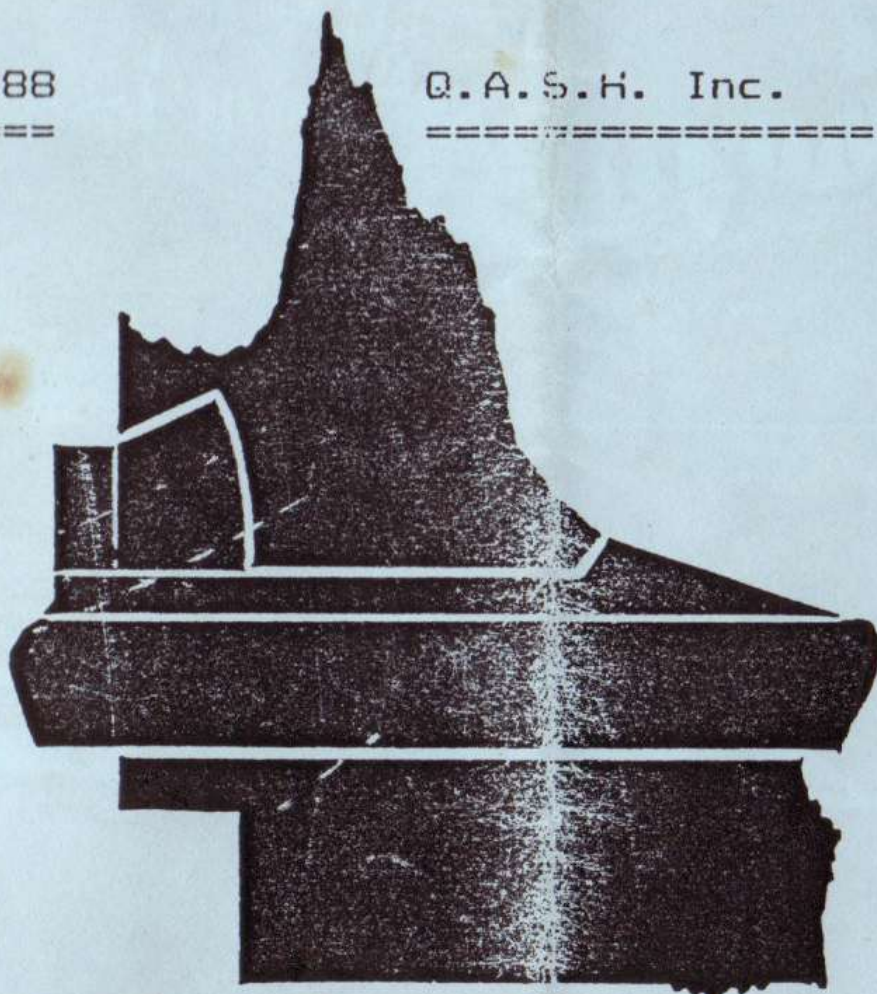


**QUEENSLAND
AMATEUR
SPORTING
HOVERCRAFT**

MAY 1988
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Q.A.S.H. Inc.
=====

13th EDITION
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Q.A.S.H.

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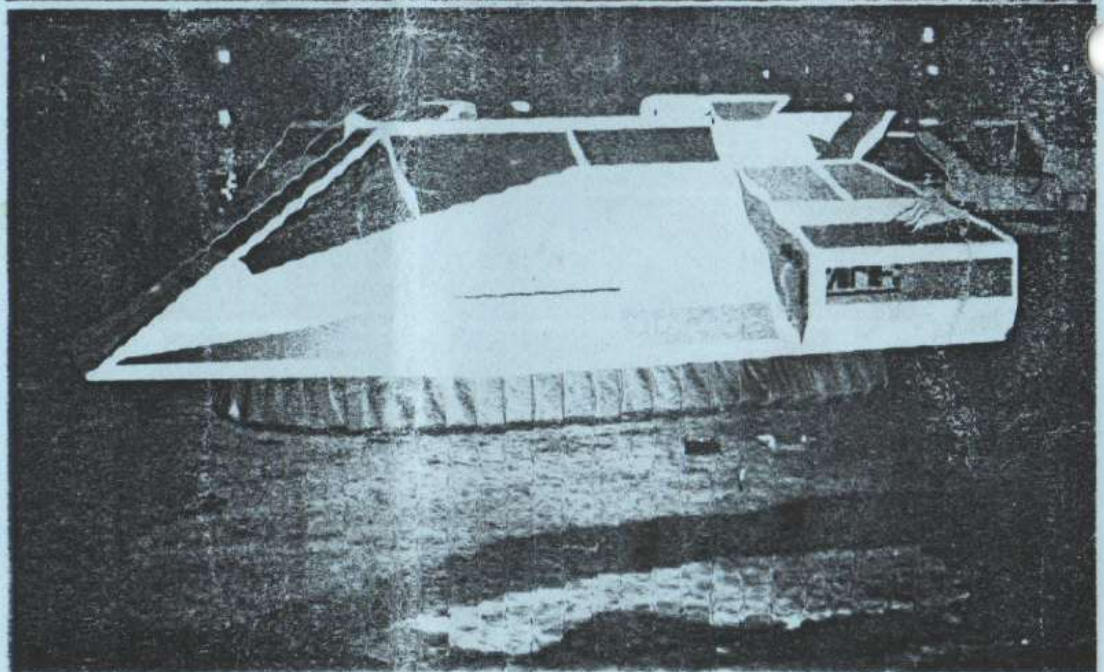
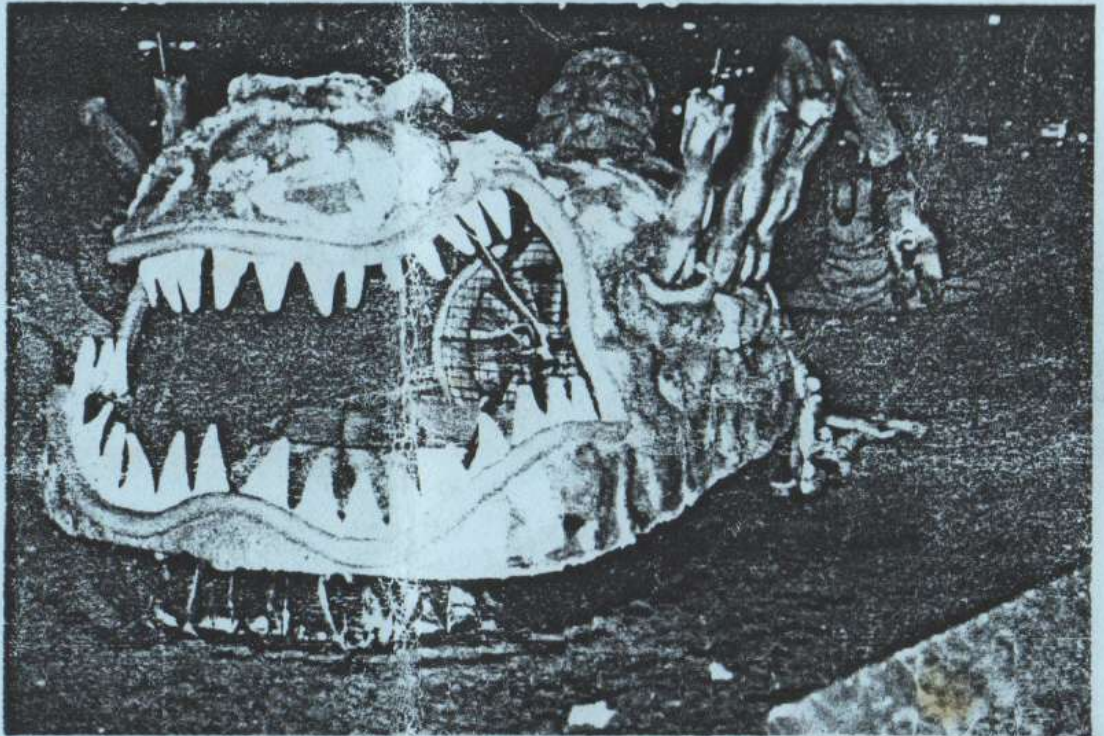
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YEARLY MEMBERSHIP	\$30.00
ASSOCIATE MEMBER	\$15.00



QUEENSLAND AMATEUR SPORTING HOVERCRAFT Inc.

c/o 52 Utrecht St.,
LOGANHOLME, QLD. 4129

Dear Air Cushion Vehicle enthusiast,

The last four weeks have produced some of the most spectacular hovercraft displays ever shown in Queensland. The highlight of course was the Victorian Turbo Team's starwars battle on the Brisbane River on the opening night of World Expo 88. At 8-45pm on a cool but dazzling night in the heart of Brisbane, an F111 screamed down the river with its tail mounted fuel dump nozzle in full blaze which produced an eerie yellow reflection off the water's surface and surrounding tinted glass skyscrapers. This was the queue for the gutsy battle between the good guys in the two star-fighters and the six ferocious and ugly monsters right out of Jabba the Hutt's menagerie. The battle was over in about 6 minutes when the monsters were dismembered by the loud explosive blows of battle and the star-fighters let loose with all their brilliant flare in starwar glory. As I struggled back to my car some 2 kms down along the crowded river bank, I couldn't help but feel impressed by the many comments as the hovercraft flew past one at a time on their way back to the Kangaroo Point boat ramp. Congratulations guys, for the thousands who crowded in the park next to the old dry dock, under the Captain Cook Bridge, up on the Kangaroo Point Cliff lookout and not to mention the multitude lucky enough to actually be inside the Expo site, all loved the show.

The other spectacular is more a feat in enterprise and determination. Daniel and Peter Venn together with a hard working team of family members and friends are proving to Brisbane and indeed the world the remarkable capability of the light hovercraft. At the waterfront to Expo, Australian Light Hovercraft Services in conjunction with Queensland Hovercraft Supplies have demonstrated that a 3.8 metre craft can carry a driver and a payload of four adult passengers at a comfortable planning speed, a feat which is difficult for many outboard powered runabouts of the same size and totally unheard of for hovercraft predating the 1980s.

Angus Kerr is a Q.A.S.H. member driving for Expo and to give an example of his skill, Angus was instructed to keep a video camera operator dry at all costs regardless of how much or where this tourist decided to lean or stand. With instant reflexes and corrective leaning, Angus was able to keep the craft on an even keel and tourist and camera remained unblemished by a single drop.

The April rally was held on the upper reaches of Brisbane River between Twin Bridges on the Esk Road and Kholo near Ipswich and was attended by Mark Dobson and Ken Osmond in a Turbo 240, Phillip Audsley, Des Goss and John Russell each in their own Turbo 225 and Steven Odgaard in a Scarab 2. The river had receded from its flood condition 4 days earlier but the flow was still quite treacherous in places and when Des ran out of fuel, Mark and Ken, without thinking of their own safety, went to the rescue in the middle of a swirling torrent. Fortunately, both craft managed to dodge the many splintered tree limbs and submerged boulders. With a touch of irony, it was Des who had strongly advised Mark to take extra fuel.

V.F.L. fever is growing at Cararra with the Brisbane Bears now boasting 3 wins in a row and the hovercraft have been supplying some half time entertainment. Photos on the back page show John Russell with Alf and Angus Kerr with 3 lovely cheer leaders.

The April meeting at Archerfield was an annual general meeting to elect a new management committee for 88-89 and it is with pleasure that I announce all positions were filled including the position of vice-president. Congratulations to Mark Dobson who is returned as president and to Des Goss and John Russell who are new to the management.

Many thanks also to the out-going treasurer - Grahame Jones for his time with the books and efforts in establishing our present meeting place at Archerfield Airport.

Ken Osmond who is the president of the Hovercraft Association of Victoria was guest speaker and enlightened us that night on the latest in south of the border hover action, the invasion of the outer space monsters at Expo 88 and facts and figures for the federation insurances.

Ken has supplied us with a policy document and this will be on display at our coming May meeting.

A vote was moved and carried to forward our share of the premium to the H.A.V. for their reimbursement.

The positions of craft scrutineers have been left unfilled at this stage owing to the heavy work commitments of our more experienced craft builders and designers - Daniel and Peter Venn and John Rapley. For the time being, each craft participating in a rally will be inspected by all in attendance and a point system which focuses on life jackets, fire extinguishers, fan guards, exhaust system, noise level, steering ability and hull condition will be mandatory.

This month's rally will be held on Sunday 22nd at Bribie Island. Phillip Audsley will be leaving early from Caloundra and meeting us at Toorbul Point at 10am and after scrutiny will return as we travel north through the narrow and shallow Pumicestone Passage. After lunch at Caloundra we hope to try out the surf on Bribie's north-east shoreline. Return to Toorbul Point will be around 4-30pm.

The following details of the trip are provided by courtesy of Des Goss.

Trip to Caloundra.

Approximately 34 kms each way.

Travel time approximately 1 1/4 hours.

Depart Toorbul Point.

Travel via Pumicestone Passage.

Destination Caloundra.

On high tide there are very few places to settle down.

Suggest use of chart during trip to avoid dead end channels.

On low tide - plenty of sandbanks.

Care should be taken through oyster bed markers near Toorbul Point, through narrow channels near the skids and through the various water ski areas.

Petrol is available at Caloundra and Donnybrook and surfing is available. (Hovercraft and personal.)

Petrol requirement based on the Turbo 225 - total 45 litres including 5 litres for running around at Caloundra.

The 12th general meeting is convened for 7-30pm, Wednesday, 25th May 1988 at Archerfield Airport in the Sporting Aircraft Association of Australia building.

Steven Odgaard
sec.

PROPOSED TRIPS for the next six months

No 1 Bribie Island to Caloundra
MAY 22 Sun.

No 2 Fraser Island (Sandy Straits & Tin Can Bay)
JUNE 11 12 13 Sat. Sun. Mon.

No 3 Jumpinpin : North Stradbroke Island
JULY 17 Sun.

No 4 Brisbane river : Kang. Point to Bishop Island
AUGUST 20 Sat.

No 5 Noosa Heads (Noosa river)
SEPTEMBER 18 Sun.

No 6 Brisbane river : (Kholo bridge to Twin bridges)
OCTOBER 15 Sat.

The above dates have been decided on so as to give every one the maximum amount of time to prepare .
No 2 trip to Fraser Island as you can see above is over three days thus being the Queens birthday long weekend so we are hoping YES I SAID HOPING that you can get your family or friends to come as well. I have it from pretty reliable sources that the flying and the fishing is excellent so if you have a mate who likes fishing get them to come along; the more the merrier. For any further information you require on the above listed trips, please contact DES GOSS on 3499743.

HOVERCRAFT RACING by Mark Dobson

Short Circuit or Sprint racing is definitely coming!
To begin this highly exciting form of flying in Queensland we as a club must organise this sport as efficiently and as professionally as we can so it can grow into a really great sport. To start with we need flyers that are interested to get the sport off the ground, so to speak, during the infant stages and with a lot and I mean a lot of hard work and dedication we could make it work. A venue that has been looked at is Lakeside Raceway which has a small lake with sloping banks which would allow for the 50% land and 50% water to be used but more importantly it has great facilities for the spectators, and the minimum amount of track preparation. As you well may realize there are probably no pure racing craft around so we would initially use craft that are well, not so fast and manoeuvrable as some would like but we have to start somewhere don't we. Our first meeting is going to be held on June 26 so if you are a potential rev head get your act together because the sooner you get under way the sooner you will learn how to develop your craft and driver skills. Any one who doesn't own a craft and would like to take part as a race official or stretcher carrier as we may need one, please contact me as race officials are essential. And for the Mexicans that receive our highly informative magazine the local rev heads down there (Paul, Owen, Gavin, Brian, Big Peter, and yes I didn't forget you Bob) just because we will be starting a little behind you guys, Queenslanders have been known to come to the fore.

AIR CUSHION CRAFT

24 COBALT DRIVE, BETHANIA, QLD. 4205

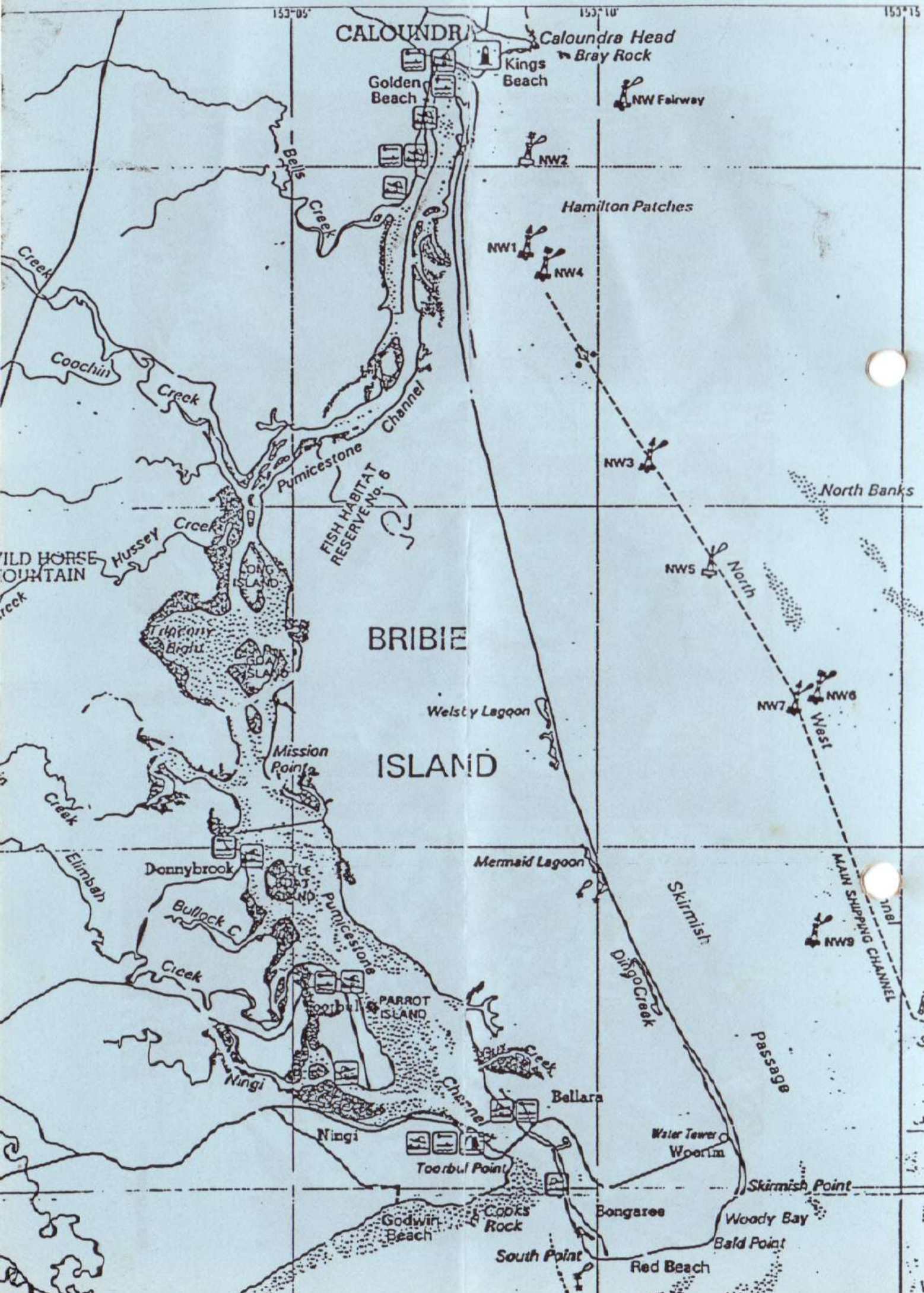
PHONE: (07) 805 1681

SKIRT FABRIC AVAILABLE

SKIRTS MADE / REPAIRED

ROTAX — ENGINES





CALOUNDRA

Caloundra Head
Bray Rock

Golden Beach

Kings Beach

NW Fairway

NW2

Hamilton Patches

NW1

NW4

NW3

North Banks

NW5

North

NW7

NW8

NW9

MAIN SHIPPING CHANNEL

BRIBIÉ

Welshy Lagoon

ISLAND

Mermaid Lagoon

Skirmish

Dingo Creek

Passage

Bellara

Water Tower
Woorim

Skirmish Point

Woody Bay

Bald Point

Red Beach

South Point

Ningi

Toorbul Point

Godwin Beach

Copks Rock

Donnybrook

Bullock C
Creek

Elimbah

Creek

Ningi

PARROT ISLAND

Cherrie

Creek

WILD HORSE MOUNTAIN

Hussey Creek

Teahony Boglu

LONG ISLAND

GOAN ISLAND

FISH HABITAT RESERVE No. 6

Pumicestone Channel

Creek

Coochin Creek

Creek

Bell Creek