

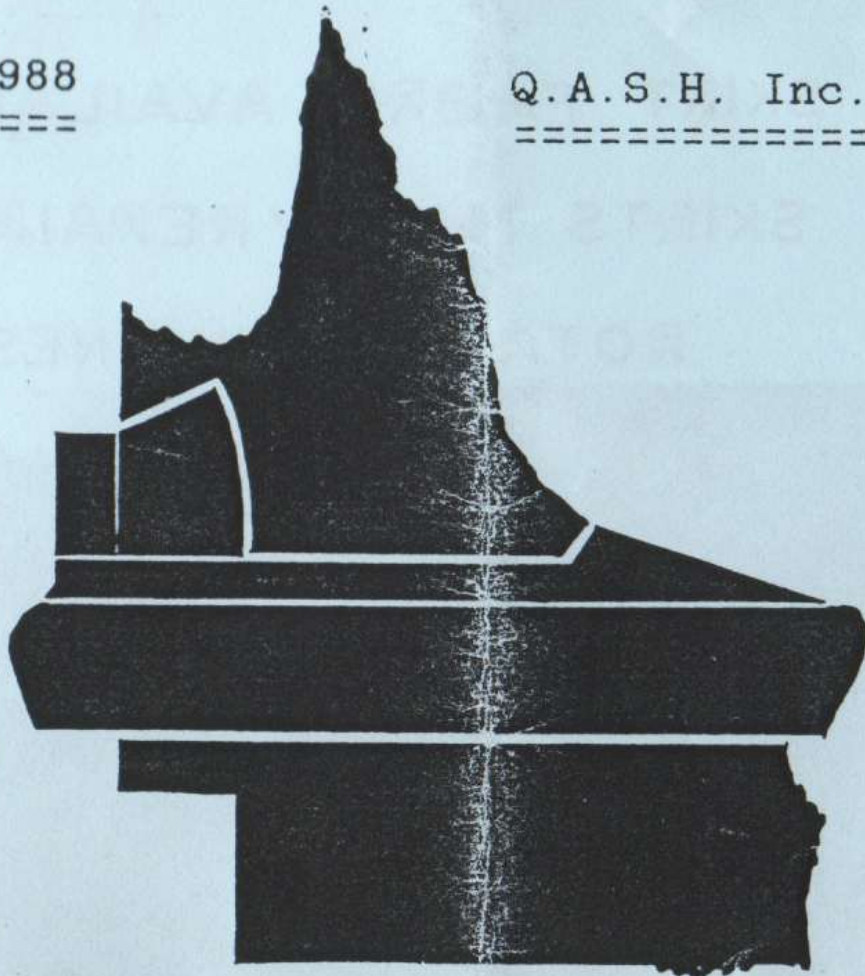
QUEENSLAND AMATEUR SPORTING HOVERCRAFT

JULY 1988

=====

Q.A.S.H. Inc. 15th EDITION

=====



Q.A.S.H.

COMMITTEE OF MANAGEMENT

PRESIDENT : MARK DOBSON

15 DAISY HILL RD
DAISY HILL 4128
PH. 8084395

VICE PRESIDENT: DES GOSS

43 LUPRENA ST
MANSFIELD 4122
PH. 3499743

SECRETARY: STEVEN ODGAARD

52 UTRECHT ST
LOGANHOLME 4129
PH. 2098498

TREASURER: JOHN RUSSELL

10 BRODIE ST
HOLLAND PARK 4121

YEARLY MEMBERSHIP \$30.00
ASSOCIATE MEMBER \$15.00

AIR CUSHION CRAFT

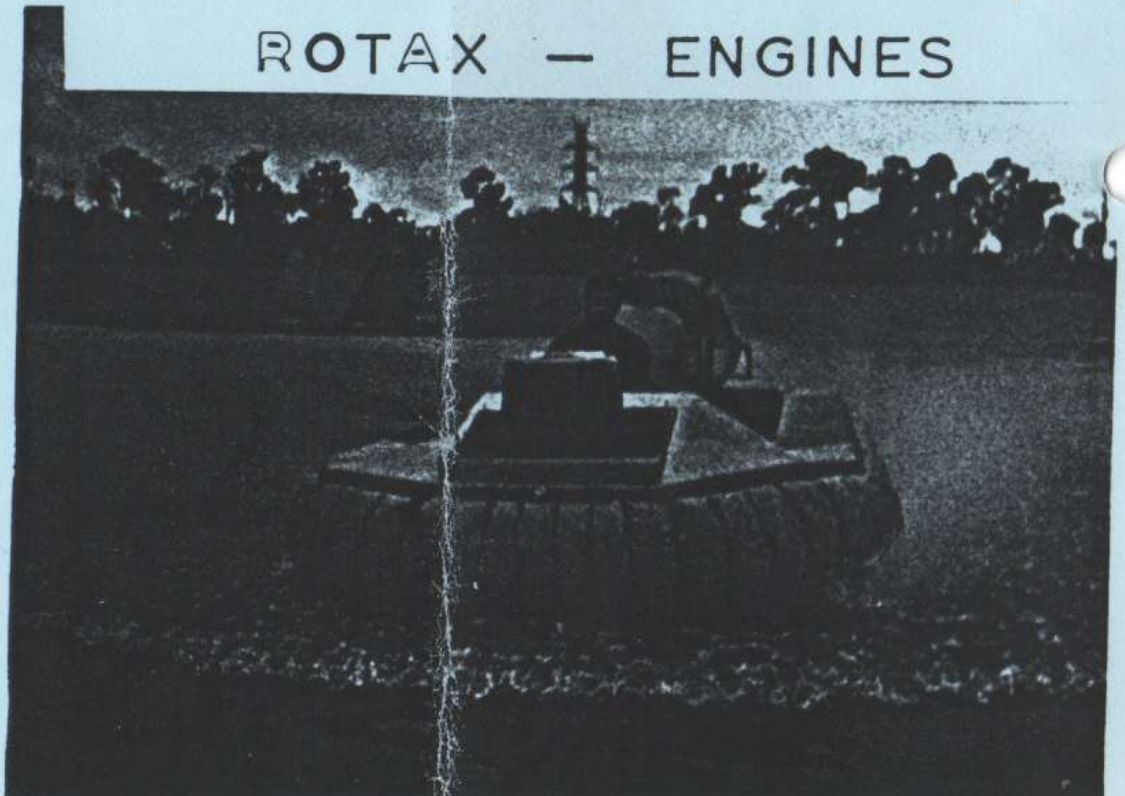
24 COBALT DRIVE, BETHANIA, QLD. 4205

PHONE: (07) 805 1681

SKIRT FABRIC AVAILABLE

SKIRTS MADE / REPAIRED

ROTAX — ENGINES



OWEN THOMAS' 18 FOOT TURBO WITH ANGUS KERR'S OLD HONDA SHADOW

QUEENSLAND AMATEUR SPORTING HOVERCRAFT Inc.

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

Dear Air Cushion Vehicle enthusiast.

The hovercraft race meeting held on the Lakeside dam and paddock at Kurwongbah on Sunday 26th June 1988 was very successful with 8 craft on display and 7 of these participating on the rugged circuit. The land courses on each side of the dam were laterally guttered by anti-erosion drains which acted as speed bumps in the spots where maximum speed was required to climb the steep embankments. In addition to the tight cornering, these speed bumps separated the feather-weights from the heavy cruisers and to the amazement of many, Tony Thatcher's hoverjet which is thrust by a single cylinder 10hp engine lapped the 4th best time, ahead of two turbos and a scarab. The big upset of course came when Angus Kerr turned up with a 51hp Yamaha driving a 12 bladed multiwing glued onto the back of an eggshell that kind of resembled a turbo 225 hull. With the craft off-loaded by just two people and I mean actually carried off, the action began and the favourite, Murray Russell in his Simple Cyclone, didn't stand a chance. Angus boasts that it took Kyle, Bernie and himself just three short weeks to knock the hull together and that he was applying the finishing touches on the morning of the race. Need I say more!? The hull has no buoyancy foam, no fibreglass skin under the floor, no skids and just enough clear lacquer to stop the plywood from absorbing water. Unlike the European hovercraft racing scene, we are proud to announce that there were no collisions or sideswipes and although the dam is quite small there where five craft on the circuit in the first heat. Congratulations drivers for a safe and enjoyable racing event and thanks to Kyle Kerr, Bob Bumstead, Bernard Reid and Elizabeth Julian for a job well done in marshalling.

Results of the time trials are as follows:

1.	Angus Kerr	Turbo 235	52 seconds
2.	Murray Russell	Simple Cyclone	57 seconds
3.	Phillip Audsley	Turbo 225	1 minute 6 seconds
4.	Tony Thatcher	Hoverjet	1 minute 9 seconds
5.	Des Goss	Turbo 225	1 minute 19 seconds
6.	Mark Dobson	Turbo 240	engine frame problem
7.	Steven Odgaard	Scarab 2	1 minute 42 seconds
8.	Allen Jensen	Cushion Flight	display only

Results of race 1.

1st Angus Kerr 2nd Murray Russell 3rd Phillip Audsley
4th Tony Thatcher 5th Des Goss

Results of race 2 - handicap.

1st Angus Kerr 2nd Tony Thatcher 3rd Phillip Audsley

The tired old Scarab trailed along way behind but the name at least looks set for a come back in the international racing scene as Nigel Beale and Graham Nutt, two prominent designers in England, have produced a neat little 10 foot craft similar in many ways to the cyclone and have named it "Scarab 16". The craft has been produced for about 18 months in Great Britain and is advertised regularly on the back page of the Great Britain Hovercraft Club Magazine. Introduced to Queensland by Peter Venn of Australian Light Hovercraft Services, the first Scarab 16 in Australia is undergoing its finishing touches at Mr Mark "Turncoat" Dobson's residence. Bernie Reid has recently purchased that old Scarab 2 from Macleay Island which has been hidden away in a backyard shed for many years and reports are that it is powered by a Robin engine, is of very light construction and is in immaculate condition. Good on Ya Ole Buddy! It will be great to see another old horse among the teaming turbos.

The June 1988 rally was held over the Queen's birthday long weekend at Fraser Island and Great Sandy Strait and John Russell presents the following report:
The weekend camping/hovering trip on the 11.12 & 13th of June has turned out to be an outstanding success. Q.A.S.H. was represented with five craft by Mark Dobson, Des Goss, Steven Odgaard, Phillip Audsley and John Russell at the Boonaroo caravan park, somewhere on the mainland behind Fraser Island and between Rainbow Beach and Maryborough. Sheltered behind the Great Sandy Island, it was insured that pleasant conditions for hovering would prevail despite any unfavorable ocean side weather. As it turned out, this spot would be recommended by all present as an ideal venue for a future trip, however with a little more planning a better camping spot may be found. Considerable interest was shown by the other inhabitants of the caravan park and it seemed that whenever a motor was running there was always someone there to see if we were doing it right. The highlight of the weekend would have been the day long trip on Sunday when the five craft and occupants started off with plenty of fuel but no particular destination in mind. Sometime later after exploring Fraser Island and having finished playing chicken with the 4WDs on the beach, we all enjoyed a leisurely lunch at Rainbow Beach approximately 40 km from our starting point. This certainly made a pleasant change from some of our mudbank lunch breaks on previous trips. It was on the return trip that Phil decided he would finally see what his craft could do and easily passed Mark and Des and stayed in front. He later said that he was only pulling 4500rpm, but somehow I suspect that we should all chip in and buy him another tacho more in line with ours. Sadly with so many exciting places to explore, very little fishing got done despite some of the best fishing grounds in Queensland being all around us. This however can be easily corrected next time we go back, hopefully when it is a little warmer or when the tailor are biting. All in all, a thoroughly enjoyable trip.

The Hump.

This is a phenomenon similar to a speedboat getting up on the plane. At low speed the air cushion beneath a hovercraft displaces water and as the craft moves along it creates a bow wave and often a great deal of spray. As the craft increases its speed to about 8 - 13 kph the depression tapers out and the craft moves along more smoothly leaving no wake and produces far less spray. When operating at sub-hump a great deal of the craft's propulsive power is wasted by creating waves and it may be that the craft has insufficient thrust to accelerate and move up and out of the depression it has created for itself in the water. One method to overcome this problem is to increase the propulsive thrust available and another is to reduce the depth of the depression and the gradient out of it. To achieve the former is quite obvious but to overcome the other may require more effort. Reducing the craft's cushion pressure will help to reduce the depth of the water depression and may be achieved by either increasing the area of the cushion or reducing the all-up weight of the craft. Reducing the cushion pressure cannot be achieved by simply throttling back on a lift motor or sluicing the splitter port as this only affects the plenum chamber pressure. As soon as the hard hull is raised from the ground or water's surface the cushion pressure remains constant and is dependant only on hull area and craft weight. Hoverheight on the other hand is a result of skirt seal efficiency and air flow recovery from the plenum chamber. A cushion pressure that exceeds 20 pounds per sq foot represents a craft that is more like an overladen rubber boat than a hovercraft and as such would have great difficulty in achieving hump speed whereas a pressure less than 6 lb/sq ft represents an ultralight craft with great agility and low skirt wear. It is also an advantage sometimes to have a longer craft since with this the gradient of the depression is reduced. In summary, a craft with a high power to weight ratio will achieve hump speed better than a large craft which is under-powered or a small craft with a heavy oversized engine.

Australian made engine for hovercraft.

The Hovercraft Club of South Australia presented an article in their June newsletter about a home grown engine to compete with the Rotax 500 series. This engine is being developed by a company called Tectron.

Specs: Twin cylinder 2 stroke cycle. 600cc. 65hp @ 5500rpm

Water cooled. Dual CDI. Electric start.

The engine is modular: ie. a third cylinder can be added and the resulting engine, already a proven marine power plant, will produce over 100 hp. The engine is soon to be tested by an aero club called LightWing from Perth.

Insurance from the Hovercraft Association of Victoria Inc. A collision on a hovercraft, whether accidental or by neglect, which involves a person or property may leave the owner and or driver liable for compensation and possible court action. You are not covered by the Federation insurance as this is only for accidents not involving craft directly. For example if a craft hits a spectator then the driver and or owner is liable. If a spectator or member trips over a rope whilst attending a club meeting, then the club's insurance will be liable. Because any possible claims for an accident may involve the club it has been suggested that any craft attending a club organized event must carry insurance. If you have any particular thoughts on this aspect of the whole insurance debate then please make an effort to attend the next meeting or contact Brian Watts ph 03 7231964.

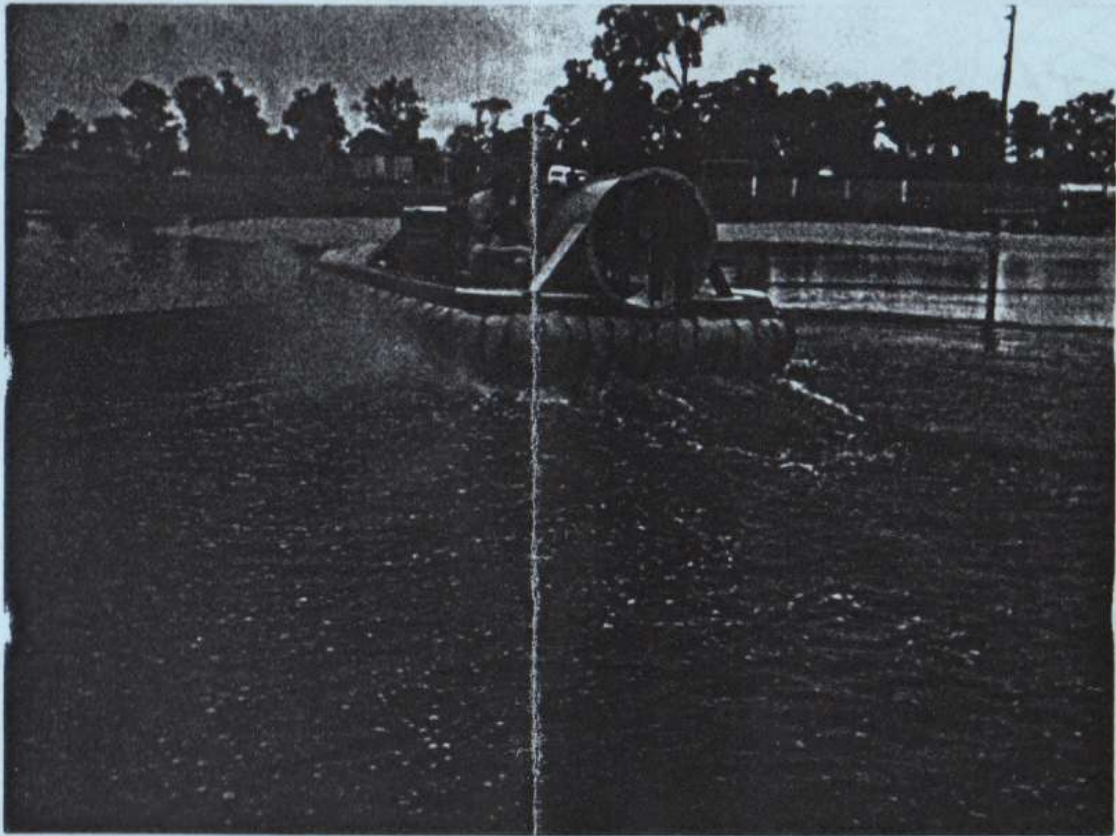
News from the Queensland Dept. of Harbours and Marine. Speed Signs - The Dept. of H & M advises that subject to old stock being depleted and made unavailable, new speed signs which will be similar in appearance to road signs together with a sign indicating " NO WAKE " will be used in speed restriction zones. The 4 knot areas are to be raised to 6 knots, however on the spot fines to be issued by the boating patrol is in the pipeline.

This month's rally is scheduled for Sunday 17th July 1988 and the venue is the Pacific Highway bridge boatramp on the Logan River which is actually about 200 metres downstream from the highway and on the Brisbane side of the river. Travelling south from Brisbane, take the turn off to the left just before the bridge and then turn hard left and proceed through the cattle grid and along the dirt road through a swampy paddock from where the boatramp, carpark, and Beenleigh Air Sea rescue radio station is clearly visible. Meet there at 10am. The destination is Jumpinpin Bar. The Logan mouth is 20kms and the Pin is approx 10 kms from the mouth. Total return distance is approx. 60 km. Estimated time of return is 3pm Recommended fuel - 40 litres. (Turbo 225 with 1 man.) See map on back page.

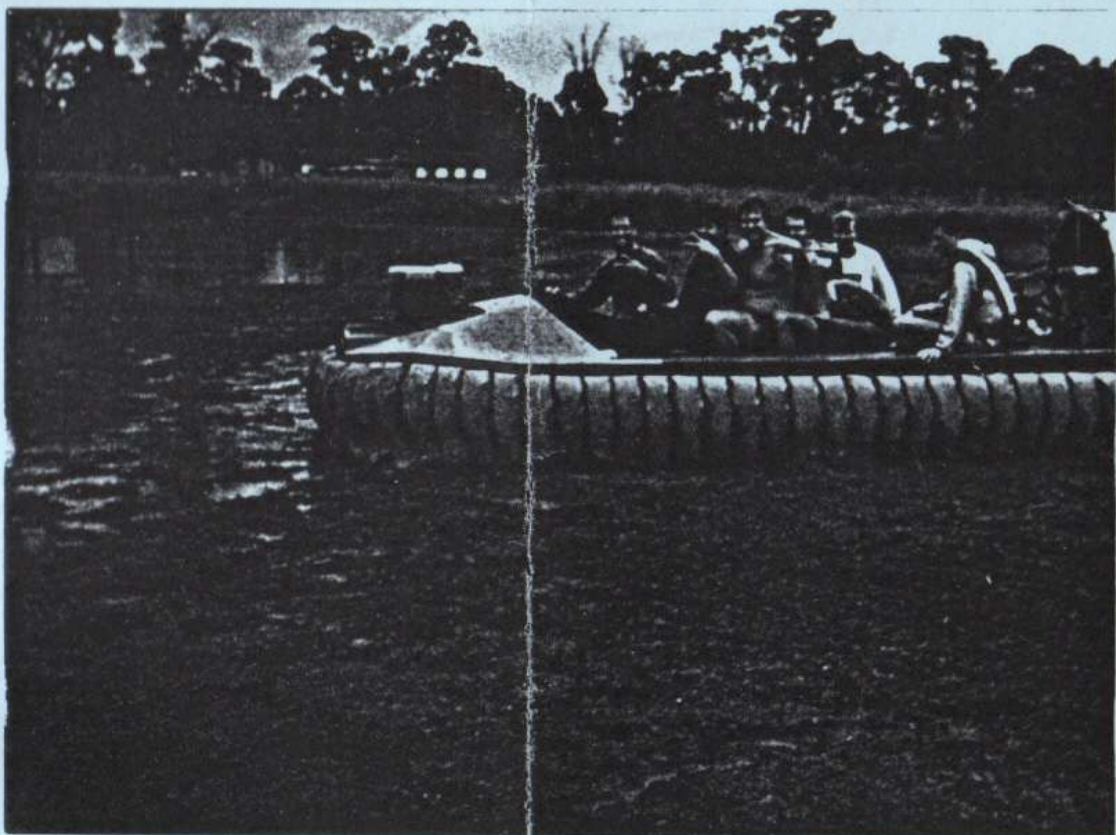
Proposed trips for the coming months.
Saturday, 20th August 1988 Kangaroo Pt. to Bishop Is.
Sunday, 18th September 1988 Noosa River.
Saturday, 15th October 1988 Kholo to Twin Bridges.

The 14th general meeting is convened for 7-30pm, Wed. 20/7/88 at Archerfield Airport in the S.A.A.A. building.

Steven Odgaard
sec.



BOWHILL RD SOCCER FIELD IN FLOOD - EASTER 1988



7 BIG FELLAS AND IT EVEN FLOATS ON WATER

