



# WaterFlying

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A Fokker's Unfortunate Fate |  
Seaplane Flying—A Family Affair |



**WOW  
FACTOR**

## FEATURES

### More Power, Less Weight = Wow!

By Mike Kincaid

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Sometimes a pilot has to dig into a bag of tricks—lifting one float, popping some flaps—to encourage a seaplane into getting airborne. With the Carbon Cub SS a pilot can easily lose count shortly after pushing the throttle to full and barely moving the stick forward, as it leaves the water behind in a flash.

### The Unfortunate Fate of Fokker CF-AUV

By Robert S. Grant

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After one aborted attempt to take off from McDames Lake in British Columbia, Canada, the pilot of the big Fokker F-11AHB tried again. Moments later, the spectators heard snapping conifer branches and muffled tin-canning. Registered CF-AUV and serial numbered 906, the elegant Fokker would never fly again, and the rescue drama commenced.

## DEPARTMENTS

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**COVER:** Cub Crafters Carbon Cub FX on Clamar Floats. Photo by Jim Raeder.



# HISTORIC SEAPLANE HANGAR'S MANY LIVES

Lee Corbin

**It was late in the afternoon on August 14, 1936, in Grünau, Germany.** The final rowing competition of the 1936 Berlin Olympics, the eight-man boats, was about to start. Representing the United States was a team from the University of Washington in Seattle that would stun Germany, and Adolph Hitler, when

they crossed the finish line in first place to win the Gold Medal. In 2013, their story was told in Daniel James Brown's *The Boys in the Boat*.

What's this have to do with seaplanes? The answer requires going back nearly 20 years prior to that race in Berlin.

World War I was in its third year

when the United States entered the fight in April 1917. German U-Boats had been decimating military, cargo and even passenger shipping across the Atlantic. It would take U.S. Naval aviation to successfully fight the submarine menace. Despite having invented the airplane, the U.S. had been surpassed by



Boeing pontoon and hull shop. George Pocock, second from right. (Photo courtesy Boeing Archives)



Fabricating an HS-2L hull in the Boeing pontoon and hull shop. (Photo courtesy National Archives.)



its allies in the field of aviation. Catching up would be the order of the day for both the Army and the Navy, requiring immense training infrastructure and manufacturing. Aviation schools were set up across the country, not only to train the pilots but the men who would maintain the aircraft.

For those who would pilot these aircraft, the Navy recognized that a pre-flight ground school prior to actual flight training would be advantageous. Three such schools were established during the war, at MIT near Boston, Dunwoody Industrial Institute in Minneapolis, and the University of Washington (UW) in Seattle.

A Naval Training Station had been established on the campus of UW in the summer of 1917. Like most colleges and universities across the country, UW wanted to do its patriotic duty to support the U.S. war effort. In March 1918 the Navy made the decision, as part of this Naval training camp, to establish the only pre-flight ground school on the West Coast. Graduates of the school would most likely attend flight training down in San Diego, at North Island.

As might be expected at an aviation school, hangars were constructed. MIT sits on the Charles River in Cambridge, where their seaplane operations would take place. But their hangar was deep inside the campus, more than 1,000 feet from the river. Dunwoody Industrial Institute is located close to downtown Minneapolis and although a hangar was constructed on the campus, flight

operations were planned from Lake Minnetonka, 10 miles to the west.

But the University of Washington is unique. As in 1918, the campus sits directly on Lake Washington to the east with Portage Bay and the Montlake Ship Canal to the south. Where the lake and canal meet, about a wing-span's length from the water, is where the Navy built its hangar—10,000 square feet in size and built entirely of wood, which of course is abundant in the Pacific Northwest. Completed in the late summer, it would only serve its intended purpose until January 1919, when the last of the aviation classes finished up. Three Burgess U-2s and a single HS-1L would comprise the “fleet” of training aircraft.

With the war over and demobilization underway, the university suddenly found itself the owner of a complete Navy training camp. Many of the buildings were sold and moved, and some were demolished. But a number were kept and put to good use by the school, including a nearly new seaplane hangar. Quickly recognized as an ideal “shell house”—a facility for the narrow craft used in competitive rowing—for the UW crew, it would serve that purpose for the next 30 years and produce a number of champion teams. But this would not be the old hangar's only connection between seaplanes and rowing shells.

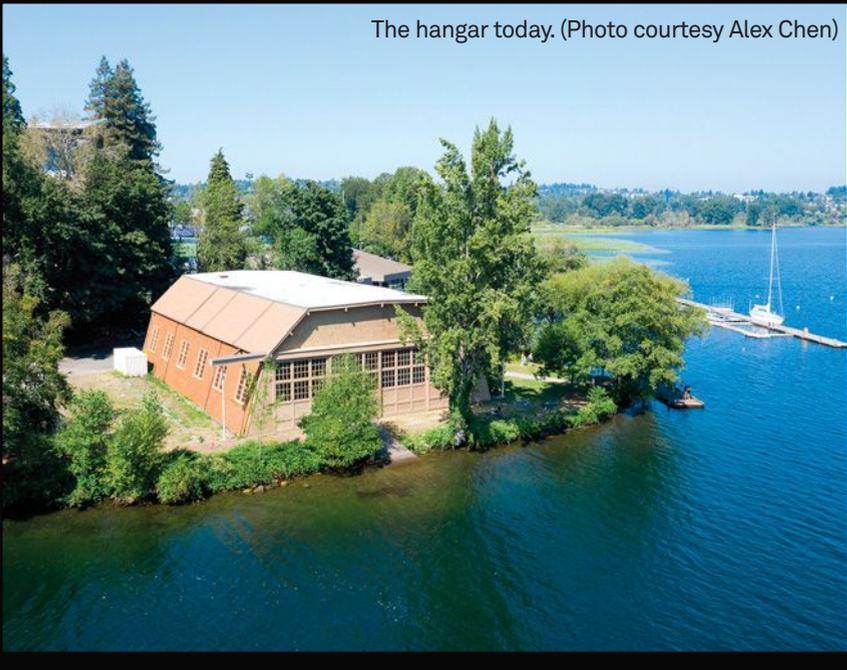
George and Richard Pocock, Englishmen trained in the art of boat-building, had been fabricating shells for UW and other schools since 1912. One day in early 1916 the school's president, Henry Suzzallo, brought a gentleman to the shop to admire their workmanship. Upon departing with President Suzzallo, the visitor tossed a business card on a workbench and said, “Come and see me as soon as you can.” George picked up the card, which read “W. E. Boeing.”

It would take the Pococks a year before going to see Mr. Boeing, as they had commitments up and down the coast for a number of shells. By early 1917, with the U.S. coming ever closer to the war, boat orders had dwindled to the point that they needed income. Their first job for Boeing would be building pontoons for the Model C, of which

University of Washington crew, 1939. (Photo courtesy Museum of History and Industry)



The hangar today. (Photo courtesy Alex Chen)



the Navy had ordered 50. That would be 100 pontoons but, for good measure, Boeing had them build 150. Although the Navy wasn't necessarily impressed by the Model C itself, the floats received high praise.

George and his brother would remain at Boeing until 1922. Aircraft were being constructed more of metal than wood, so the Pococks knew it was time to return to their first love. Richard left first, becoming the shell

builder for Yale, and George returned to the University of Washington. In the back of the old hangar, Coach Rusty Callow had a loft shop constructed for George where he would turn out shells for the next 26 years. When a new shell house was constructed in 1949, including a shop for George, he just kept building.

The hangar would serve various functions over the next 50 years: a canoe house including a two-story manager's apartment built entirely inside the structure, a yacht club and, finally, for boat storage.

With the 2013 publication of Daniel James Brown's *The Boys in the Boat* people began to show interest in the old hangar, to the point that regular tours began. Recognizing its historical significance, the University of Washington embarked on a campaign in 2018, branded The Next 100 Years, to restore and preserve the only remaining all-wood Navy seaplane hangar from WWI. That campaign continues.

For more photos and information, please visit: [www.washington.edu/ima/waterfront/asuw-shell-house/](http://www.washington.edu/ima/waterfront/asuw-shell-house/).



Hangar interior photographed between September 1918 and January 1919. Burgess U-2 left, HS-1L right (Photo courtesy Museum of History and Industry)

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