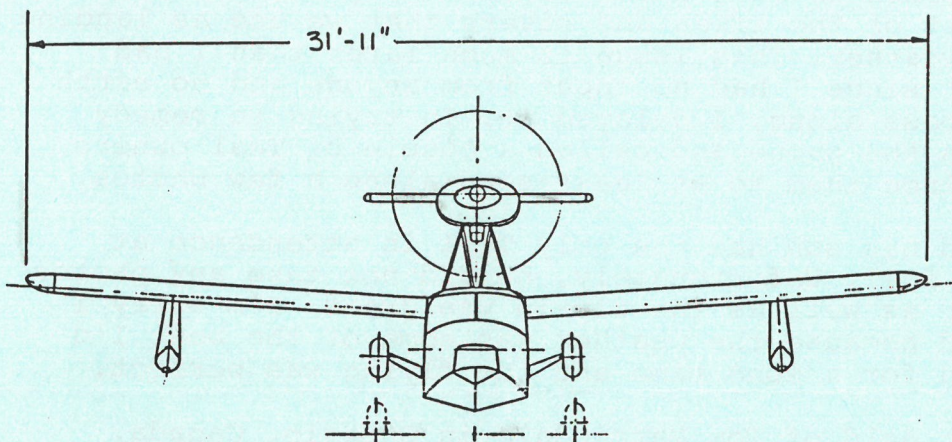
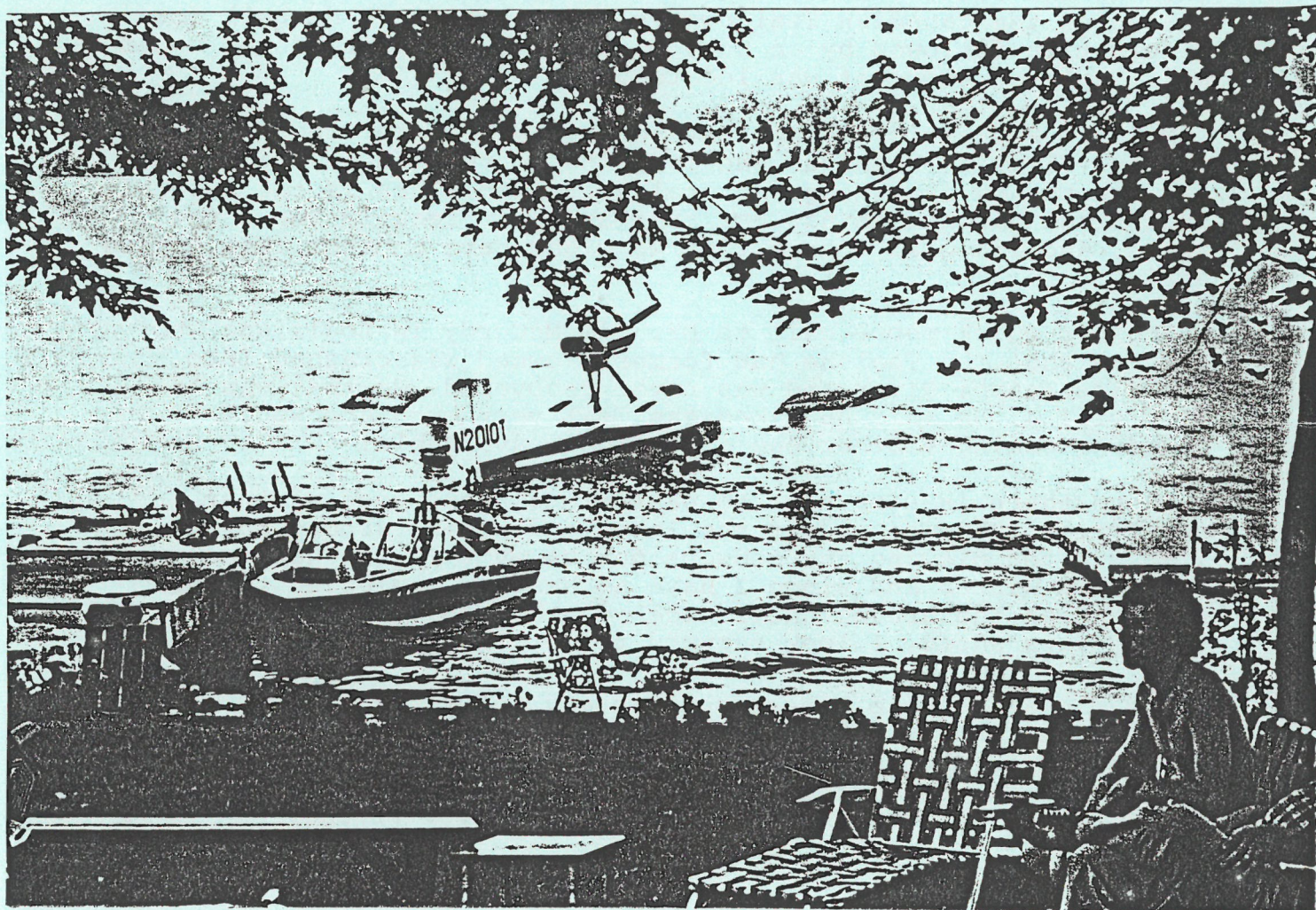


TEAL AMPHIBIAN



4, FEBRUARY 1985

A NEWSLETTER FOR TEAL OWNERS AND ENTHUSIASTS



Editor's Note:

The cover photo of this issue of the newsletter was taken last summer on Bantam Lake in Connecticut. I included it as a reminder of the fun flying season we have ahead of us this year, now that the ice has left most of the lakes and rivers that we use as landing strips during warm weather. This issue is much later than I had wanted it to be, but since I had no input from anyone and no earth shattering news to pass along, I delayed it. In trying to remedy the matter, I got on the phone and called a couple of Teal owners in the area to convince them to at least send along a few photos.

Pete Kallander and his son had the only Teal in attendance at Greenville, ME this fall. Unfortunately, he did not take any photos but said the weather as well as the fly-in was great. I'm sorry I was unable to attend because the weather was some of the best I'd seen on that weekend for a long time and the flying was perfect.

I also finally got hold of Tom Martindale in Ontario, Canada. Tom just bought out the Teal project from Dave Thurston and Boyd Smith, and last I heard was that a trailer full of parts was headed for Canada. Tom told me he would send me the details so I can pass them along to all of you. He's also trying to get his 180 hp Teal certified in Canada and I hope to have a followup on this in the future. Also, thanks to Tom, I am current on the status of the Canadian Teal owners. A few calls to Ma Bell for information followed by an hour on the phone confirmed who owned what Teal and where it was located.

Malcolm Peck informed me that he sold his spare wings from #18 to Paul Klein in Michigan who is going to rebuild Teal #3 that was wrecked by Jack Hodge several years ago. This is the aircraft that Brian Van Wagnen has had available for rebuild for a few years, and I'm glad to see that we might have another Teal flying again.

Another quick phone call to Dr. Jim McCurdy in Louisiana who told me that the Teal he had formerly owned was crashed into the Mississippi River and was never recovered. So that was the fate of # 4. He said he liked the Teal very much and would consider owning another one if one were available.

Since there is some news to pass along, here goes another newsletter. The ice is off the lakes and rivers around here and I've started blowing the cobwebs out of my # 10. We had some cold days this winter and since I have no heater, I elected to keep my plane on the ground until nicer weather. But with brighter, warmer days ahead, I look forward to getting my bottom wet again.

Again I ask you to please send me any information, tips, stories and photos you'd like to share with the rest of us. This is what makes this newsletter. What I will ask of each of you is to send me your current registration number and status of your Teal for my records Thanks alot and happy flying.

Gary.

The Frog Pond

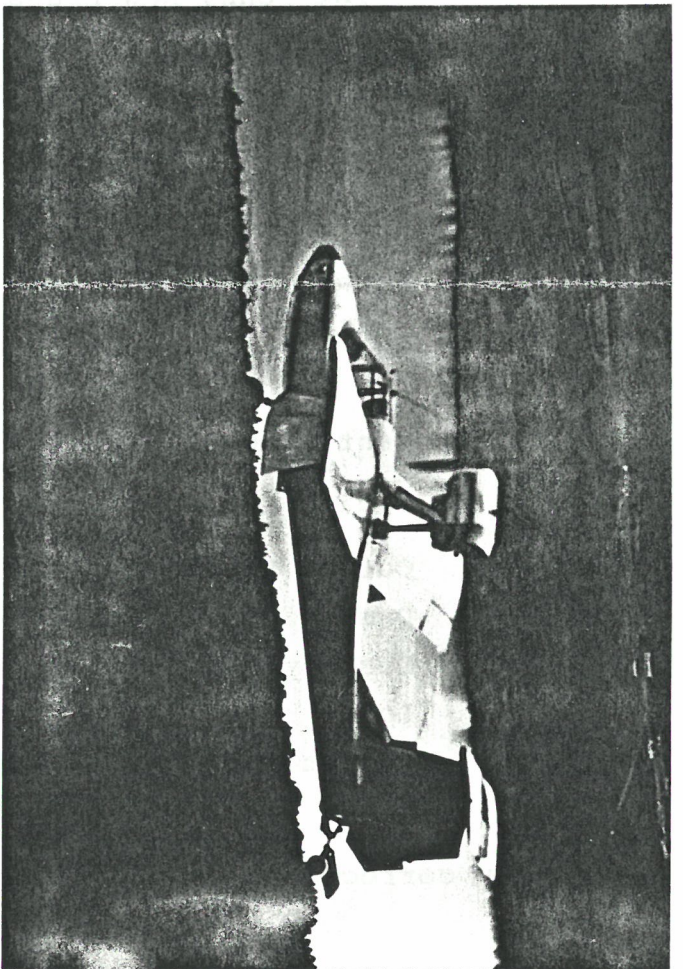
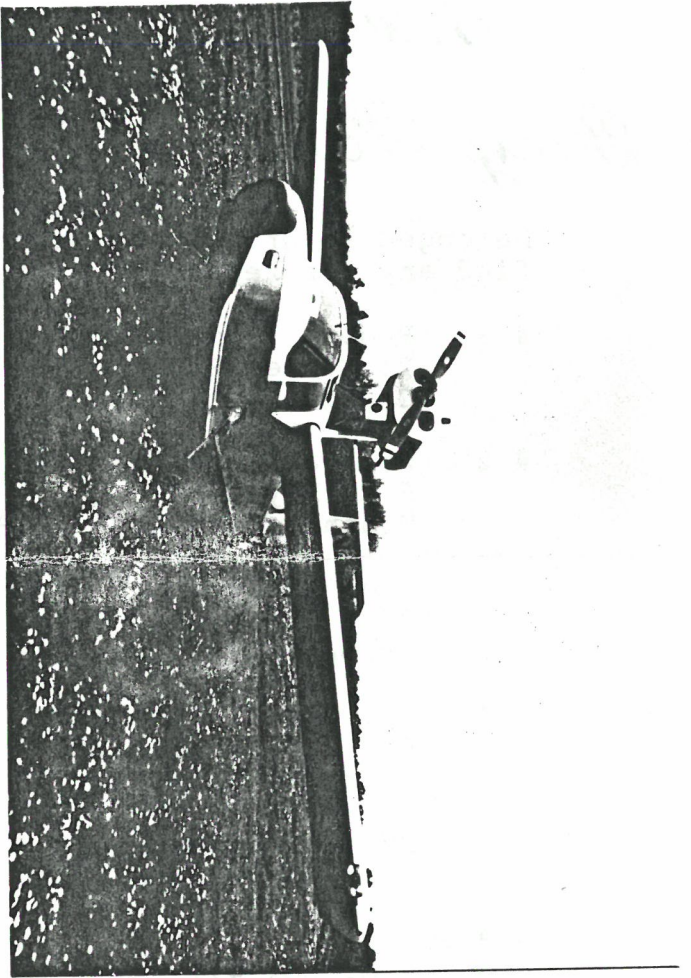
In the last issue I included a list of the 38 Teals and their owners. The following are the changes of status and ownership as I now know them to be. The only two which I am completely uncertain about are # 7 belonging to Eero Hokkanen of Helsinki, Finland and # 26 which belonged to Dr. Wilson Siddall of Nova Scotia, Canada. If you find any discrepancies or errors, please let me know

- # 1 Robert Baldwin Flying
21 Munsee Street
Cayuga, Ontario, Canada NOA 1E0
 - # 2 William Gobeille Flying, minor repairs
6 Rubbly Road
Wenham, Mass, USA 01984
 - # 3 Paul Klein Damaged, repairable
8725 Crego Road
Brooklyn, MI, USA 49230
 - # 4 Dr. James W. McCurdy Lost, sank in
677 Barataria Blvd. Mississippi River
Marrero, LA, USA 70072
- Dr McCurdy had sold Teal to another party who never changed ownership on registration and then lost a/c
- # 9 and # 13 Peter Stanton # 9 Some parts
P.O. Box 471 # 13 Flying
Saint John, New Brunswick, Canada E2L 3Z8
 - # 16 Aero Club Des Lagunes Damaged, assumed
Abidjan, Ivory Coast, Africa not flying
 - # 22 and # 36 Thomas H. Martindale #22 180 hp, Flying
RR # 2 # 36 Damaged
Springfield, Ontario, Canada N0L 2J0
 - # 35 Stuart Hanley Being relicensed
P.O.Box 660339
Miami Springs, FL, USA 33166

At present time, the status of the 38 Teals is as follows;

Flying	21	Flying - USA	10
		Canada	9
Out of License	2	Norway	2
Damaged-rebuildable	5	Out of license- USA	2
Destroyed-parts only	3		
Lost	5	Damaged, rebuildable-	
		USA	1
Uncertain	2	Canada	1
		Norway	2
		Africa	1

Any corrections or additional information appreciated.

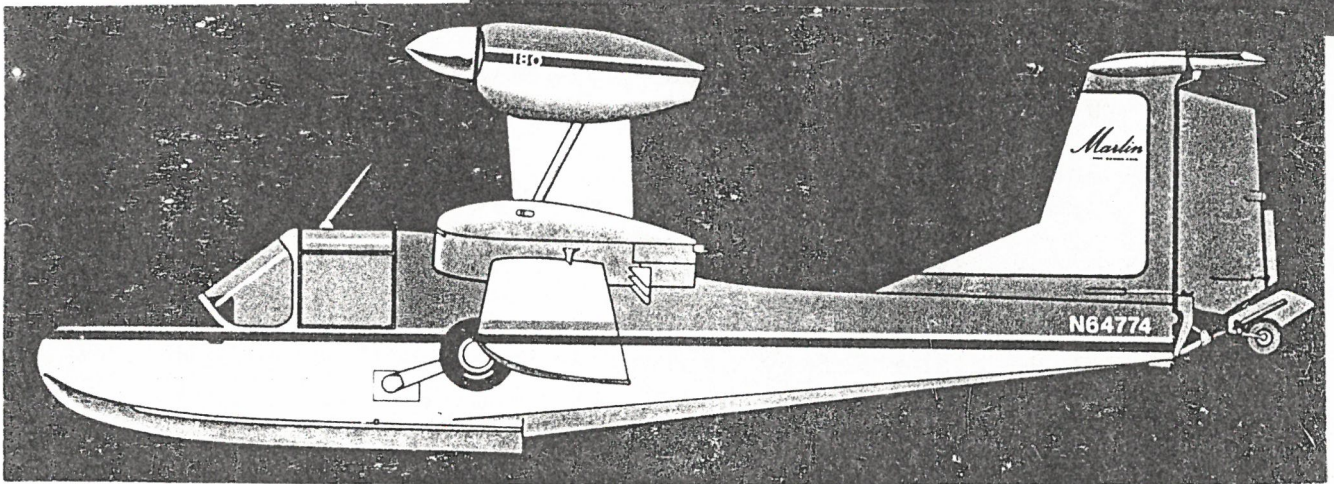
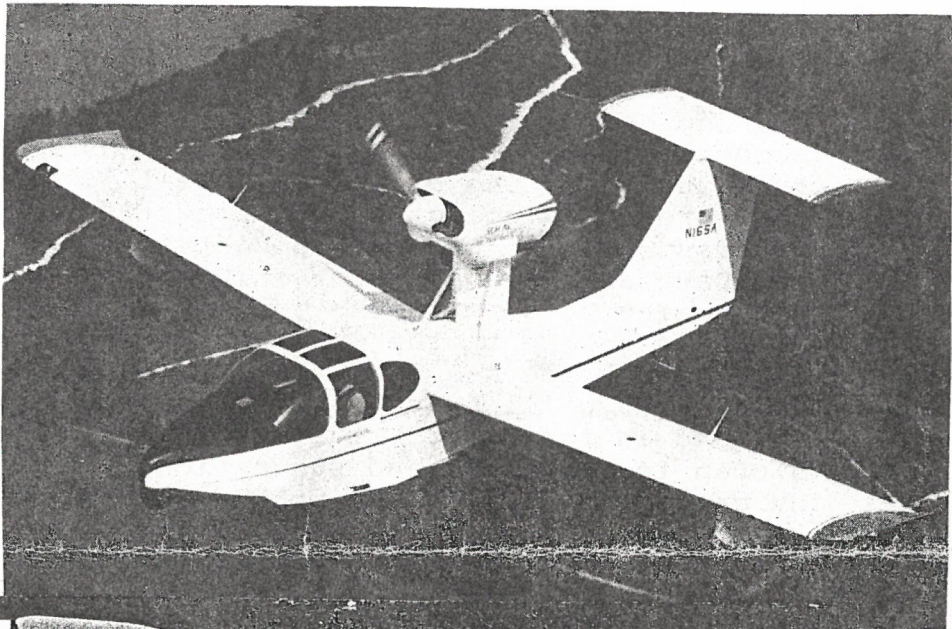


This issues photos are of Teal # 24 belonging to Victor S. Greek of Nova Scotia, Canada. According to Victor, CG-GIA went through an extensive rebuild after a crash into a lake only to be damaged in a similar incident requiring another rebuild. Hopefully the Teal is complete and flying well. Two of the photos show # 24 in bare aluminum and fiberglass and I assume they were taken after this last rebuilding. Thanks Vic for the photos. How about a nice large one after she's all finished?

I apologize for the quality of the reproduction, but this is because the photo is in color and the copy machine doesn't pick up colors well.

News

While going through my files looking for info to use in the newsletter, I came across pictures of Teal Aircraft's Marlin 180 and Dave Thurston's new Seafire. Being that they are similiar, I'm wondering just what might be able to be adapted to Teal from the Seafire. Tricycle gear is the first item that comes to mind since conventional



gear used on the Teal is its weakest point. I say this for a couple of reasons. The Teal is hardest to handle on the ground because it is a taildragger and there are fewer tailwheel pilots around today. Ground loop accidents or the possibility thereof tend to scare pilots away from the Teal. Also, the Teal was originally designed as a flying boat for a fellow who wanted to start a chain of seaplane flying schools. When that fell through, Dave Thurston added the landing gear to create an amphibian and a more marketable product. The conventional gear was the most practical and simple way to go without a major redesign. Tricycle gear would make the Teal appeal to a larger segment of pilots and make it easier to handle on the ground. More horsepower and a streamlined pylon would give the Teal added performance and probably increase the gross weight. Maybe different wingtips and shorter floats would increase the speed. All of which would be quite welcome.

Most of you probably received the letter from Dave Thurston back in June 1984 telling you of his proposed tricycle Teal project. The program was to have included a streamlined pylon, 160/180 hp engine, new cockpit door/windows, redesigned air and water rudders and added cockpit room. Much of this had previously been developed and could be used to develop an improved Teal. They attempted to finance by offering shares of the company to interested parties. Unfortunately, only Pete Kallander had any interest and no one else could be persuaded, so the project never

got off the ground, so to speak.

So enter Tom Martindale of Ontario, Canada, the Canadian Teal guru who has owned, bought and sold numerous Teals since their inception. Some of you have probably even bought your Teal from or through him. The only 180 hp Teal is also owned by Tom and he is presently going through a certification program with the Canadian DOT. Tom has also bought the Teal project, parts, etc from Dave and Boyd and everything is headed up north. Just what he is going to do with the Teal is unknown, but considering how expensive a Lake or the Seafire is, maybe an updated Teal at a much lower price has a chance. Let's hope so. It's all up to Tom now and we'll have to wait and see. At least the Teal is not dead in the water but still has a chance. I'm sure that Tom is open to any input and suggestions you may have to offer. In any case, I will keep you posted as to further development.

CALENDAR

Minnesota Seaplane Pilots Safety Seminar
May 10-12, Breezy Point Resort, Pelician Lake, Breezy Point, MN

COPA Annual Convention
May 22-25, St. Andrews-by-the-Sea, New Brunswick, Canada

Otsego Lake SPA Splash-In
June 7-9, Gaylord, Mich

SPA/FAA Seaplane Safety Seminar and Fly-In
June 14-16, Camp of the Woods, Speculator, N.Y.

Canadian SPA Fly-In
June 21-23, Nangor Beach Resort, Westmeath, Ontario, Canada

Oshkosh SPA Fly-In at EAA Convention
July 27-Aug 3, Oshkosh, Wis.

Greenville SPA International Fly-In
Sept 13-15, Moosehead Lake, Greenville, ME.

West Coast SPA Safety Seminar and Fly-In
Oct 4-6, Clear Lake, Lakeport, CA

I hope you can attend these and other local fly-ins in your areas with your Teal. Did you know that there are people out there who think that the Teal is a homebuilt because the only picture of a Teal they've seen is that of the prototype that had experimental placards on it during it's development. Let them know just what a Teal is. And send me some photos.

If there are any other fly-ins that I don't know about and you'd like me to pass the info along to the others, even though we are a small number, let me know.



**Seaplane
Pilots
Association**

offers the new SPA Seaplane Landing Directory. It is a collection of state by state rules and regulations concerning seaplane landing areas and includes local, state and federal restrictions within the USA. It also includes a complete list of seaplane bases and a series of routes and cross-country refueling spots. Nice to know that our amphibians can land at any airport for fuel. I imagine most of us have set down on the water and gotten gas from a marina on occasion. To get a copy of this directory

write;

Seaplane Pilots Association
421 Aviation Way
Frederick, MD 21701

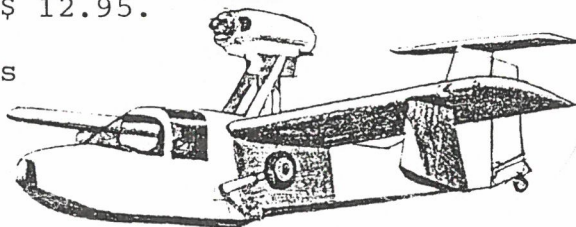
\$ 6.00 copy, members \$ 10.00 non-members
include \$ 1.00 postage & handling or \$ 2.00 first class

If any of you Canadian Teal owners know of a similar publication that is offered in Canada, let me know.

What's New?

Because I'm an airplane nut, my wife bought me a small book entitled "A Field Guide to Airplanes" by M.R. Montgomery and Gerald Foster. It has 300 illustrations and descriptions of airplanes, one of which is the Teal. I am negotiating with Gerald Foster for an original sketch of the Teal which I hope to have available in the future as a frameable print. The book is published by Houghton Mifflin Co and costs \$ 12.95.

The illustration in the book looks like this and the sketch should be similar but larger.



In talking with some of the more recent Teal owners, I was informed that getting insurance was a problem. A name that was suggested to me was Francis P. Brown, Alpha Aviation Insurance, Airport 17 Penthouse, 377 Route 17, Hasbrouck Heights, NJ 07604 201/288-4831. I understand Alpha is involved in a program for Lake amphib owners.

I have used Avemco for the last few years. Their requirements were 500 hrs and 15 hrs instruction in the Teal before I could solo. I suggest being current in an amphib and a taildragger before attempting a Teal. It's a great little airplane, but it can bite you during a landing, especially on a paved strip.

splash-down

So ends another newsletter. Spring will soon be upon us with lots of nice seaplane flying weather that I hope you can all enjoy. I guess this is what makes all of the waiting during the winter worthwhile. I'm hoping to hear from more of you as well as having a chance to meet some of you if I happen to get to one of the major fly-ins. Some day I'd like to have a small get together of Teals since there are 13 Teals in the eastern sections of the US and Canada. Maybe it will be part of a larger fly-in. More likely our meeting will be more by chance since there are so few Teals still flying, but I welcome the opportunity.

Here's hoping you all have a good summer and fine water flying.

Gary.



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