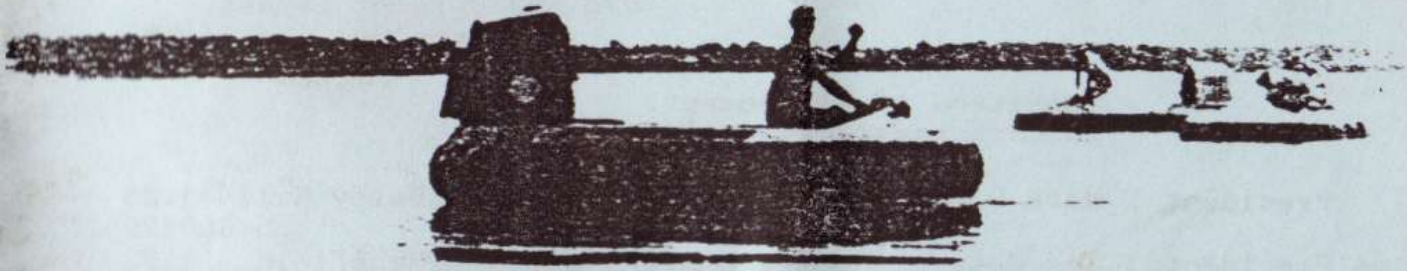


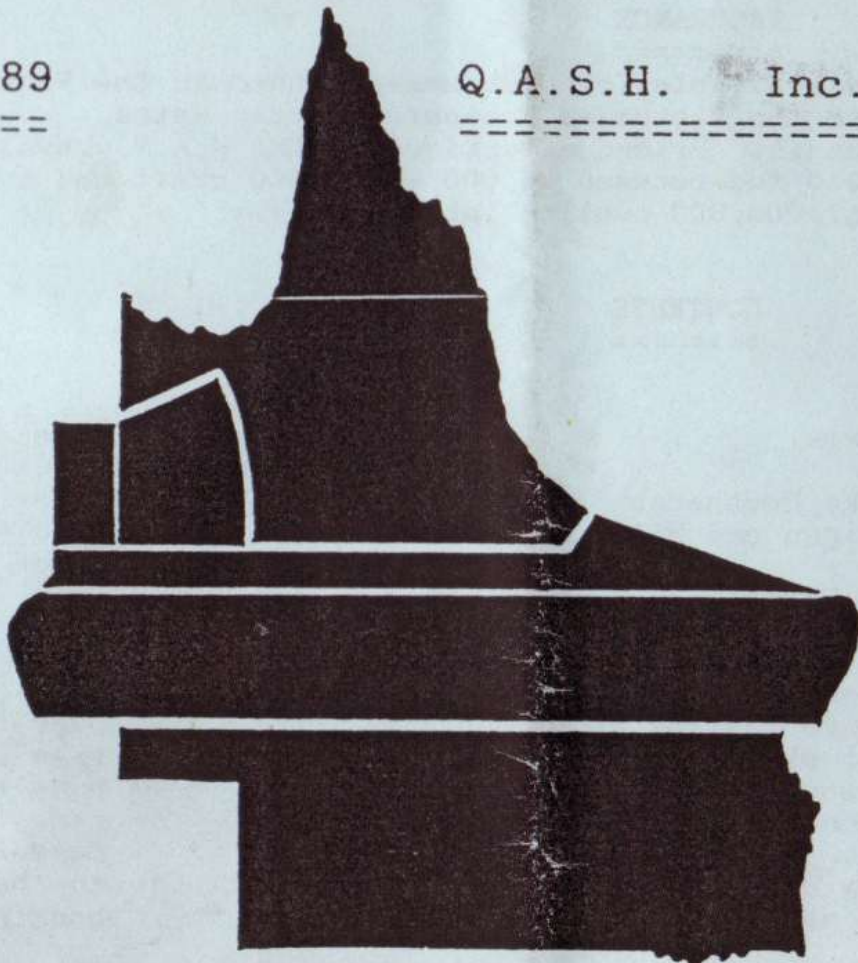
QUEENSLAND



SPORTING HOVERCRAFT

MAY 1989

Q.A.S.H. Inc. 24th EDITION



Q.S.H.

QUEENSLAND SPORTING HOVERCRAFT

c/o 52 Utrecht Street,
Loganholme, Qld. 4129

Committee of Management.

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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 2098495
Treasurer : John Russell 35 Camlet St., Mt.Gravatt East 4122
Chief Race Marshal : Kyle Kerr ph 2072653
Craft Scrutineer : Phillip Audsley ph 071 459268

Annual membership \$30-00 Associate Member \$15-00

Queensland Emblem on front cover designed by John Rapley.

INSURANCE

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Private insurance is available for club members through the Victorian Association. Apply to the Victorian Treasurer; Brian Watts
Ph 03 7231964 for details. Prices advertised in the H.A.V. newsletter vary between \$107-\$250 for between \$4,000 - \$10,000 craft and trailer coverage including \$1,000,000 public liability cover.

CONTENTS

=====

April Houseboat Cruise.	page 1
Lost and Found	page 2
Photographs from Lake Cootharaba	page 3
Sunshine by Ed Hooligan and Willy Winnet	page 4
Racing News	page 5
Carbrook Sports and Recreation	page 5
Photographs from Holland	page 6
Letter from Europe.	page 7
Letter from the Queensland Marine Board.	page 8
Photographs of licence testing at Victoria Pt	page 9
Series on hovercraft skirts No 7.	page 10
Australian and New Zealand Clubs	page 11
Calendar of Club events.	page 12
Next meeting	page 12
Photographs from Bay clean-up weekend	inside back page.
Tumbulgum Boat Ramp near Murwillumbah.	back page.

Dear Air Cushion Vehicle enthusiast,

The April houseboat and hovercraft rally from Noosaville to Kinaba, certainly attracted a lot of attention to our small club. The boating and fisheries patrol pulled along side more than once to advise us on suitable areas in which we could operate without disturbing too many of the township residents and lakeside campers.

During the trip to the Kinaba information centre at the northern end of Lake Cootharaba, we encountered two large shallow draft tourist boats returning at quite high speed from the Everglades via Kin Creek. Our small craft were not permitted where these large waterbuses had just been for reasons of possible environmental damage. One of the tour operators told us we had made newlines in the local Saturday paper with a report of 16 hovercraft operating on the Noosa River. We found this rather amusing as there were only 6 craft in our fleet and of these, Geoff Langford with his son Aaron had arrived in their 10' Osprey Harrier on the Sunday. The lake conditions were a little rough on the western shore that day, so we moored the houseboats in shelter on the south eastern end and for this reason Geoff Langford had difficulty in locating us. By sheer luck though, he had arrived at Kinaba, and became stranded by the high wind, just a few hours before we all decided to visit the forestry information centre there.

Some of our club rallies in the past have suffered from poor numbers but this houseboat cruise was well attended and of the 14 berths catered for, 10 were filled on the Friday and Saturday and 12 were filled when Geoff and Aaron arrived on Sunday. Altogether we had Grahame and Justin Becker with a Turbo 240, Mark Dobson who skippered the River Belle houseboat, Des Goss with a Turbo 225, Sharlene Hunt - an industrial machinist who claims the fellows are quite capable of mending their own skirts, Steve Koncz who skippered the Princess houseboat, Margaret Kovacs, Geoff and Aaron Langford with an Osprey Harrier, Steven Odgaard with a borrowed Bill Baker Vehicle, Geoff Perry-Keene with a Turbo 240 and John Russell with a Turbo 235. On the Sunday we were visited by Paul Pikelharing and Elaine Corcorain for the cruise to Kinaba and on Monday we were visited by Bob Neilsen and Julie Semple with a Turbo 240 when they had finished their weekend of hovercraft demonstrations on the Noosa River for a Scouting Jamboree.

The estimated bond return per person will be diminished because we were effectively 3 people short of the 14 berths catered for. Details of the reimbursement have been prepared and will be on the May agenda.

hire charge was \$485	+	\$400	=	\$ 885
fuel charge was \$ 60.90	+	\$ 60	=	\$ 120.90
grocery bill was \$131.67	-	\$ 22.66 surplus food resold	=	\$ 109.01

				\$ 1,114.91c
+ Fri night meal reimbursement to Steve Koncz			=	T.B.A

I wish to thank all who helped with the cooking and cleaning; thanks to Geoff Perry-Keene who allowed me to use his Bill Baker Vehicle and thanks also to Tony Thatcher of Maroochydore Marine who provided our fleet with a very sleek 115hp 16' fibreglass runabout.

The BAD news! QUEENSLAND SPORTING HOVERCRAFT

FOUND, LOST, and BUGGERED.

The proprietor of Sunshine Riverboats has reported finding one ESKY and one CRAB POT which were left on board the River Belle.

Badly missed: Phillip Audsley travelled to Noosaville with Geoff and Aaron and after helping them launch waited 8 hours for a pick up that never came. As Geoff had been stranded at Kinaba for 2 hours, nobody expected that poor Phil would have waited around for 3 hours, let alone 8.

Mark Dobson is missing one 1/2" dia rope approximately 15' in length Last seen being used to lift the rotax engine out of the Bill Baker Vehicle.

Mark Dobson is missing one 3/8" dia rope approximately 30' in length Last seen being used as a vee rope for water skiing

DAMAGE REPORT

Des Goss' Turbo 225 was rendered inoperable when the engine frame cracked. Des hopes to have this repaired in time for the next club trip.

Geoff Langford's Osprey Harrier was holed when he mis-timed a wave crest during his ascent onto the Kinaba jetty. The jetty was undamaged due to the protracted crumple rate of the Osprey's forward hull section.

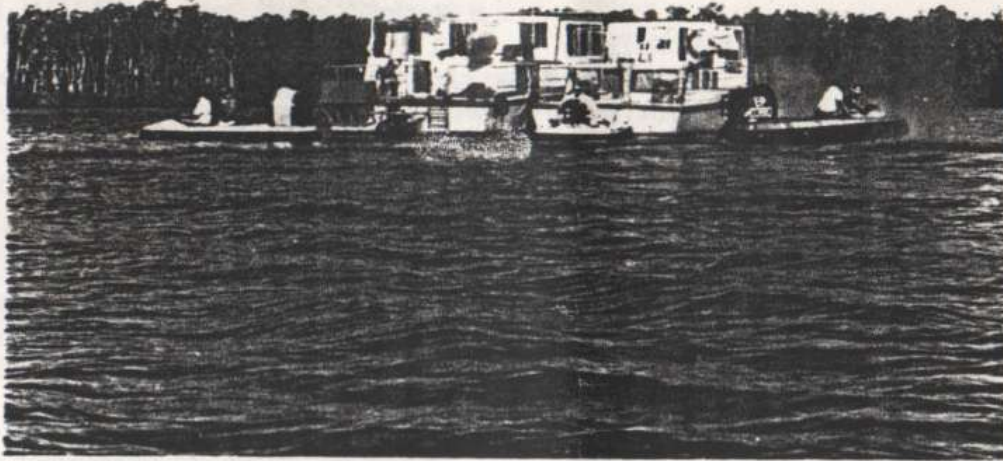
Geoff Langford's Osprey Harrier suffered further damage when unmixed fuel was used from the runabouts reserve tank. This most fundamental error appears to have been caused when Paul was asked to fill a couple of hovercraft tanks on board the runabout and then later, only these 2 hovercraft tanks received the dose of bottle oil. Little did Geoff, or anyone else realize, that Paul had also filled the boat tanks.

The runabout also fell victim to this "lack of communication" catastrophe when the boat tanks were changed over. As the boat was on loan from Maroochydore Marine, this case is considered to be the most serious. As it stands, either the people who borrowed the boat, and/or the person who refuelled the boat and/or the people who used the boat and/or the club will have to pay for the damage. This issue will be hot on the agenda at the next club meeting.

Steve Koncz' Long John wet suit was very much appreciated while skiing and tobogganing through the cool Cootharaba mere, however when the 4" sleeve was pulled over somebody's 6" biceps, something had to give. The trusty Scarab skirt repair kit came to the rescue, but if you've seen the Scarab's 10 year old bag you'll understand why Steve wasn't too impressed.

Geoff Perry-Keene's Bill Baker Vehicle was rendered inoperable when the housing on the vibration dampener and lower pulley shaft was smashed open by a bearing going through its once in a service life time disintegration mode. As Geoff was kind enough to loan me this for the weekend, I shall be footing the bill for its repair. I hope to have it repaired in time for the Carbrook meeting.

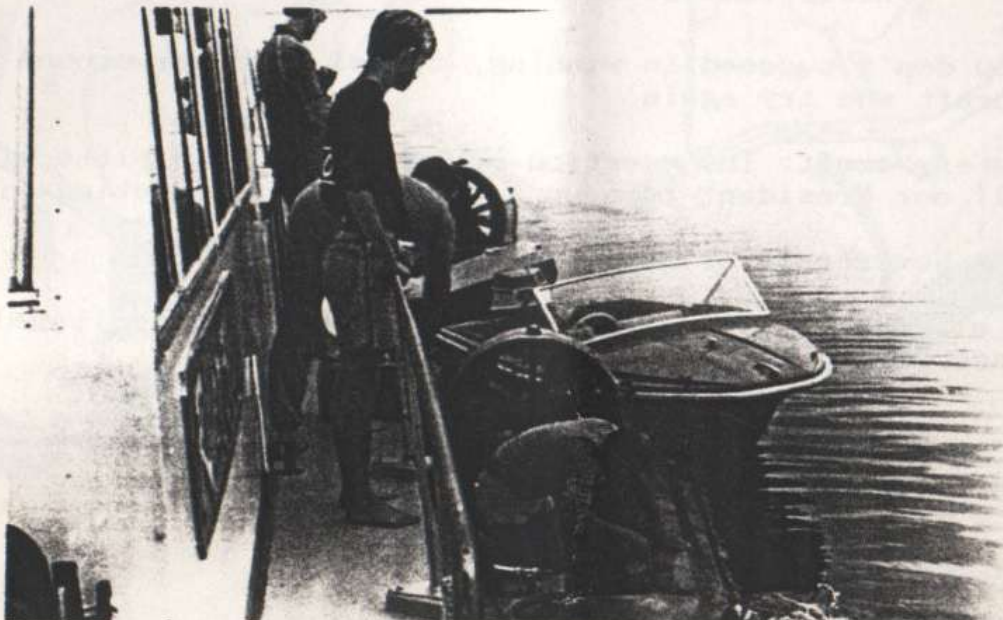
Now who will volunteer to organize the next long week-end cruise?



Houseboat cruise on Lake Cootharaba 30th April 1989



Geoff and Aaron , found at Kinaba.



Steve Koncz secures the Osprey Harrier with a Hungarian knot.

QUEENSLAND SPORTING HOVERCRAFT

" SUNSHINE "



HOVERCRAFT ANGER SIMPSON

Member for Cooroola Gordon Simpson will push for a ban on hovercraft operating on the Noosa River. Mr Simpson said he had received reports that four Hovercraft were operating on the river. " I believe they should be banned from the Noosa River because of the noise and safety factor," Mr Simpson said " the river is not wide enough for that sort of activity ". The Hovercraft have already frightened the hell out of swimmers and fisherman." Mr Simpson said he would contact Maritime Services Minister Don Neal asking for the ban. " It is time to put our foot down and say no thank-you," Mr Simpson said .

Well that load of manure is what is commonly called journalism or something. That Simpson guy must be some expert on Hovercraft or was he after more space in the local rag because of an up and coming by-election. I wonder how, if they are not safe that Harbours & Marine are willing to put their hand out to collect licence and registration fees and while we are talking about licences, I think it stinks that private Hovercraft licences are only validated for two years and boat licences are for life. Any way back to the subject at hand; some day, all these rescue and government bodies may come to realize how the noisy and unsafe Hovercraft may very well be used to save someones life. And for those so called experts as shown above, Hovercraft are indeed being used for rescue work in South Australia and Victoria.

Steve and John lost their title for playing cards on the Noosa trip by two exceptional opponents, we were playing for money weren't we fellas ? And who caught all the fish or was it the same one all the time. And one very important thing everyone learnt on the weekend was don't ever go near ropes which have Hungarian knots.

If at first you don't succeed in winning, travel half way around Australia, buy a bigger craft and try again.

Talk about mystery craft: The question buying around the pits at the moment is, " What will our President turn up at the next race meeting with ?

A hovercraft or an ultralight. "

Its travelled all the way from South Australia, so it's qualified beyond the novice class.

QUEENSLAND SPORTING HOVERCRAFT

" HELPFUL HINTS " by John Russell

Guidelines - Technical or operating hints etc.

- Only two hints to be put in each newsletter edition
- Hint can be only one line or up to a maximum of 2 paragraphs
- To have your hints included in this column, write to the Sec.

1. On delivery, the Yamaha PE485 engine has the fuel pump bolted to the carby/air cleaner frame. In a short period of time, with vibration, the pump mounting frame is fatigued and cracks. It has been found that a better system is to remove the pump entirely and mount separately on the hull before failure.

With the PE485 engine, the air cleaner mounting bolts (to the carby frame) are only bedded in the plastic cover. Only a small amount of tightening is required or otherwise the bolts pull out leading to unfiltered air gaining access to the motor.

RACING NEWS

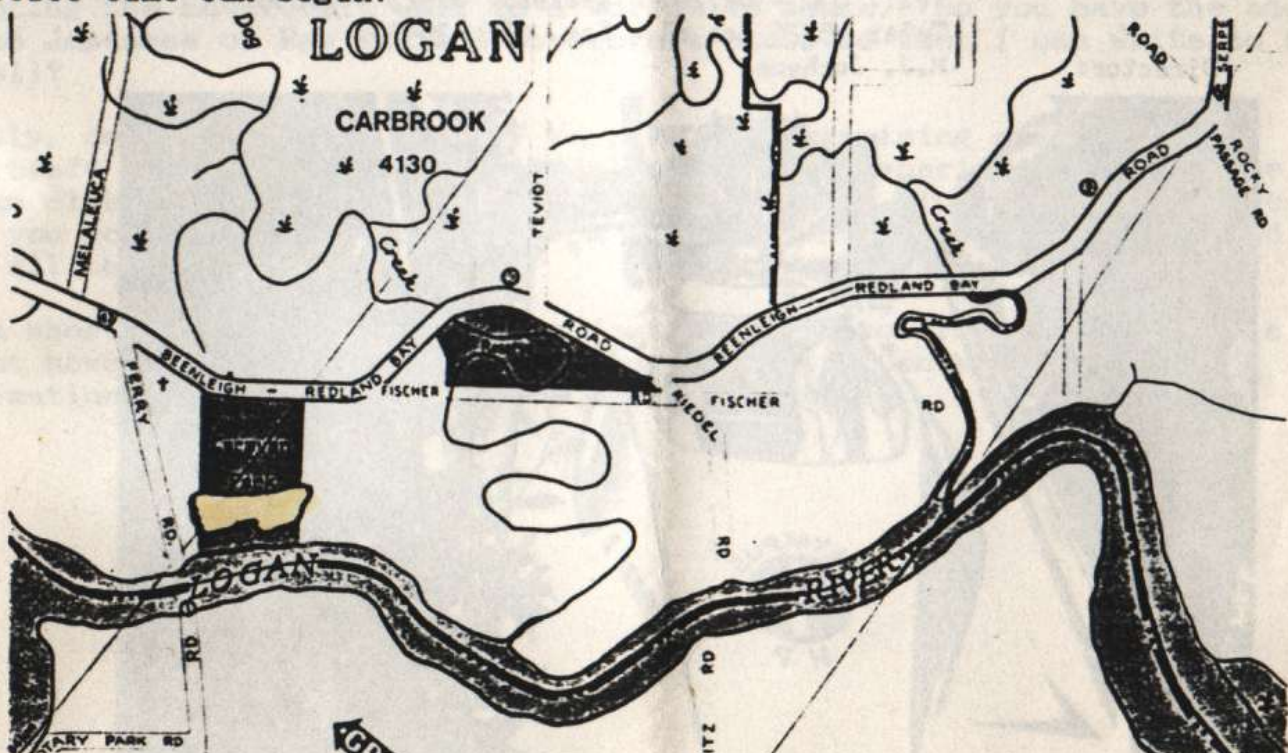
MAY 21 IS OUR FIRST RACE MEETING AT CARBROOK

All competitors are required to be on site by 9-30am for scrutineering. Log books will be available at the scrutineering paddock.

Could anyone wishing to be a flag marshal please turn up early so as to run through the regulations at the driver briefing.

Race numbers must be displayed on your craft

When coming through the main gate at Carbrook turn right onto the grass area to the pit area and proceed to have your craft scrutineered so as allocated practice time can begin.



Here are the current specifications for the OLYMPUS RC.

Length	2.20 mtr.
Width	1.83 mtr.
height	1.10 mtr.
weight	1.30 KG.
Horsepower	26 PK or 35 PK or 55 PK.
Maximum Speed	65 km/pu to 110 km/pu.
Maximum Payload (person)	2 persons or 1 person and 2 children.
Wave Capabilities	30 cm.
Engine	ROTAX 377 or ROTAX 503/2
Body.	PU/PE Polyester.
Fuel capacity	15 or 20 Liter.
Blades	6 or 12 blades. Multiwing.
Skirts	60 dubbel segments nylon.
Hover height	20 cm.

Here are the current specifications for the OLYMPUS HP (Racing Hovercraft).

Length	2.20 mtr.
width	1.83 mtr.
height	1.10 mtr.
weight	1.20 kg to 1.40 kg.
Maximum Speed	80 km/pu to 115 km/pu.
Horsepower	Rotax 377 - 35 pk. Gearboxdrive. Rotax 503/2 55 pk. " " Rotax 583 100 pk.
Blades	6 or 12 blades. Multiwing.
Skirts	60 dubbel segmented (nylon).
Hover height	20 cm.

Design by: Hans Peerenboom

Manufacturer: OLYMPUS Jachtwerf + VENTOUR Trading Company.

Distributed by: VENTOUR TRADING COMPANY.

Tafelbergdreef 80

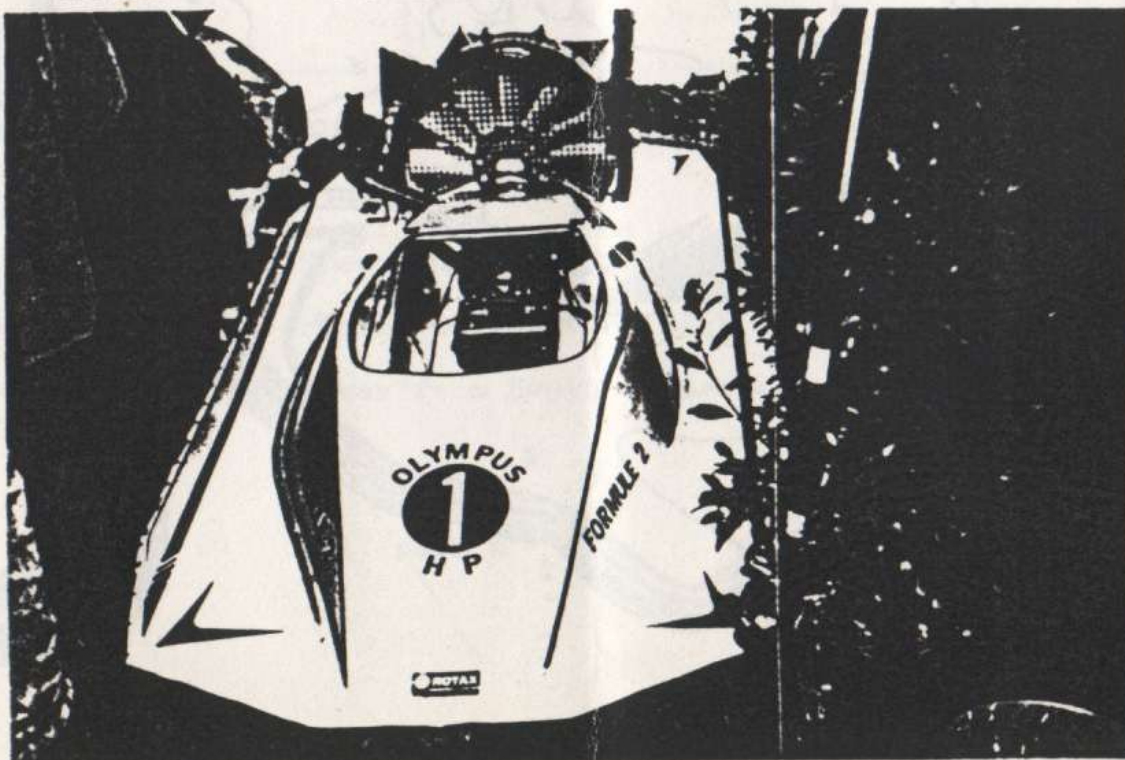
3564 AC Utrecht - Holland.

Telf: 030 - 627286 weekend: 02523 - 76238

Telex 45721 cca nl - Fax 085 426433.

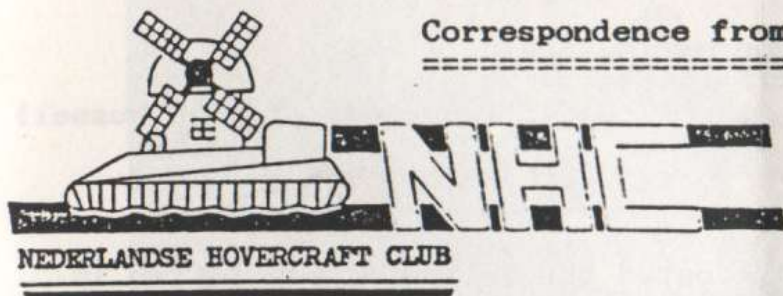
Director:

M.J. Jochems.



QUEENSLAND SPORTING HOVERCRAFT

Correspondence from Europe.
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Dutch Hovercraft Club
President : Hans Peerenboom
Uiterdijksehof 5
1394 JK Nederhorst den berg
Holland

20th April 1989

Dear Steve,

I am sending you a couple of photos of a craft which I designed: Olympus. It is going to be marketed worldwide by the Ventour Company of Utrecht, Holland. See the enclosed info. I hope it is of some use to you.

In your letter you asked about the insurance situation in Holland. We are currently negotiating with 3 companies who have shown interest in our association. We have sent them papers from countries surrounding us where they have insurance - England, Germany and Belgium. One thing stopping us from insuring here is that in Holland there is no mention of hovercraft in the law and that's why things aren't running too smoothly. We hope to insure hovercraft with a Dutch company before too long and the cost should be about the same as with other surrounding countries. A short while ago, I received a letter from Mark Curtis. He owns a craft and obtained our address from the Hovercraft Club of America. Maybe you could send him some info. as he doesn't appear to know too much about Australian hovercraft clubs. His address is 7 Sharan Place, Forestville NSW 2087.

Did you find our videotape interesting? As you might know, I'm employed by Dutch Television and I had a quick look to see what kind of system you use in Australia. I noticed you also use the PAL system. In your letter you said you would send us a videotape and I'm really looking forward to seeing it. The video I sent you, I also sent to Trace Keller in America and I suggested to him that we could also swap videos of public displays. I have received a video from him about the Nth. American rally in 1988. I think that by exchanging club magazines and video material, we can contribute to promoting the hovercraft well in a worldwide sense. Do you have the address of the Japanese or New Zealand hovercraft clubs so that I can write to them as well?

Shortly, on the 20th and 21st of May, we are organizing a European Hovercraft racing championship in Holland. We are sharing this with the German club. We will keep you informed in our next club magazine and we will send you some black and white photos of the event. Well I wish you and your club all the best.
Kind greetings Hans Peerenboom.

ps. A short time ago a UK magazine featured a photo from Australia of a Hornet hovercraft with a Subaru car engine in it. Can you send more information about its construction and performance?

QUEENSLAND SPORTING HOVERCRAFT

Correspondence from the Marine Board

courtesy of John Russell

Air Cushion Vehicles - Private

16th March 1988

On 19th January 1988 the Marine Board adopted the following resolution in respect to the manning of non-commercial (private) air cushion vehicles.

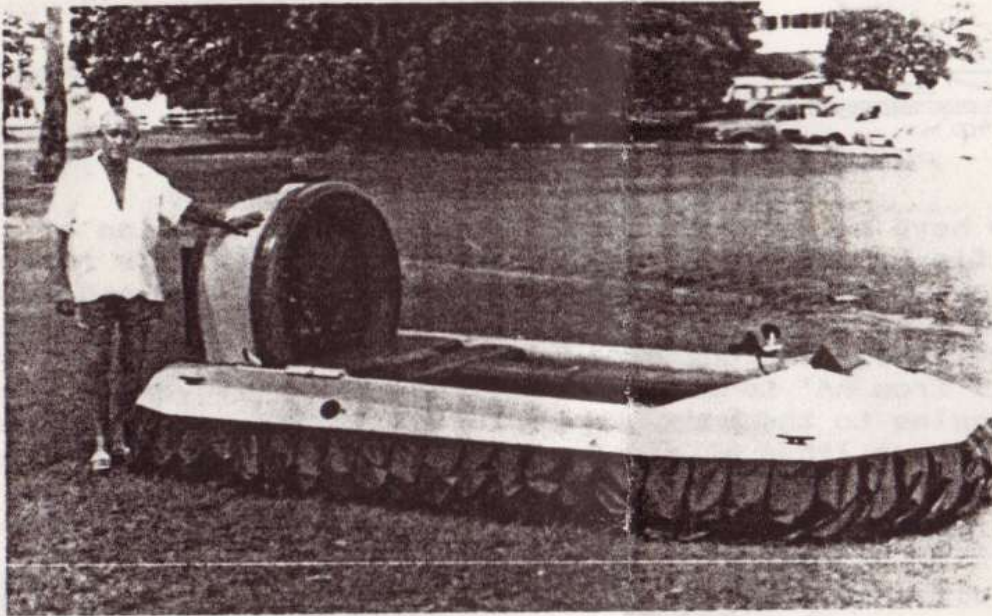
- " 1. That applicants for certificates as Master of a private air cushion vehicle of less than 5 metres in length be exempt from sub-regulations 19 (1) (b) (ii) and 19 (1) (b) (iv) of the Navigation (Air Cushion Vehicle) Regulations 1972.
2. That District Officers of Queensland Boating and Fisheries Patrol be appointed as Examiners for the purposes of regulation 20 of the Navigation (Air Cushion Vehicle) Regulations 1972 in regard to testing of applicants for certificates as Master of a private air cushion vehicle of less than 5 metres in length."

The board considers that the following conditions should be met by an applicant for an air cushion vehicle master's certificate and District Officers should satisfy themselves that the conditions are met.

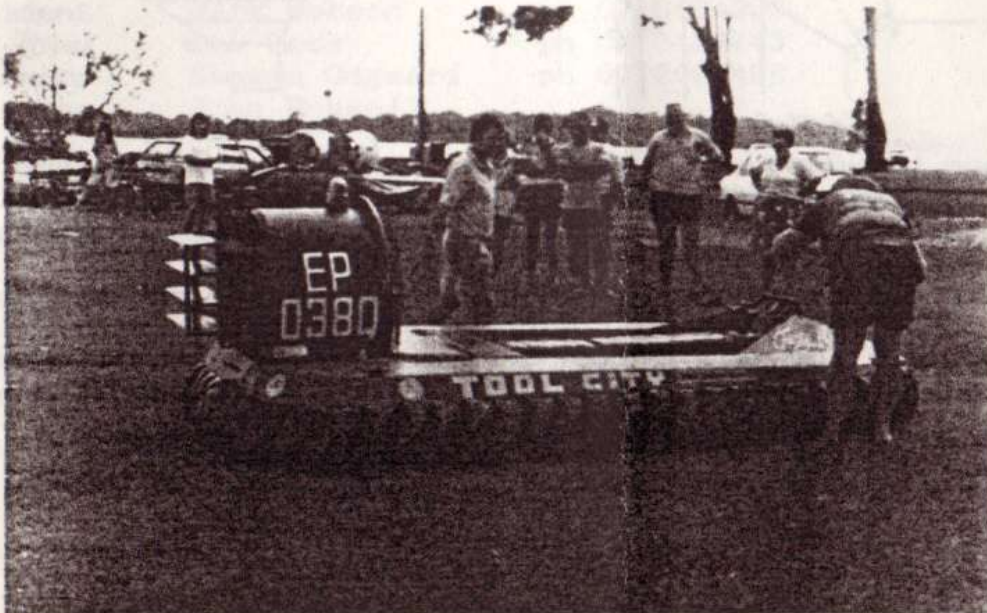
1. The air cushion vehicle is to be registered with the Marine Board of Queensland as a private pleasure vessel.
2. The air cushion vehicle is to carry and display an amber flashing light as set out in Part V 30 (4) (a) (b) of the Navigation (Air Cushion Vehicle) Regulations 1972.
3. The applicant is to be the holder of a speed boat driver's license.
4. The applicant is to satisfy the District Officer that he or she -
 - has a sound knowledge of the Regulations in force in Queensland ports and harbours, and in particular, the collision regulations and the regulations relating to signals of distress in force for the purposes of sections 140 and 146 of the Queensland Marine Act 1958 - 1985.
 - has a sound knowledge of the Uniform System of Bouyage and Beaconing use in Queensland ports and harbours.
 - has a sound knowledge of the tide and weather conditions and any hazards to navigation likely to be encountered.
5. Applicants are to display that they have the ability to manoeuvre safely and competently the air cushion vehicle to the satisfaction of the District Officer.



Tony Thatcher at Victoria Pt 5th March 1989



Geoff Perry-Keene with his Turbo 240



Grahame Becker prepares for his licence test.

QUEENSLAND SPORTING HOVERCRAFT

SERIES ON HOVERCRAFT SKIRTS No 7.

The bag skirt - skirt tailoring continued.

The Mathematical Method:

To begin, scribe marks around the skirt circumference at intervals of 100mm, starting from the inside edge. These marks will be the contour lines. Measure the horizontal distance from the outer skirt fixing to each of these contours, Eg. Fig 1 shows the 1000 contour is at 150, the 900 is at 200, the 800 is at 200, the 300 is at -225 etc...

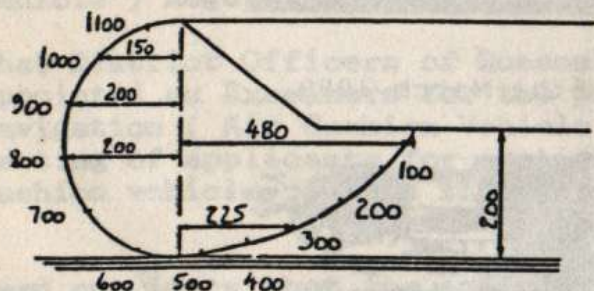


FIGURE 1.

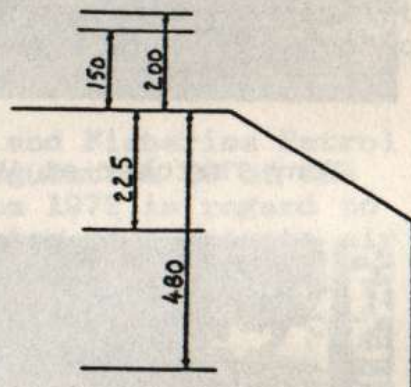


FIGURE 2.

These contours now have to be plotted on a scale horizontal plan of the craft as shown in fig 2. Each contour line should be drawn its respective distance from the outer fixing, and those for the 0, 300, 900 and 1000 contours are included as an example in Fig 2. The method to calculate a rear corner by drawing lines along every side is shown in Fig 3. To design a piece of material from AA' to BB', draw a line (xy) midway between AA' and BB' at right angles to the body. On a piece of skirt material, put a line XY and draw contour lines at right angles to it and at 100mm intervals as in Fig 4.

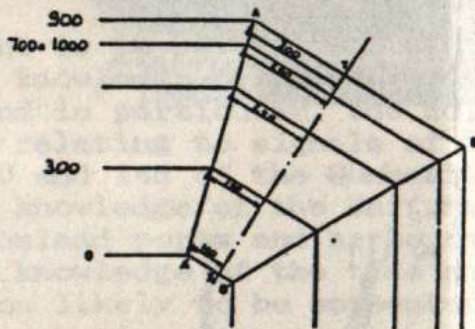


FIGURE 3.

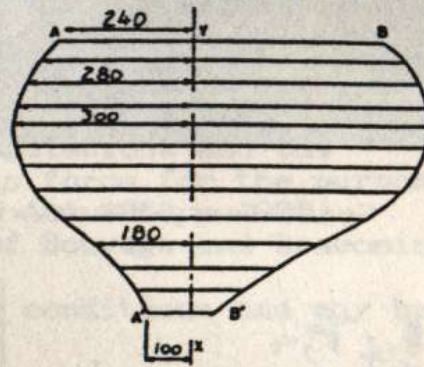


FIGURE 4.

Measure the distance between the AA' line and the xy line along each of the contours and transfer the distances to Fig 4. For example, the distance between xy and AA' along the 900 contour is 300mm, therefore put a mark 300mm from XY on the 900 contour and repeat this for the xy to BB' distances. When this has been done for each contour line, link the marks and you will have the shape for the panel. When cutting out the panel, allow a 20mm margin to allow for sewing. To make up the skirt, pin the two adjacent panels together along the sewing line and sew several times for strength.

QUEENSLAND SPORTING HOVERCRAFT

AUSTRALIAN AND NEW ZEALAND HOVERCRAFT CLUBS.

Australian Hovercraft Federation Inc.

5 McIlraith Court, Croydon, Vic. 3136

President Mark Dobson ph 07 8084395 Qld
Sec/Tres Brian Watts ph 03 7231964 Vic

	Vic	Sa	Qld
committee	Ken Osmond	Kevin Dixon	Mark Dobson
	Brian Watts	Bruno Davids	Daniel Venn
	Peter Maksimovic	Roger Dix	John Russell

Member Clubs: H.A.V. H.C.S.A. Q.S.H.

Hovercraft Association of Victoria Inc.

33 Bungalook Road, Bayswater, Vic. 3153

President Ken Osmond ph 03 7232030
Secretary Paul Moody ph 03 8783092
Editor Peter Djurovich ph 03 7203148

Hovercraft Club of South Australia Inc.

16 Fitch Road, Fulham, S.A. 5024

President John Wilkins ph 08 3562624
Vice Pres Ron Grubb
Secretary Kevin Dixon ph 08 3560542
Treasurer Roger Dix

Queensland Amateur Sporting Hovercraft Inc.

52 Utrecht Street, Loganholme, Qld. 4129

President Mark Dobson ph 07 8084395
Vice Pres Des Goss ph 07 3499743
Secretary Steven Odgaard ph 07 2098498
Treasurer John Russell

Hovercraft Club of New Zealand Inc.

18 Jennifer Place, Papatoetoe, Auckland, New Zealand

President Harry Stockley ph 64 9 2669188
Secretary Rob Armstrong ph 64 9 2781233

QUEENSLAND SPORTING HOVERCRAFT

This month we welcome Julie Semple of Goodna, William Montgomery of Banyo and Dave Wilson of Clermont as new members to our club. Julie owns a Universal and has plans to operate commercially with Bob Neilsen, William also owns a Universal and Dave has an interest in experimental light hovercraft.

Proposed events for the coming months:

Sunday 21st May	Carbrook [racing]
Sunday 10th June	Murwillumbah - Tumbulgum to Mt Warning Rd crossing.
Sunday 25th June	Carbrook
Sunday 16th July	Cabbage Tree Pt to Jumpinpin
Sunday 23rd July	Carbrook
Saturday 19th August	Kholo Bridge - Brisbane River
Sunday 27th August	Carbrook
Sunday 17th September	Maroochydore - Eudlo Ck Junction
Sunday 24th September	Carbrook
Saturday 21st October	Toorbul Pt to Caloundra
Sunday 29th October	Carbrook
Sunday 19th November	Cabbage Tree Pt to Pt Lookout
Sunday 26th November	Carbrook

The 4th race meeting is scheduled for Sunday 21st May 1989 at Carbrook.
The June cruise is pending discussion at our May meeting.
The 4th Annual General Meeting has been set for Wednesday 23rd August 1989.

The 22nd general meeting is convened for 7-30pm Wednesday 24th May 1989 at Archerfield Airport in the S.A.A.A. building.

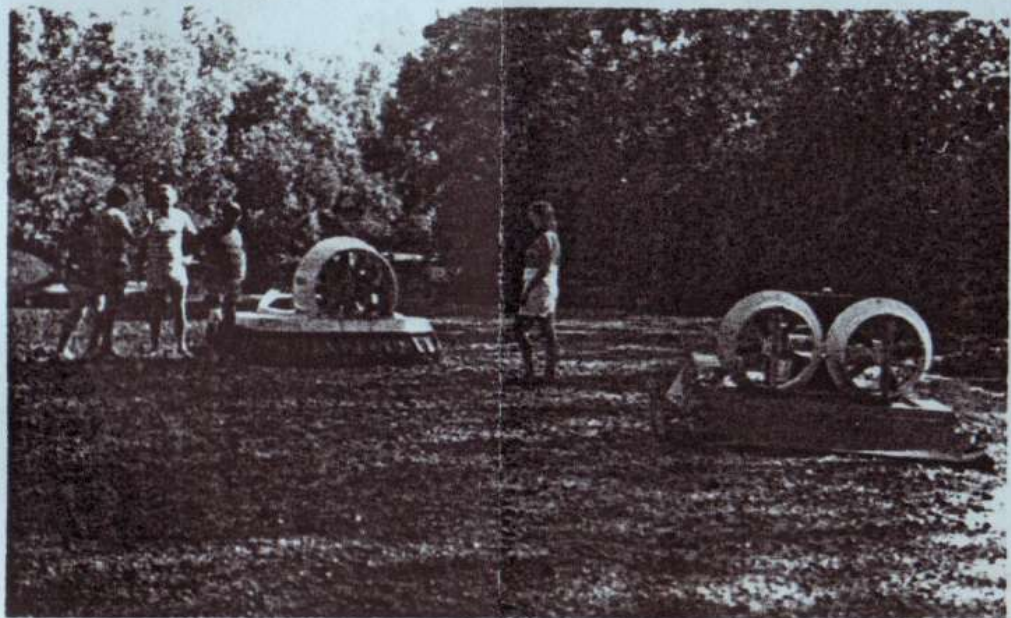
Steven Odgaard
sec.



MORETON BAY CLEAN UP 16th April 1989



Queensland Sporting Hovercraft at Thorneside



Can anyone see anymore rubbish ?

