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Date: September 11, 2010 4:19:47 PM CDT

To: BiondoP@biondoboots.com>

Subject: Husky Airboats / Biondo Boats, LLC

Dear Pat,

I am very familiar with the Husky Airboats design and construction as I have inspected them for compliance with Transport Canada requirements as well as for CE certification for boats being sold into the European Union. I am licensed as a Professional Engineer in the Province of Ontario and have practiced Naval Architecture for 36 years. I am an Inspector for the National Marine Manufacturer's Boat and Yacht Certification program and am the Chief Inspector for the International Marine Certification Institute, an Belgian Notified Body responsible for European Certification.

The construction technique used in the Husky boats is quite unique and springs from the particular service environment that airboats find themselves in. Typical vessel construction, as laid out in a number of Rules such as Lloyds or ABS, as well as the ISO 12215 series of Standards, uses a grid like structure to transfer skin loadings in the hull to surrounding structure. This has proven to be very effective in conventional construction which is aimed at operation in a fluid, namely water. Airboats on the other hand are expected to operate afloat as well as on frozen surfaces, often at speeds approaching 60 mph / 100 kph. Discontinuities in the surface of a frozen body of water are numerous and can lead to extremely high point loads on the vessel's skin. If there was a rigid, grid like structure there would be a significant possibility of local tearing of the skin due to the relatively inflexible nature of the grid. Rather than transferring the loads, the grid would serve as a stress riser on the skin.

Husky eliminates this risk by using a substantial, yet flexible skin laminate which includes aramids. This is not rigidly supported but rather uses air springs to transfer loads on the hull to the vessel structure, in this case a structural cockpit sole. Point loads are dissipated over the skin and then through the air springs to an inner panel. The boat is allowed and indeed expected to flex to accommodate these loads. It is my understanding that Husky Airboats have not had a structural failure of their hulls. This speaks highly of this unusual structural solution.

Another feature of the Husky approach is to fasten the external, low friction plastic skin by using key ways milled in to the inner surface of the skin and then air bagging the laminate on top. The result is a skin without mechanical fasteners. This eliminates any possibility of tearing a fastener out when running on ice and thereby eliminates the possibility of downflooding when water borne.

I trust that these opinions will be helpful to you.

Yours sincerely,

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