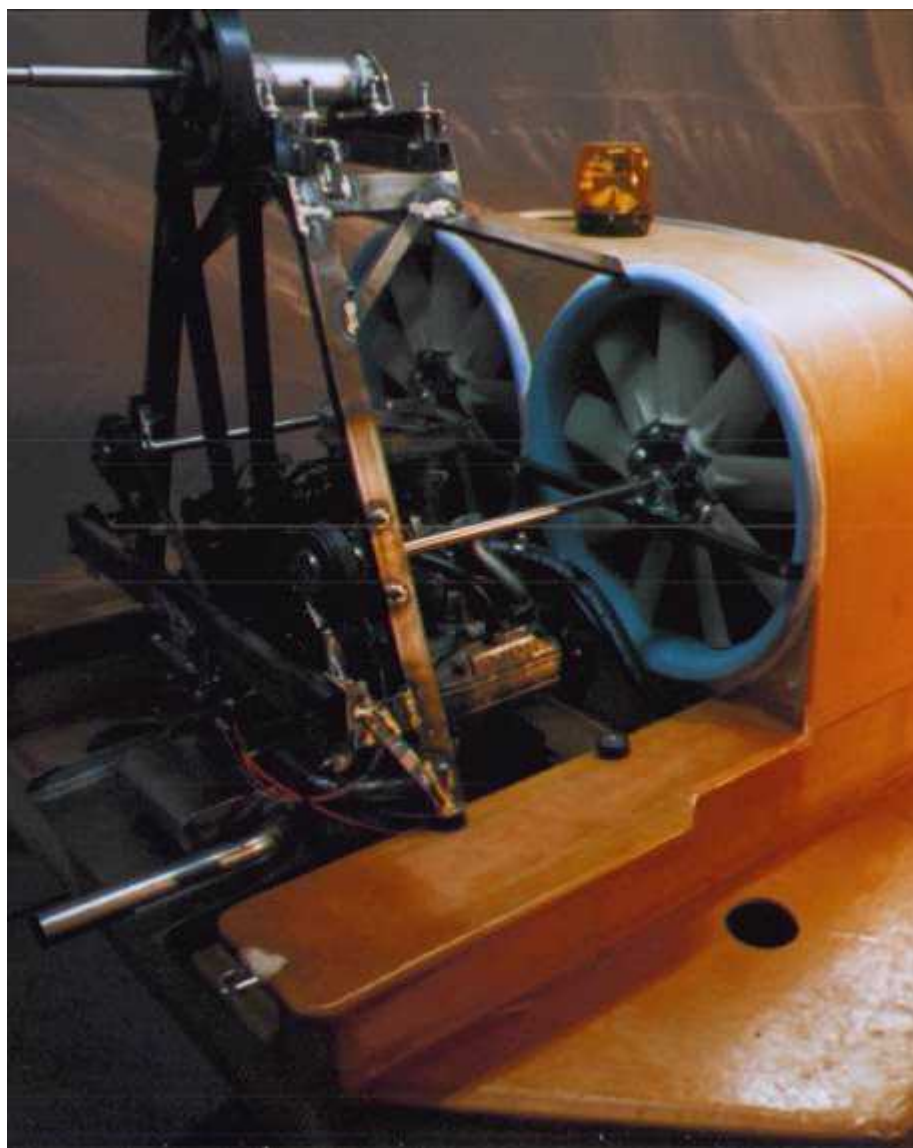


# Sevtec Hovercraft



## Sevec Builders

**Here is a new way to see what Sevtec builders are doing.** These builders have put up web sites so that their progress can be watched. Some of the sites are extremely detailed. This is a good way to see intermediate steps in construction.



A word of caution should be given here. Many changes to Sevtec basic design, from the use of materials not specified, to changes in mechanical parts, are shown in the web sites. What might seem to be a good idea to a builder who may have never operated a surface skimmer is usually not a good idea to this designer. However, the builders do enjoy throwing caution to the wind and building their own configurations.

Fortunately the basic Sevtec designs are proving to be very robust, the builders are not messing with the core design of the vehicles, and variations seem to work. It should be stated that it is best to build the designs as shown in the plans, and then experiment. This is the only way one can gauge whether or not improvements in the designs have been made.



It should be noted, that most of those who chose to stick with the plans are in operations. (Everyone knows a boat/sev is never really done). Additional information can be had by searching Sevtec or Barry Palmer. Be sure to search newsgroup activity as well as the web.

## [Explorer - Terry Harrington](#)



Enough done to start to really mistify the neighbors.





Terry Harrington, of West Lafayette, Indiana ordered his foam kit on 4-26-99 and here is a view as of 6-24-99. He is building the recommended 20 foot hull and hull weight at this point is 352lb. Note the cart under the hull. This start looks so much like Bryan's craft it is uncanny.



Front. Note that Terry has added wagon steering to his cart, a good idea for Prospector and larger projects.



Rear.

This is the easy way to glass the bottom seams.







The skirt fill port has been cut to size and side body aluminum hardware has been installed. The windshield frame is made from 6061-T6 aluminum angle.



Terry is using cables that pass through small diameter plastic tubes for steering control of the rudders. One must keep cables tight to avoid wandering of the sev. Lots of friction in the rudder pivots helps control, also.



Here is a closeup view of the windshield frame and Terry getting a little driving practice. Terry added an outside throttle just at the base of the windshield. Such a control, along with a waterproof kill switch and two handed handle on the foredeck will allow ground handling of the sev by a single individual.





Nice touch! If you are going to get the distaff side interested, this may be mandatory. A privacy curtain must be added, however. Actually, at least theoretically, we have to have one of these to get back into the US from Canada.



The soft top bows are being set up. They are bent from conduit. It might be advisable to raise the center of the bows, as well as the center of the windshield, as a lake is liable to form in the top.



Explorer project devours 1 1/2 car garage. The date is 10-5-99.





On cushion, and ready to add propeller. The date is 11-27-99.

First flight reported on 1-1-00

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