

QUEENSLAND

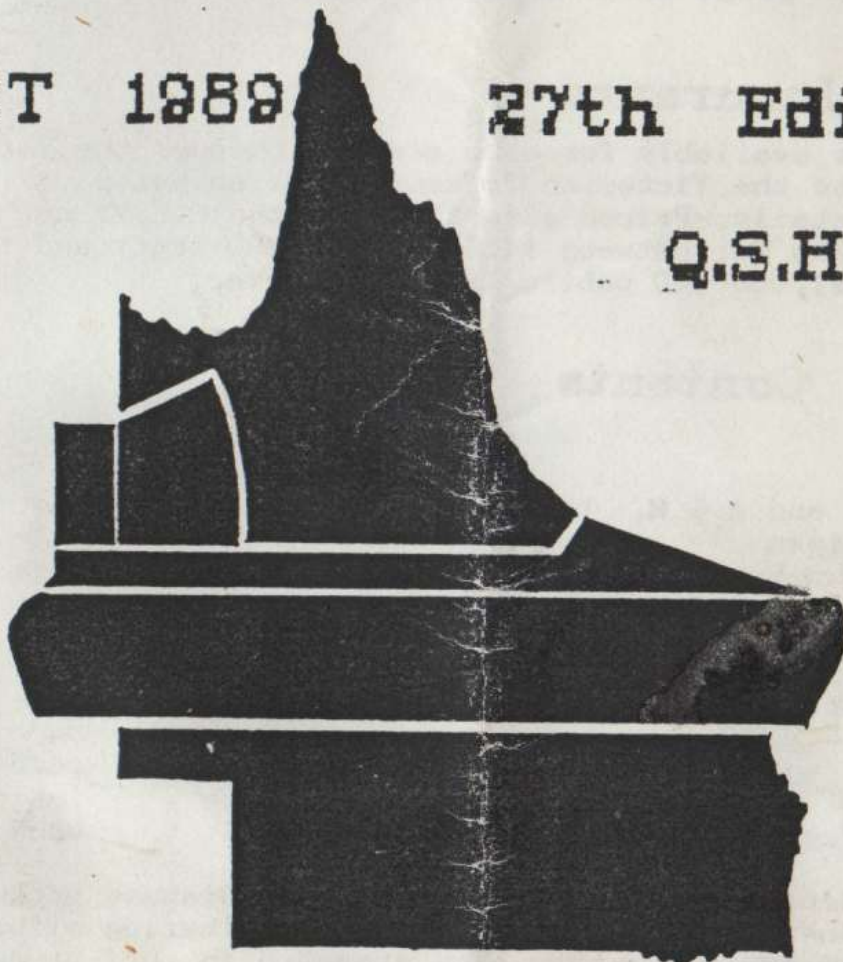


SPORTING HOVERCRAFT

AUGUST 1989

27th Edition

Q.S.H. Inc.



Q.S.H.

Queensland Sporting Hovercraft Inc.

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

Committee of Management

President : Position vacant as of Wed 23rd August 1989

Vice President : Position vacant as of Wed 23rd August 1989

Secretary : Position vacant as of Wed 23rd August 1989

Treasurer : Position vacant as of Wed 23rd August 1989

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

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.

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Sincere thanks to Geoff Perry-Keene, Bob Pendrey, Grahame Becker, Angus Kerr, Bernard Reid, Des Goss, John Russell and Paul Pikelharing without whose help and patience, my old bus would have been stranded in surf at Jumpinpin Bar. Steve O.

Queensland Sporting Hovercraft Inc.

Dear Air Cushion Vehicle enthusiast,

Your hovercraft club has now officially changed its name. In July we received a new certificate of incorporation from the Queensland Justice Department and it reads as follows:

QUEENSLAND AMATEUR SPORTING HOVERCRAFT Inc. previously incorporated on the 10th day of October 1986, did on the 22nd day of March 1989 change its name, and is, on and from the 18th day of July 1989, incorporated under the Associations Incorporation Act 1981 in the name of:
QUEENSLAND SPORTING HOVERCRAFT Inc.

The club's annual general meeting is to be held this month and we're expecting to see some fresh blood on the committee, which is always good for revitalizing the helm. Nomination forms were sent out with the June newsletter and the closing date for these was Wednesday 9th August 1989.

Nominations received are as follows:

Candidate	Position	Nominated by:	Seconded by:
Mark Dobson	President	Des Goss	Angus Kerr
Steven Odgaard	Vice President	Mark Dobson	John Russell
Steven Odgaard	Secretary	Des Goss	Angus Kerr
John Russell	Secretary	Mark Dobson	Steven Odgaard
Julie Semple	Treasurer	John Russell	Bob Bumstead

Please note that on the night of the A.G.M. these candidates shall have the right to decline to their nomination and in such case, further candidates may be nominated from the floor. Phillip Audsley even suggested that in case of the extreme, candidates need not be present to be nominated and tentatively voted for. " Hmmm! " Considering the low attendance at last year's A.G.M., this doesn't sound like such a bad idea.

Even though our club is only 3 years old, experience has shown that the best people to have on the committee are those who take delight in participating regularly in club events. Whether you own a flash futuristic featherweight flyer or simply bash around in a borrowed bucking bruiser-cruiser isn't important, the key to " Committeeship made easy " is regular participation and a small dose of " Willingness to serve ".

The advent of hovercraft in Queensland, as an acceptable mode of transport for river and bay cruising and as a weekend sport for those who enjoy boating, has been slow and often confronted by problems such as:

How much ?!

Where for spares ?

How do I get a hovercraft licence ?

How do I register my craft ?

Which company will insure my craft ?

Who's that waving their fist over a little fan noise ?

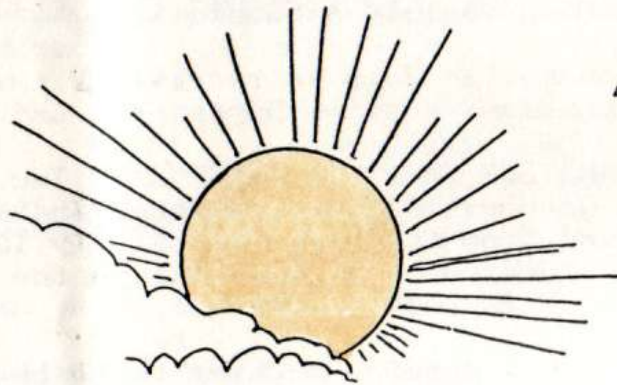
Over the last three years, the public's acceptance of these small fun machines has improved and the club now holds regular cruise rallies, race events, public meetings and participates in annual federation rallies.

Now that I have convinced all that the hard work is over; new candidates, please feel easy about having a go at a very rewarding position on the committee of an Australian hovercraft club that's " Beautiful! one day, Perfect! the next ".

Queensland Sporting Hovercraft Inc.

August 1989

Sunshine



Here's a good one to start off with: A bloke who was real keen on Hovercraft built himself a hull - then couldn't get it out of his third floor flat. Being a resourceful sort of chap, he removed a window and eight of his mates helped him to lower the craft thirty feet with ropes. When asked about the operation he said " I suppose most normal people would have built it at ground level ". It could only happen in one place; yes you guessed it, G.B.

Oh yes, Steven Odgaard earned another mention this month after his little escapade in the surf at Jumpinpin. From the reports that came back there was quite a large quantity of water that ended up in the craft after he tried to wrestle with a not so friendly wave. One wonders what it will take for the old girl to go down for the count.

Congratulations is in order for Petar Maksimovic, the newly elected H.A.V. president, (fresh meat for the lion's den) and to the rest of the committee. Hope you will have a successful twelve months.

Oh yes! we nearly forgot to mention that Angus won the title this month for mauling trees and I might add that it wasn't Tony's favourite one.

Ed Hooligan.

Helpful Hints

" 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. If you suspect a fuel pump problem with the Yamaha PE485 engine disassembly will show that the pump has two diaphragms. A make-shift repair to get you home may be as simple as switching the two diaphragms over.
2. Yamaha have carried out a carburettor modification to the PE485 engines. The modified version has a bigger idle jet and a smaller main jet. On the modified versions, the smallest in the range of three jets supplied (the 340) seems to give the best response.

Queensland Sporting Hovercraft Inc.

August 1989

Cruise Trip Report by Des Goss

July Cruise Rally from Redland Bay to Russell Island and Jumpinpin Bar.

The weather was sunny but bitterly cold and we set off with our biggest hovercraft attendance of seven craft to the Jumpinpin.

We had a new cruiser; Bob Pendrey who brought his children along for the day. Welcome to them.

On the way over, we called into Russell Island to enjoy the hospitality of Sam Becker, his wife and Justin his son.

The warm fire was a welcome comfort after the cold bay and then we further indulged with a barbecue lunch and liquid refreshments.

It was a hard decision, but we decided to press on to Jumpinpin.

It was choppy there as usual and the wind was blowing from the beach into the surf which made conditions for Hovercraft flying more awkward than usual, especially with the tide coming in and the waves were breaking too far up the beach for comfort.

One craft came along the four-wheel drive tracks in behind the sand dunes instead of along the beachfront. One of our craft was swamped - poor Steve lost his lift motor and waves broke over his craft before we could clear it. He was very lucky not to lose any of his blades.

We managed to get it going again and returned to Redland Bay via Russell Island, but we came back in the dark and this is not the best time to travel over the bay waters unless you are equipped with the right gear such as floodlight and warm clothing.

It was not the best trip to begin your cruising career, so I hope it won't put any of our newcomers off our cruises in the future. Thanks to everyone who came along and I hope you learnt something out of the day's event.

August Cruise Rally from Kholo Bridge to Savages Crossing - Brisbane River.

Time: 10am Date: Saturday 19th August 1989.

Over the past, this cruise along the upper reaches of the river above Kholo Bridge has always been interesting, challenging and the bonus in this river is the small rapids at various sections and any other barriers that crop up.

Another bonus is the fresh water which is not so hard on your engine and various parts.

If you have a safe hovercraft in good working order and you would like to participate in this rally on Saturday, please contact Des Goss ph 3499743. Please remember that in Queensland, craft operating in waters under the jurisdiction of the Water Resources Board, shall be registered as private pleasure vessels and shall exhibit an all-round flashing yellow light, a fire extinguisher and life jackets shall be carried and the operator shall have either a private air cushion vehicle masters certificate, a commercial masters certificate or a permit from the Marine Board Secretary.

Racing News

by Mark Dobson.

After a bit of a delay due to unforeseen circumstances, practice finally got started just before lunch.

Most of the guys had problems during practice ranging from non co-operating carburettors to craft that didn't steer properly. For the first three races Owen had the wood on Angus with some very close racing entertaining all spectators, during which time the rest were having their own battles. The fourth race got under way with Owen pulling out a short lead but coming into difficulties at the bottom of the main water straight, this allowing Angus to sneak through into the lead.

Owen didn't take too long to get back on the tail of Angus and applying pressure through the start of the land section and with Owen looming up quickly, Angus as I see it went just that fraction quicker than previous laps and consequently had a big lose coming out of the jump section hitting a tree that moved out in front of him. Credit must go to all of the competitors; Angus who did a very fast repair job and got on with racing considering that there wasn't a lot of daylight left, Steven who battled all day with a craft that didn't steer all that well, Tony and Geoff who fought with the Gremlins that hounded them all day, and to the people who helped with the marshalling.

With the enthusiasm of these people and a little from others, success is assured with the growing interest in the sport.

NATIONAL RACING RESULTS TO DATE

FORMULA ONE

Table with 2 columns: NAME, POINTS. Rows: TONY THATCHER (117), STEVE ODGAARD (111), MARK DOBSON (20)

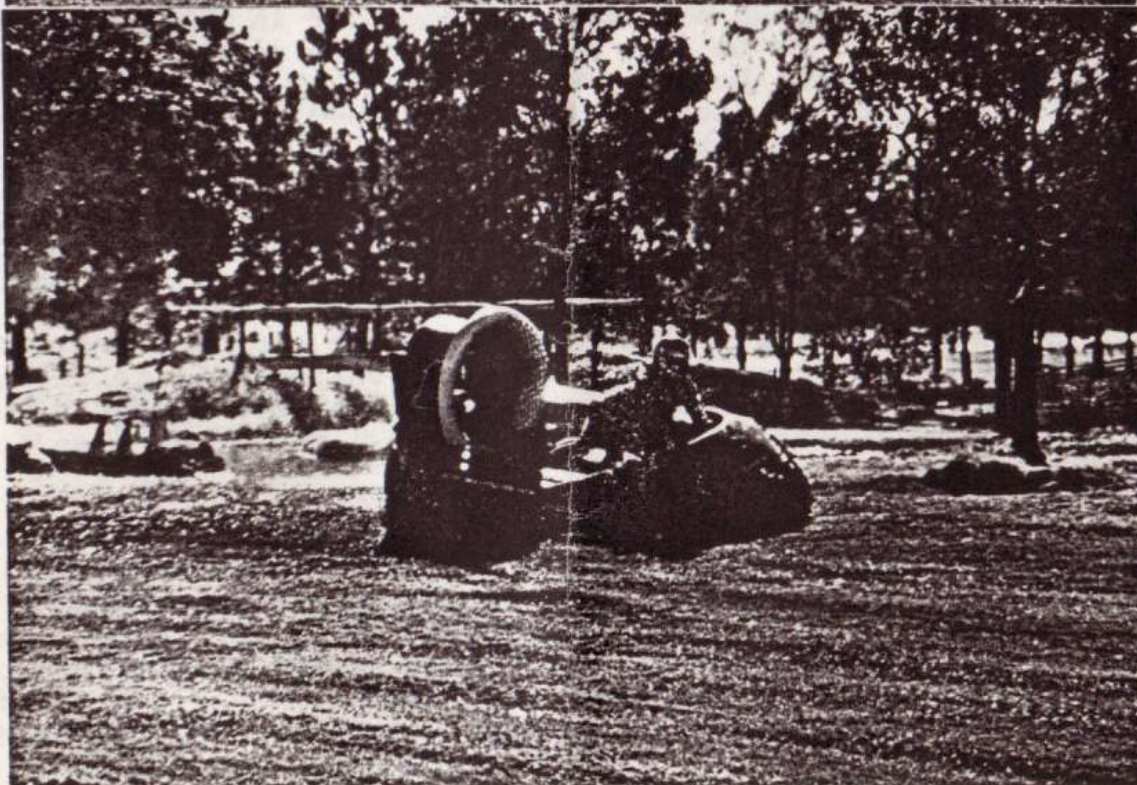
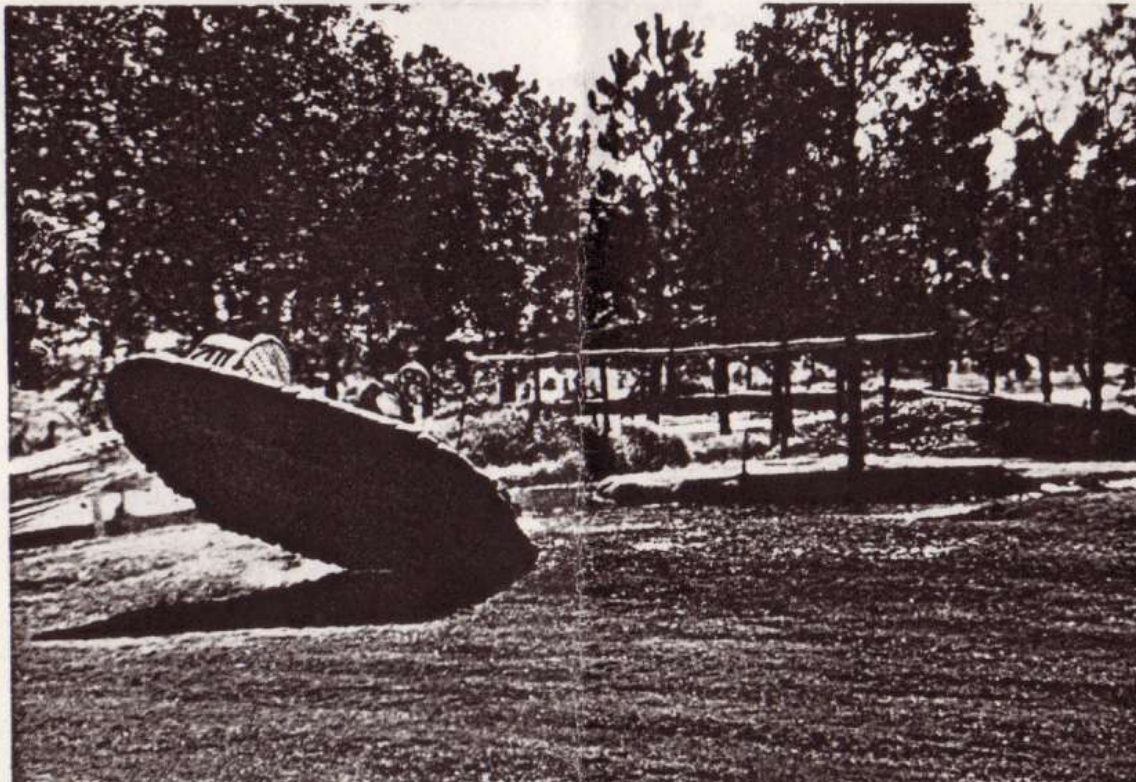
FORMULA TWO

Table with 2 columns: NAME, POINTS. Rows: ANGUS KERR (194), OWEN ELLIS (160), MURRAY RUSSELL (54)

FORMULA THREE

Table with 2 columns: NAME, POINTS. Row: GEOFF LANGFORD (20)

Some racing scenes from Carbrook

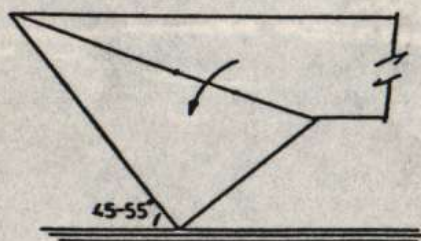


Series on Hovercraft Skirts No 10.

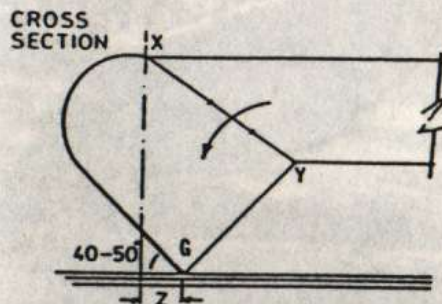
The Finger Skirt

The finger skirt is comprised of a large number of separate segments which are able to slide and bellow individually to conform with the shape of the water surface or terrain over which the craft is traversing. Figure 1 shows two types of finger construction : 1. The Straight Finger and 2. The Extended Finger.

Figure 1



1. STRAIGHT FINGERS



2. EXTENDED FINGERS

The fingers should not be sewn or connected together in any way or else the design of the skirt which is to form a very flexible air seal between the hovercraft and terrain, will be defeated.

To achieve this, the fingers should only be attached to the craft by a rigid strip along the upper edge and by some form of corner tie at the two innermost apexes.

The straight finger serves well as a bow skirt due to the advantageous receding angle of attack which helps in riding over waves and ground undulations and at keeping frontal spray and dust to a minimum. The straight finger however, is very unforgiving to being dragged backwards over obstacles. The extended finger is best used at the side and rear of the hovercraft as it has a better obstacle clearing characteristic and also its design helps to maximize the effective cushion area because the ground contact point is much further out towards the hull perimeter than for that of the straight finger.

The inner face of the finger skirt is completely open which means that a from a very marginal increase in pressure due to the peripheral jetstream, is very soft and flexible with only actual cushion pressure holding it firm. This is vastly different to the bag skirt which has a peripheral pressure much greater than cushion pressure. The finger skirts at the rear of the hovercraft must be equipped with either a single antiscoop flap or for improved flexibility, individual strips may be sewn to the inner edges of each finger which extend out beyond the ground contact point. This reduces their efficiency in restraining cushion air from escaping, but unfortunately is quite essential if the hovercraft is to be used anywhere than over smooth terrain.

Club Promotions

1. Ipswich Mall Static Display

Date and time to be arranged.

Contact : Wayne Summerhayse ph 2812668

2. Victoria Point Air Sea Rescue Carnival

Time : 10am Sunday 15th October 1989

Contact : Mark Dobson ph 8084395

3. Sandgate Air Sea Rescue Demonstration as rescue craft.

Date and time to be arranged.

Contact : Maxine Fyfe

Assistant Secretary & Publicity Officer
Sandgate Air Sea Rescue
ph 3576693

4. Warana Festival Static Display at City Botanic Gardens

Saturday 16th September and Sunday 17th September 1989

Contact : Kerry Partridge

Operations Co-ordinator

"Blue Skies" Weekend

Brisbane Warana Festival Ltd.

ph 2210011

or Steven Odgaard ph 2098498

Redland Strawberry Festival Cleveland Shopping Centre Grand Parade and Street Procession.

Contact : Strawberry Festival Office

P.O. Box 244

Cleveland, Qld 4163

ph 2865198

In the July 89 newsletter, 13 A.H.F. logo designs were displayed for selection at the general meeting. A 'show of hands' vote was taken and the designs numbered 4 and 3 were the two most popular selected. These are shown on the front cover of this issue.

Victoria has indicated that more designs have been sent in and these may also be considered before a final choice is made.

Oz Hover 90 will be held at Lake Cargelligo, Ctr'l NSW again early next year. If you are planning to go to this national hovercraft rally, please collect an application form at the next meeting.

Club Calendar

Proposed events for the coming months:

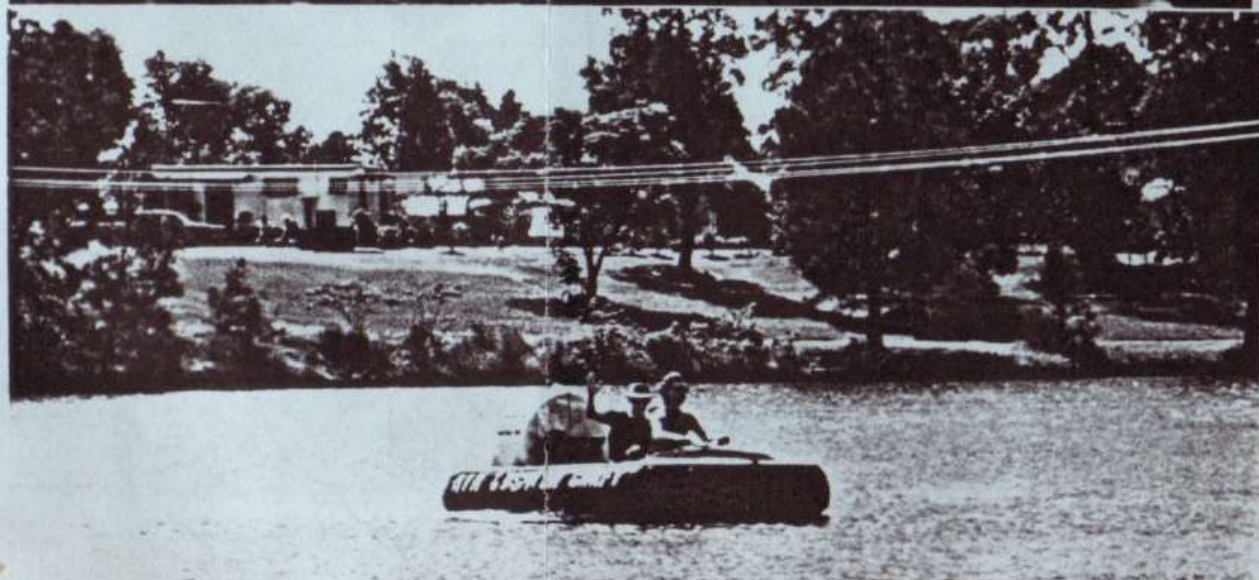
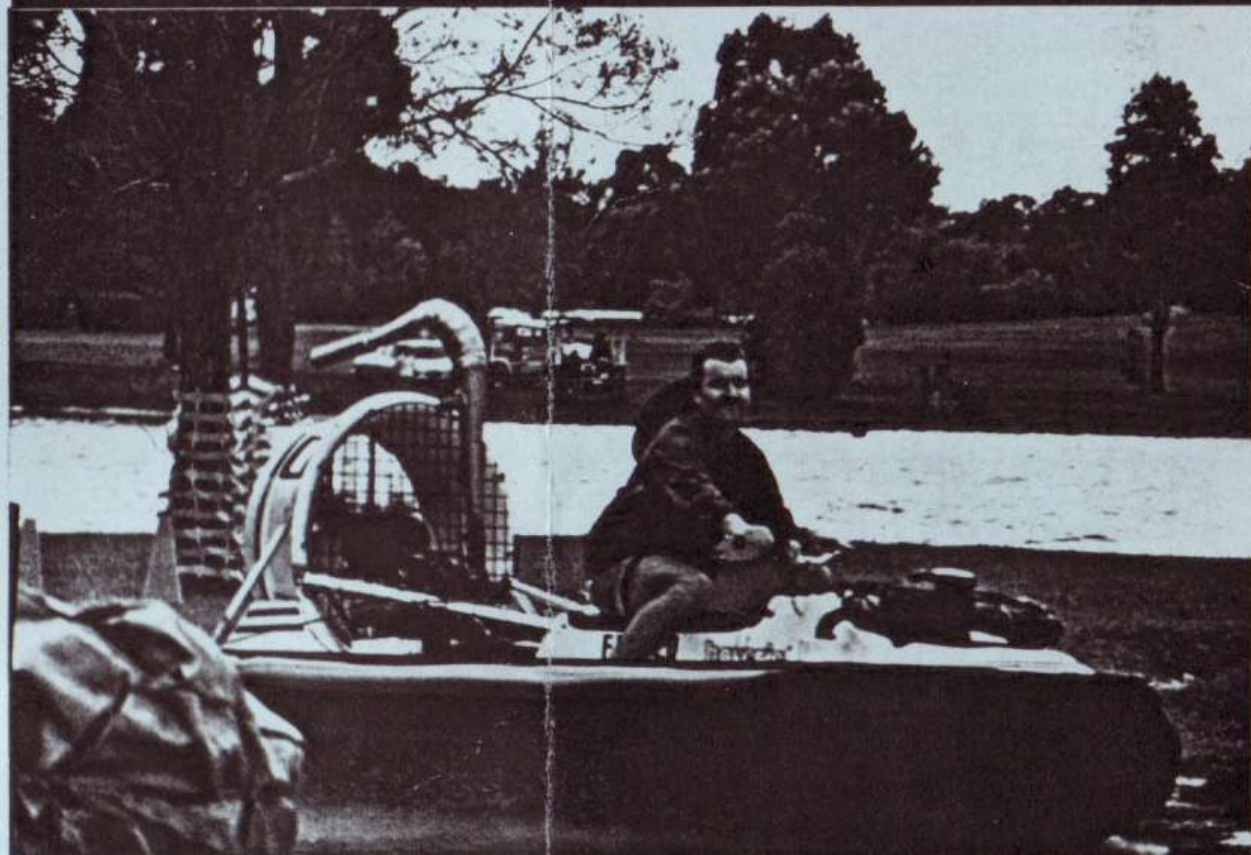
Saturday	19th August	Kholo Bridge - Brisbane River
Sunday	27th August	Carbrook
Sat-Sun	16-17th September	Warana Festival City Botanic Gardens
Sunday	17th September	Cruise rally - venue TBA
Sunday	24th September	Carbrook
Sunday	15th October	Victoria Point Air Sea Rescue Carnival
Saturday	21st October	Toorbul Pt to Caloundra
Sunday	29th October	Carbrook
Sunday	19th November	*Point Lookout* (May be changed. TBA at meeting)
Sat-Sun	25-26th November	Carbrook (Sat: Qld championship,) (Sun: River cruise and BBQ)
Sunday	17th December	*Cancelled*
Fri-Sun	26-28th January	Lake Cargelligo Central NSW (Oz hover 90)

The 7th race meeting is scheduled for Sunday 27th August 1989 at Carbrook.

The 4th Annual General Meeting has been set for Wednesday 23rd August 1989.

The 25th general meeting is convened for 7-30pm Wednesday 23rd August 1989 at Archerfield Airport in the S.A.A.A. building.

Steven Odgaard
sec.



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