

# QUEENSLAND

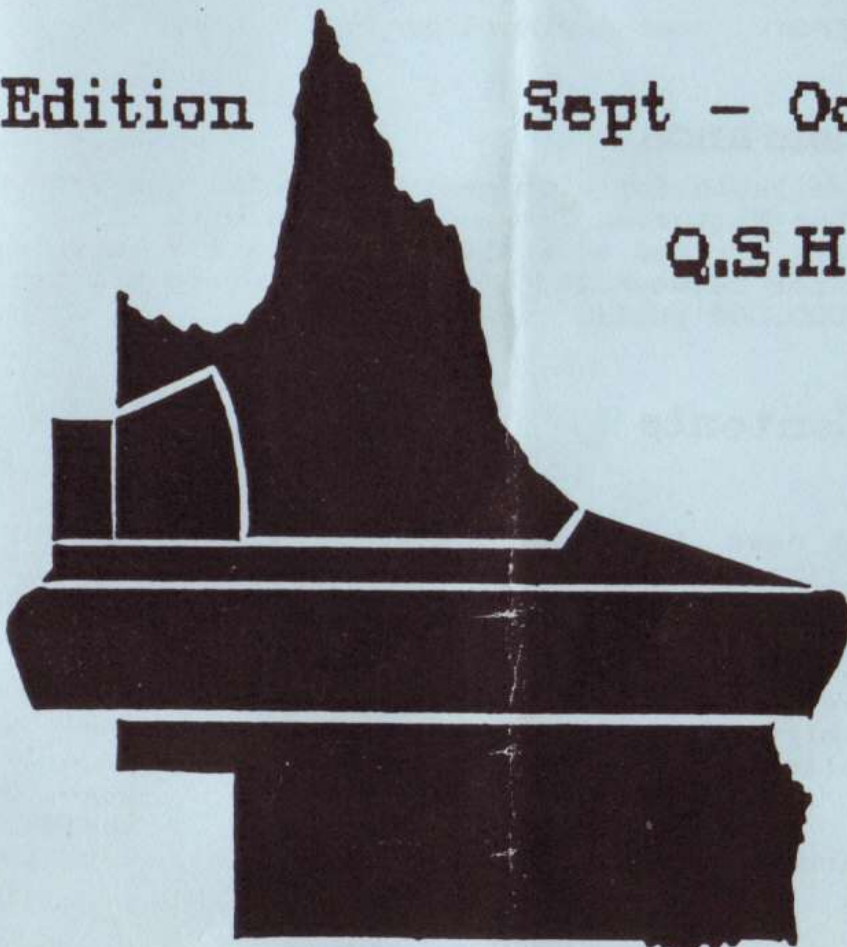


# SPORTING HOVERCRAFT

28th Edition

Sept - Oct 1988

Q.S.H. Inc.



Q.S.H.

QUEENSLAND SPORTING HOVERCRAFT Inc.

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

## 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 : Julie Semple	31 Church St.,	Goodna	4300
			ph 8181826

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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# Queensland Sporting Hovercraft

September - October 1989

Dear Air Cushion Vehicle enthusiast,

The 1989 committee was elected at the August meeting and one position; treasurer, was filled with a new face. Our new treasurer is Julie Semple from Goodna. Julie is a keen hovernaut and is very proud of her achievements in building and flying a 14 foot Universal. She is currently studying at the Ipswich TAFE college in a fibreglass and welding course and her prospects of starting work at the Haines Hunter assembly plant are looking good. She also has a share in a small Scarab 2 with Bob Neilsen who uses this craft as a display model and backup just in case the trusty Turbo 240 workhorse happens to buck and misbehave.

Many thanks to the outgoing treasurer; John Russell who has served the club honourably in this tedious and very important duty.

John's greatest achievement in this job I'm sure, was in securing the financial release from the ill-fated club turbo project.

Although John has stood down from the management, he is still a very active member and has offered assistance in the printing of this newsletter.

His hovercraft is a turbo 225 with a Yamaha 485pe engine driving a conventional 760mm 12 bladed fan, and without a doubt is one of the best performing cruising craft in the club.

After the AGM, a new sub-committee was appointed to look after the racing interests in the club and this new team is gifted with the talents of Angus Kerr, the Queensland racing hovercraft champion; Geoff Langford, who has a wealth of motor racing experience from the UK and USA and Bob Bumstead, who has also travelled widely in the pursuit of hovercraft advancement.

With the present interest in racing in Queensland, due largely to the unyielding motivation of Mark Dobson, with the reestablishment of special rallies at VFL Park in Victoria, and with the staging of a hovercraft race at the Adelaide Grand Prix last Anzac Day, Australia certainly is heading in the right direction for staging a World Championship Event in 1993.

The last cruise listed on the 1989 calendar of events is for a trip from Cabbage Tree Point to Point Lookout, however due to the rather hazardous conditions which can occur along the Stradbroke beach, an alternative venue may be decided upon. If you have any suggestions for an alternative venue, don't be afraid to let us know at the next meeting which is on this Wednesday night.

Phillip Audsley is back in action with his Turbo 225 now fitted out with a 4 cylinder 4 stroke Subaru car engine and Steve Koncs and Margaret have launched their Hoverpoo which is thrust by a ginormous 1.4 metre 4 bladed ducted propeller. Phillip, Steve and Margaret were able to demonstrate their U-Beaut cruisers at the September rally on the Maroochydoore River.

At the previous meeting, several members were invited to write a short profile for publishing in the newsletter and so this month we are able to scrutinize our Club's hovercraft scrutineer: Phillip Audsley!

# Queensland Sporting Hovercraft

September - October 1989

## Driver Profile.

Hi there!, Phillip Audsley here. At the July meeting of Q.S.H. the idea of driver profiles for the newsletter were once again suggested and as my name is near the top of the list, it seems I "volunteered" to write the next article; Well here goes.

Hovercraft:- a collection of metal, wood, plastic and rubber parts all being forced to do something they were never intended to do.

For as long as I can remember I have been fascinated by hovercraft. Except for an attempt to build a hovering platform from an old lawn mower engine, car fan and old tyre tubes, while still at school, hovercraft remained only a fascination machine. Then the hoverjets came on scene, however at \$7000, the price was out of my reach, but I felt it must be possible to build a hovercraft myself at a price I could afford.

In November of 1984, while working in Melbourne, I found in the Yellow Pages the name 'Turbo Hovercraft', so having nothing better to do one day, I hopped on a train and paid them a visit where I met Owen Ellis and liked what I saw of the Turbo 225. On a return visit I bought a set of plans.

Construction started in February of 1985 but due to work and other commitments, the end of the year saw only the bare hull completed. Also towards the end of that year, I purchased the Robin motor for \$1,200, a bit different from the \$3,000 plus they sell for today. After getting the duct, fan, pulleys and skirt material from Turbo in January of 1986 it still took another 12 months to finish the craft.

Now the fun began, until this time, I had never ridden in a hovercraft and was now attempting to teach myself how to fly one; so off to the local football field I went for some practice. Unfortunately the field was more dirt than grass, a lot of which found its way through a couple of faulty air filters and wrecked the motor.

Eventually after a lot more practice on a small lagoon, I felt ready for the open water, so wanting to do the right thing I wrote to Harbours and Marine about licensing and rego. BIG MISTAKE. After being tangled in red tape for six months and getting no where I found out about Q.A.S.H. and contacted Steven Odgaard who finally gave me the information I needed. I joined Q.A.S.H. in early 1988 and since then I have gone on many club runs, took part in the first race meet at Lakeside and finally became properly licensed. In November of 1988, I was elected as craft scrutineer, in my absence I should note, a position I still hold and in January of this year, I took part in Oz Hover 89. Currently I'm grafting a 1600cc Subaru motor into my Turbo after the Robin motor suffered a terminal case of rust due to a faulty seal. So that's my story of what I've done with hovercraft, but finally the reasons I like this hobby are: 1. Its unusual and not being done by everyone. 2. Still at the stage where it is possible to do something that nobody else

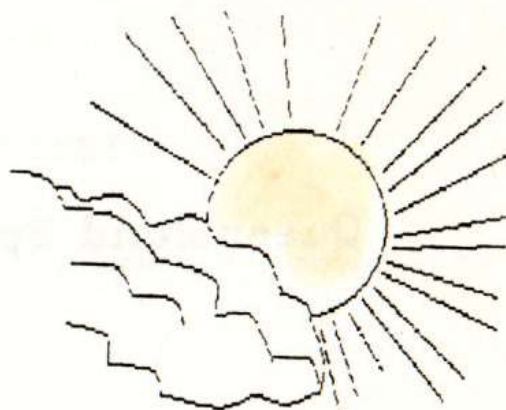
has done.

3. Remarkably free of so called "experts" who know and have done everything.

Bye now and may the LIFT be with you.

## Queensland Sporting Hovercraft

### Sunshine



Well the international hovercraft race championships are over for another two years. On the weekend 6th to 8th October the race championship was held at Troy, Ohio in the USA and Australia was represented by Owen Ellis with his formula 2 Turbo Razor and Peter and Daniel Venn from Queensland were there as support crew. Peter has given a short report on the event and says that the level of hovercraft technology from the European countries: Sweden and West Germany is staggering. In the formula 1 events, a craft with a 140 h.c. cylinder 2 stroke thrust engine and a 2 cylinder 2 stroke lift engine was able to accelerate almost as quickly as a motor bike to a speed of 78 mph along a short straight in the race circuit. Owen Ellis performed very well by taking 3rd place in the formula 2 event and we congratulate him for this impressive achievement. Peter and Daniel Venn have a good collection of video material to display and we may have the pleasure of their company this coming Wednesday night.

Lake Cargelligo is the venue for next year's Oz-Hover Rally where hovercraft enthusiasts from around Australia meet to show off their secret weapons in the war of developing the perfect hovercraft and Frog's Hollow is comparable to Mt. Panorama in the quest to find the fastest Australian Hovercraft. The Royal Mail Hotel has been booked for our club, so to confirm bookings and to assist us in making this weekend a success, please fill out an application form and return it to one of the committee members soon. The closing date is 1st December 1989.

### 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. On overhaul or original installation of a hovercraft engine, it has proven worthwhile to change all the exterior bolts ( at least ) to a low grade stainless steel. This ensures that come next overhaul, you will at least be able to get them out.
2. After using the hovercraft and washing the motor down etc., it is a good idea to run it to dry it out. On shutdown use the choke to stall the motor and not the ignition. This ensures an oil rich mixture inside the motor to help preserve its internals until its next use. For longer periods of storage, it might help to squirt extra oil down the plug holes and seal the intake and exhaust ends.

# Queensland Sporting Hovercraft

September - October 1989

## Cruise Trip Report by Des Goss

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The cruise on the Brisbane River above Kholo Bridge was on Saturday 19th August.

The weather was fine, a sunny day with some wind and fortunately we missed out on the showers that were forecast.

The conditions in the river were changed again from the last time we were cruising up there. This time there was more water flowing from the dam than usual and the level of the river was about half a metre above the normal level and this has caused big changes mainly in the water course and the obstacles are more numerous when you are flying in the upper branches of trees.

In the first section of rapids, we were hit by copious amounts of cascading water over the causeway and there was more white water than we had ever seen. This section became better than ever for the hovercraft and some good camera shots were taken of the flyers.

The next biggest change was the construction bridge where we normally travel underneath. The water level was too high and we had to use our ACVs to their fullest advantage and come over land and take to the river a little further upstream.

There are changes in the scenery every time we go up this river, especially along the edges of the river, with the water eroding the soil away and the consequential undermining of the trees and bushes with the number of obstacles increasing in the river and some of the fallen branches grabbing at your skirt. This course is getting harder every time we go up there. It is one of the best cruises we have on the books and we shall try the top half of the river above Savages Crossing very soon.

We got a good turn up for this trip with 2 turbos, 1 Vortex, 1 Scarab, 1 Osprey Harrier and a rubber ducky. It was good to have Mark back cruising with us at a more sedate pace in the rubber ducky. He was then given a refresher course on River cruise flying by accompanying John on his Turbo further upstream.

Mark did some good work with the video camera and took some great shots. Thanks to Geoff Langford for the use of it. We want to get a good reliable Cruising Crew together - so get a good reliable machine and come along to the next cruise. Don't forget we are always looking for new cruise destinations, so bring your ideas along to the meeting or see if we can get a few people together for another day during the month. Give me a ring on 3499743 if you want to go for a cruise in addition to the monthly one and we should be able to fix something up.

# Queensland Sporting Hovercraft

September - October 1989

Correspondence from New Zealand

L.G. Healey  
c/- Post Office, Mangonui,  
Northland, New Zealand

Member of H.C.N.Z. Inc.  
Ph. Std. 0889-60710

16th August 1989

Dear Sir,

As you will probably read in our next newsletter, I have been trying to organize a Hovercraft rally on the Mangonui Harbour, Northland on New Year's weekend, Sat 30th and Sun 31st December 1989 and Mon 1st and Tues 2nd January 1990.

Mangonui Harbour is absolutely ideal for hovercraft, tide in or tide out. State Highway 10 is the east coast route to Kaitaia, skirts much of the harbour and there are three ramps within 200 metres.

The local business people have promised prize money and goods. I think some of the cash promised could be used as appearance money for those who come from a long way off. The main event could be called The Mangonui Harbour Hovercraft Rally Trophy .

I am offering for first prize; \$200 cash and a worthwhile trophy which could be contested for annually. I have been promised help from the local fire brigade for washing down craft, the Lions Club have offered to help with the organization and Radio Northland say they will help with promotion. A collection from the spectators and selling rides to people could be used to help pay for your costs.

There are lots of seaside camping areas, motels etc. near by. If you are interested in supporting the proposed event, please write to me as soon as possible.

I think at least ten craft are needed to make this a success.

Yours sincerely,

Laurie Healey

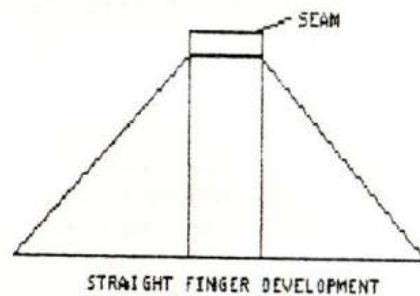
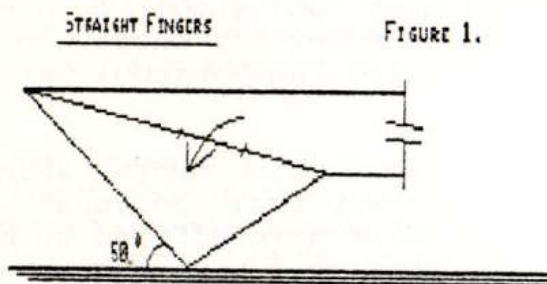
## SERIES ON HOVERCRAFT SKIRTS No 11.

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### Characteristics of the Finger Skirt

The straight finger skirt is easy to design and construct and repair work is also easy because of the small size of each segment. The extended finger however is a little more difficult to design and a development of this will be shown in the next issue of Q.S.H.

The finger skirt, straight or extended, gives a very smooth ride and has a low friction characteristic and so long as the cushion height is adequate, is ideal for travelling at high speed over waves and rough ground. Apart from the rear fingers which should have an anti-scoop flap, a hovercraft with a finger skirt does not trap water like a bag skirt at lift off. An extended finger uses a great deal more material than a straight finger or bag skirt and for this reason, it has become common practise for the expensive low friction neoprene coated fabric to be used only on the knuckle which constantly rubs across the on-coming waves and for less expensive non-coated fabric to be used on the bellow and sides of the finger.



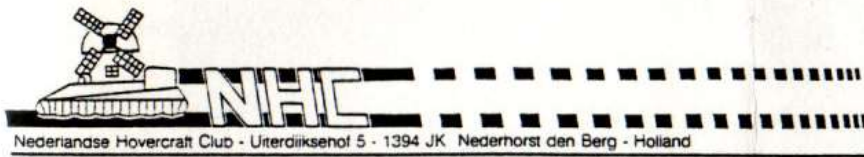
To construct a Straight Finger Skirt.

Straight fingers are best used at the bow of a hovercraft. To design a straight finger you must draw the cross-section of the skirt under the bow and make a paper template to this shape. Draw a rectangle of width equal to half the hoverheight and of height equal to the skirt length from the nose of the hull to the ground contact point. Duplicate the cross section pattern and lay these alongside the rectangle. Allow for a seam at the top of the rectangle and then using this completed shape, make a full template out of plywood.

To make the skirt, simple mark around the template and cut out as many fingers as are necessary to evenly fit across the bow of your hovercraft.

# Queensland Sporting Hovercraft

September - October 1989



Correspondence from Holland.

Nederhorst den Berg 4th Sept 1989

Beste Steven,

Firstly, thank you for you club video; it arrived safely and I enjoyed watching it. I use it a lot at demonstrations to show the general public that this hobby is popular throughout the world. In your short letter of 15th August you asked if we would still like to exchange newsletters. Of course we do! because we want to stay up with what is happening in your club and I hope you will think our news is important too. I would like to thank you for the compliment you made about our newsletter, especially the comment that the many illustrations make it easy for foreigners to browse through it. Before I could even write a letter to Rob Armstrong from the New Zealand Hover Club, I received a detailed letter from him. He had already read in your newsletter that I had asked for his address. I intend to write to him shortly to ask him if he would like to keep us up to date about what's happening in the field of hovercraft in New Zealand. I read under your letter of 2nd June 'Translated by Rudolph Pekelharing'. This is typically a real Dutch name. I presume that he will also translate this letter for you. That's why I would like to say to him thanks a lot for your excellent translation and if you read our club newsletter and see an article that you feel is suitable for the Q.S.H. club, let me know and we will send you the original photographs for your reproduction. Send us your address and we will send you our club newsletter so you can keep up to date about what's happening in the hovercraft field in the Netherlands. As far as promotion of our Hovercraft club here in Holland is concerned, we have been shown in a number of Dutch TV programs. Once we have collected enough material, we will send you another videotape. Should your club have any new video material, we would really appreciate you sending us a copy.

As far as myself is concerned, I am again building a newly designed hovercraft called "The Wasp". Provided everything goes smoothly, I hope to have it on the market next summer. Because most people feel there is a noise pollution problem with hovercraft, I decided to tackle this problem head on and have discussed it with an old retired engineer who used to work in building hovercraft. He is a good friend. According to his calculations, my newly designed tunnel system and exhaust will make it a whispering hovercraft. As soon as the test program is completed, I will make the information available to amateur builders of hovercraft so noise levels will be reduced drastically. I hope this letter has kept you up to date and I would like to say "Keep Hovering" and I look forward to hearing from you soon.

Kind regards,

Hans Peerenboom.

# Queensland Sporting Hovercraft

September - October 1989

## Club Calendar

Proposed events and meetings for the coming months:

Wednesday	25th October	General meeting at Archerfield	7-30pm
Sunday	29th October	Carbrook	
Sunday	19th November	*Point Lookout*	( May be changed. TBA at meeting )
Wednesday	22nd November	General meeting at Archerfield	7-30pm
Sat-Sun	25-26th November	Camp at 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 )
Wednesday	21st February	General meeting at Archerfield	7-30pm

The 6th National Hovercraft Rally will be held on the Australia Day weekend at Lake Cargelligo in Central New South Wales: Fri-Sun 26th-28th Jan 1990

The 8th race meeting is scheduled for Sunday 29th October 1989 at Carbrook provided that hovercraft attendance is suitable to sanction to Lake.

The 27th general meeting is convened for 7-30pm Wednesday 25th October 1989 at Archerfield Airport in the S.A.A.A. building.

Steven Odgaard  
sec.

