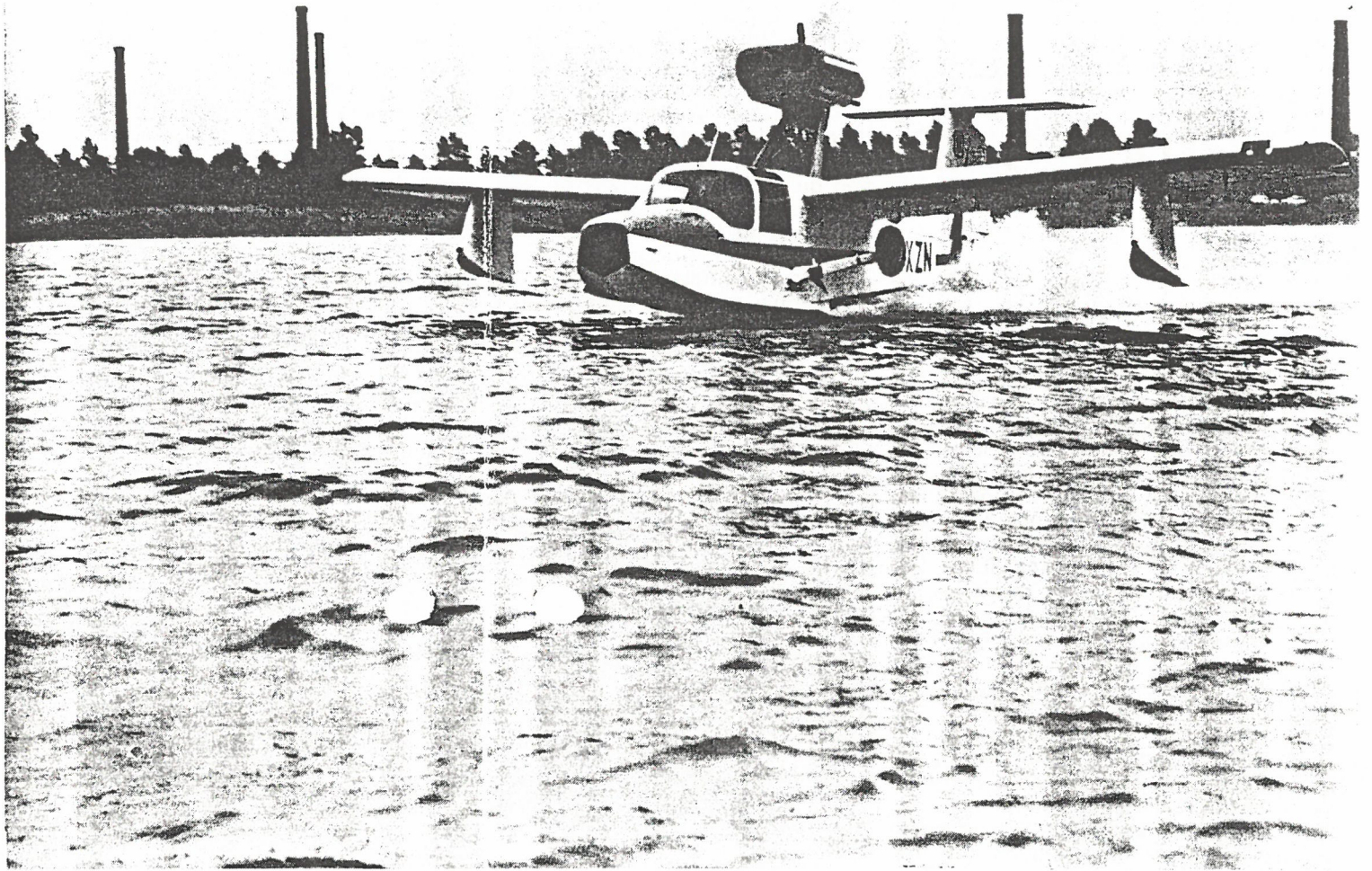
Level flight at 75 per cent power is achieved using a 24 in and 2400 rpm setting. Cruise speed is then 106 mph which though slow for a 150 hp aircraft is no less than that available from many light aircraft in use today. Obviously the Teal's shape is a compromise between aerodynamics and hydrodynamics and no aircraft designer could expect not to have to sacrifice speed for the versatility of an amphibian.

Despite the pylon mounted power-unit, the handling characteristics are normal. The mass of the unit, several feet above the aircraft's roll axis could be expected to make roll control sluggish, but the designers have obviously spent some time in eliminating such effects; the Teal is still as crisp as many a light aircraft in roll. Elevators are naturally particularly light because they receive the full blast of propeller slip-stream throughout all flight attitudes. Pitch changes with power are no more marked than on other aircraft either.

Cruising at 1,000 ft looking for a suitable piece of water to use for a few "circuits" was pleasant with excellent visibility available over the nose. Chris Murphy was intent on making sure we found reasonably calm water for our first landings, and after descending slowly to 20 ft just off Thorney Island we decided to make for the more sheltered waters of the Solent, which on a Sunday afternoon contains more boats than Earl's Court during the Boat Show.

After 10-minutes flying we found what we were looking for, just off Rye, IoW. A low pass with the gear retracted showed the surface to be reasonably calm, so we prepared for our first water landing. Normal approach speed for the Teal, on land, is 70 mph but for a water landing use 10 mph more. The art is to line up into wind and fly the aircraft on to the water at 80 mph.

continued overleaf



# teal amphibian

in a level attitude, gradually creeping lower until contact is made with the surface. On smooth water, as you would get inland, the result is a perfectly cushioned landing; on choppy sea you get all the thrills of power-boating while the Teal slows down in a series of skips across the surface. At about 20 mph the hull settles down on to the water, the windscreen is showered in spray, and the Teal becomes a boat.

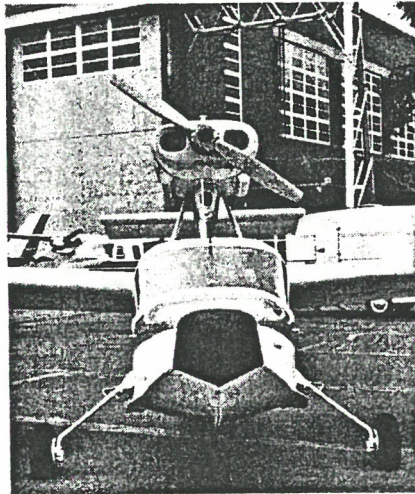
We lifted the cabin sides for a breath of sea air, dangled our hands over the side as you might do in a dinghy and shut the engine down. Waves lapping at the side of the hull made sounds unknown to aviation and it would have been pleasant to drift around for the rest of the day. The Teal comes equipped with an anchor as well as mooring ropes which can be used to leave the aircraft off-shore while you swim to a beach or sail across in an inflatable boat. During the time we spent on the water we climbed out on to the wing and exchanged pleasantries with the many curious yacht owners who came to inspect the aircraft from as close as they dared to sail. It would have been possible to take a fishing rod and try to catch dinner, or take a swim before flying back to Goodwood.

Being ardent aviators we elected to transform the Teal into an aircraft once again. Hatches secured, the engine burst into life and we taxied out to find a suitably clear stretch of water from which to take-off. Half throttle is used at first with the stick fully back until the speed is sufficient to get "on the step". Stick and throttle are then moved forward and the aircraft accelerates, beginning to skip over the waves. As soon as flying speed is reached, at around 60 mph, the Teal can be pulled into the air with rearward movement of the stick and a normal climb out follows. Gear is extended, not retracted, at a safe height and the flight back to land is no more demanding than in any aircraft.

We investigated the stalling

characteristics of the Teal en-route from the Solent to Goodwood. With power-off the aircraft mushes in to the stall with a slight wing drop but little pitch down at just under 60 mph. Recovery is standard and quick. But with power on, the Teal stalls in a 300 fpm climb, and continues to fly with full elevator control.

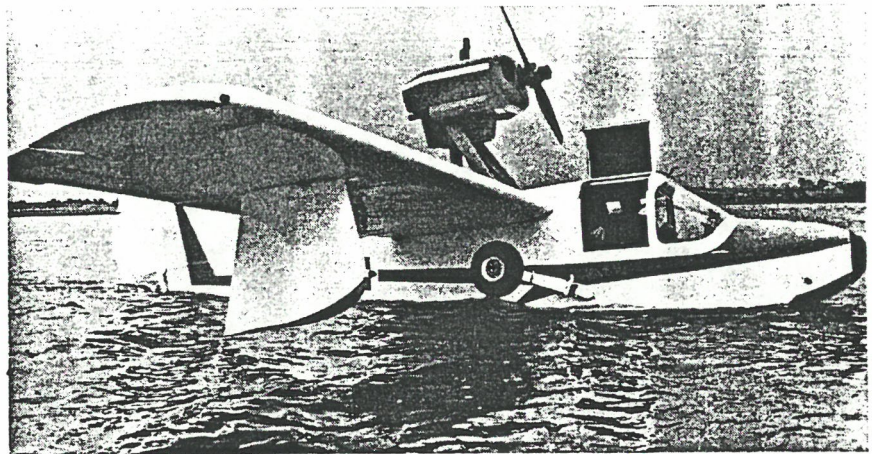
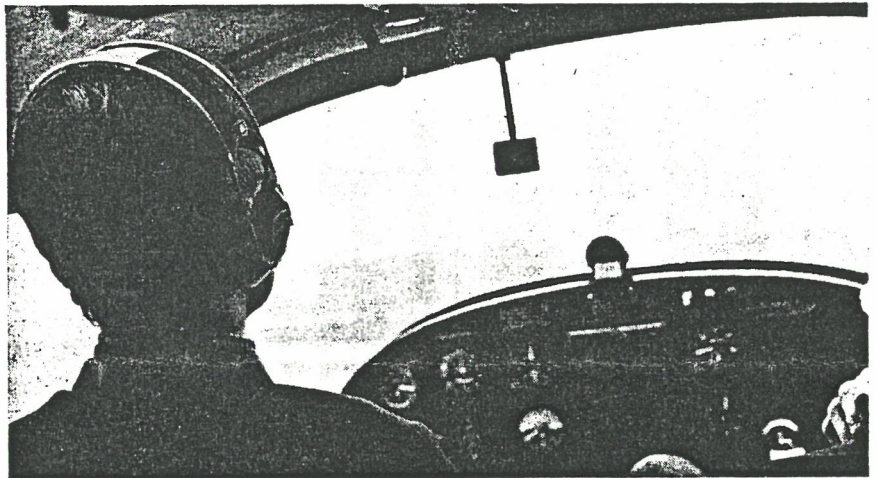
Back at Goodwood we flew a few circuits to complete our understanding of the Teal. With no flaps provided the aircraft is about as uncomplicated as you can get.



It can just be motored down finals at 70 mph until round-out when with the throttle closed and stick coming back a three-pointer is well within most people's ability. Even if a student were not to round out properly there are no fears of propeller damage, a bounce is all that can happen.

We found that the Teal provides its owners with a completely new dimension in private flying, fun and utility all in the same package. A tour of the continent, with landings at attractive French resorts or by deserted stretches of coast, are dreams that could well come true. It is possible to make the suggestion that for its cruise performance the Teal costs a lot of money, but nowhere else can you find such an aircraft which allows all these possible uses yet alone at the price of a standard training aircraft. The £9,200 price tag is therefore a value to be set against the advantages of the aircraft.

Photographs show the layout of the Teal. Black nose cone is padded to absorb shocks when the aircraft is moored to a buoy or jetty. Forward visibility is good, and the cabin is remarkably roomy.





The previous Teal article was submitted to me by Arnfinn Halland along with a lot of other reprints from European magazines that many of us never get to see. This is why I reprinted it so I could share it with you. The article was a reprint of the Oct 1971 issue of Light Aviation for Marinair (Transport) Ltd, 8 South St, Chichester, Sussex, England as an advertisement. Marinair was once a Teal distributor in Europe, but were unsuccessful and are now defunct.

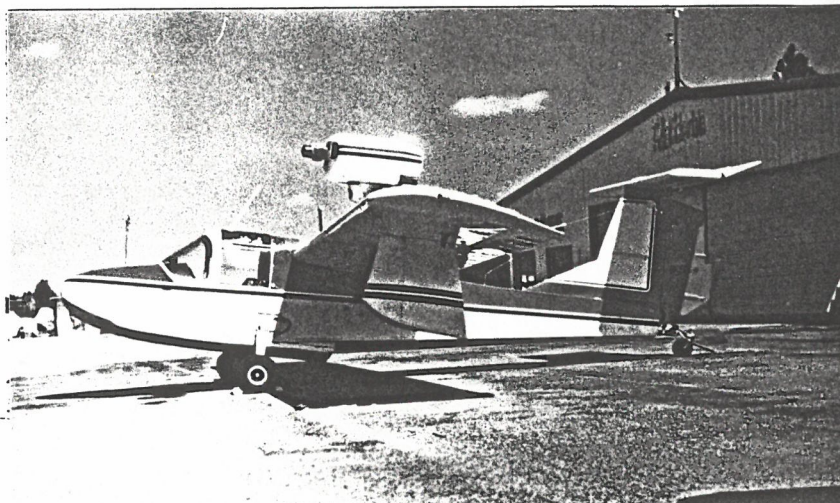
## Tips

Being someone who has been around water all of my life, I am aware that all sorts of unexpected things can and do happen. Some of our sailing adventures will bear this out. For this reason, I have been carrying a handheld marine radio along with me in my Teal. If I see a boat in distress, I can call the Coast Guard, give a position and lend a hand if necessary. It also makes it possible for me to call boats or marinas if I am looking for a float or ramp in an unfamiliar area. Many of the discount marine supply houses offer these radios from \$200.00 and up. I have been using an SMR Sea Lab 2000 for a couple of years now and find it to be a rugged, reliable unit and well worth its cost. Goldberg's Marine in Phila, PA now has it on special for \$199.95 including a rubber duck antenna, ni-cad batteries and recharger. I'm sure other discount houses as well as the Boat Owners Assoc (Boat U.S.) offer the same or similar radios at comparable prices. It is an excellent back up unit especially if you are operating over large, open areas of water. Please bear in mind, that your aircraft radio station license must have this radio listed along with the rest of your radios to make you legal with the FCC. And, there are designated channels which you must use.

### FOR SALE

Dewitt Beckett has Teal # 35 with only 97 hrs TT on it. The aircraft is blue and white, is out of license, has its wings removed and is ready to trailer. This is one of the last Teal TSC-1A2's built and has not been damaged. It is located in Monroe, Louisiana and Dewitt is asking only \$17,000.00. You may contact Dewitt Beckett, 1704 Island Drive, Monroe, LA 71201. Phone (318) 322-3535

Boyd Smith, the fellow with all the parts and tooling for the Teals, has his Teal # 38 for sale also. This aircraft was the Last Teal TSC-1A2 to be built 12/77, and has just been rebuilt and repainted to new condition. His Teal is red and white (see photo), has 205 hrs TT, 5 hrs since annual 10/84, has wingtip strobes, wing tanks only, flaps and all sorts of antennas. The plane was set up IFR and has all of the trays in the panel but no radios are installed at present. Boyd is asking \$26,000.00 rebuilt, repainted and ready to fly. You may contact Boyd Smith, Lake Blackshear, Rt 3, Box 400, Cordele, GA 31015. Phone (912) 273-5289



Boyd also wants me to let you know that he has many Teal parts still available. If he does not have the part, he does have the tooling to make any part you may need. Since labor costs are low in Boyd's area, he can keep costs very low for a one off item. Unless you have a machine shop, you cannot beat his prices.

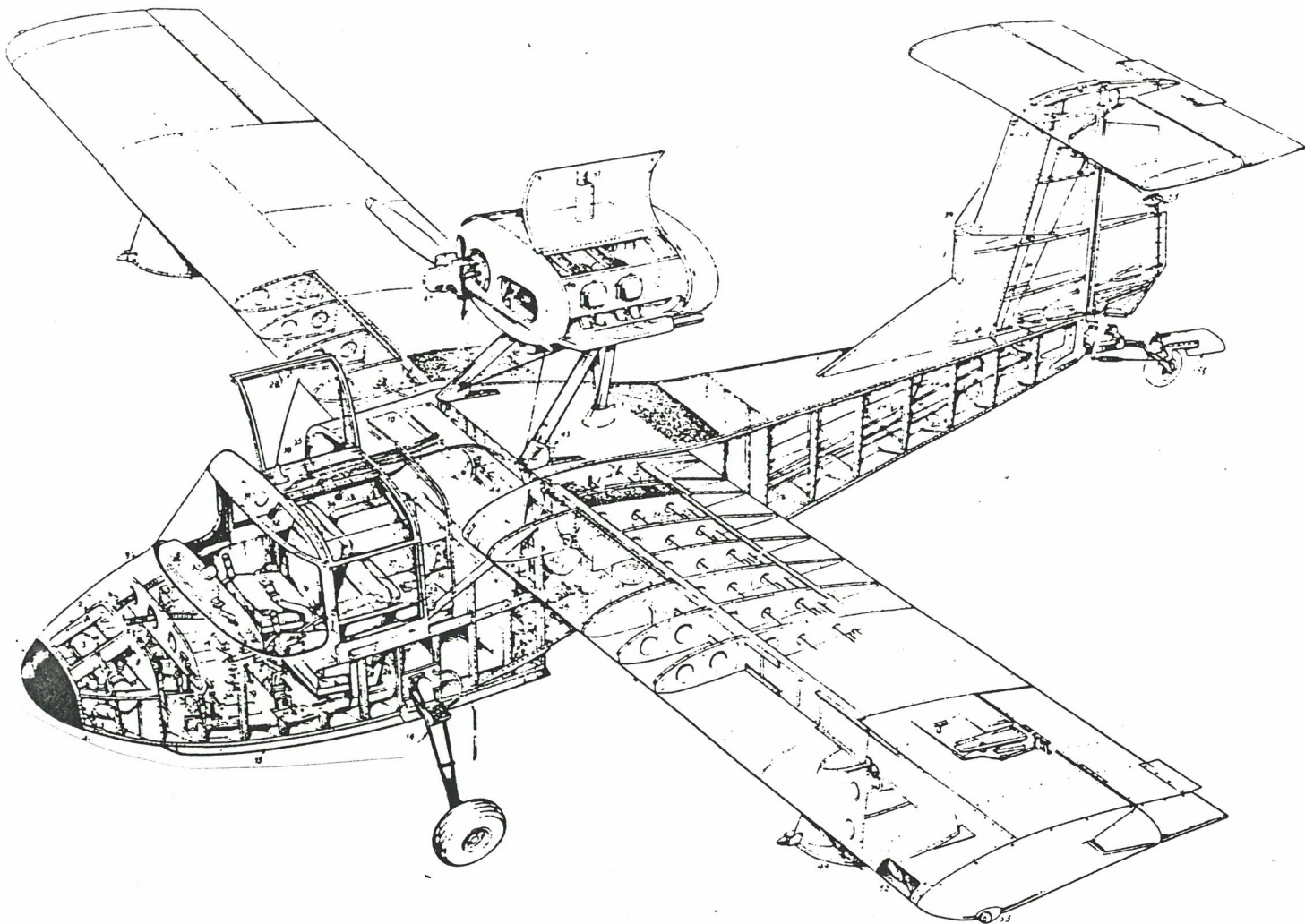
### *splash-down*

The cover photo this newsletter was taken by Steinar Sevdal of Norway. My thanks to him for sending it and other photos to me from time to time.

The holiday season is now upon us and a new year is about to begin. For some of us, water flying is over until spring rolls around again. My flying will be limited to the few warm, sunny days New England has to offer during the winter because I have no heater. So now is the time to catch up on all the projects that were neglected during the warm months. Perhaps this will give you a chance to write and send in some photos.

In any case, here's wishing all of you Happy Holidays and a healthy and prosperous New Year.

Gary.



TEAL AMPHIBIAN is an informational newsletter  
written for Teal owners and enthusiasts by Gary Larson  
38 Lake St, Lake Garda, RFD 2, Burlington, CT 06013 (203) 673-1651