less than £25 and the lighter-weight version £3 15s cheaper.

Upon this platform such superstructure as required may be built up. Lightly loaded attachments might be bonded directly on to the skinning. The more heavily loaded attachments could be made by bonding back-to-back reinforcing plates in an area where there is PVC foam core, dril-

ing through, fitting distance tubes to prevent crushing of the cores, and then bolting (Fig 4). Engine bearers and so on could be attached in this way but some increase in the core reinforcement area might be necessary. Attachments should be bonded on with an epoxy or similar adhesive.

In advertising for do-it-yourself furniture, such claims are often made as "No tools required except a screw-driver." To build in GRP this basic buoyancy tank/platform, which in the calculated example with a volume of 15\² cu ft would be capable of sup-

porting over 900lb, not even a screw-driver is required. A pair of scissors, a knife and paint brush should suffice and the demand on basic skills is minimal.

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**HOVERCRAFT AND HYDROFOILS COMPARED**

**BANKERS, FINANCE COMPANIES, shipping lines, dock and harbour boards, as well as makers and users of ACVs and hydrofoils, were all represented at the first conference on the business aspects of the two high-speed marine systems, organised by the Central London Productivity Association and Miss Juanita Kalerghi, editor of Hovering Craft and Hydrofoil, on May 15. Delegates came from France, Germany, Italy, Norway, Switzerland, Canada and USA, as well as Britain. What did they get out of it? Not very much guidance on the comparative economics of hovercraft and hydrofoils. Mr R. A. Shaw, conference chairman, summing up, said that a rigorous comparison between the two systems was not feasible since they are at different stages of development. The hydrofoil has 30-40 years' background of development, and about 15 years' operations, whereas ACVs have been evolving for only about 15 years' operations.

The more heavily loaded attachments could be made by bonding back-to-back reinforcing plates in an area where there is PVC foam core, driling through, fitting distance tubes to prevent crushing of the cores, and then bolting (Fig 4). Engine bearers and so on could be attached in this way but some increase in the core reinforcement area might be necessary. Attachments should be bonded on with an epoxy or similar adhesive.

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**Situation Vacant**

A dynamic young company in the hovercraft industry require an engineer preferably with abilities as a draughtsman for work on a number of exciting new A.C.V. projects. Only applicants with previous experience in the A.C.V. industry will be considered. Write giving full details to

Box No. 1903/9.

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**BUILD IT IN PLASTICS**

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