US009145206B1

(12) **United States Patent**
Robinson

(10) **Patent No.: US 9,145,206 B1**
(45) **Date of Patent: Sep. 29, 2015**

(54) **WATER PROPELLED FLYING BOARD**

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(72) Inventor: **Brandon Robinson**, Fruitland, FL (US)

(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 202 days.

(21) Appl. No.: **14/066,997**

(22) Filed: **Oct. 30, 2013**

(51) **Int. Cl.**
B64C 39/00 (2006.01)
B63B 9/00 (2006.01)

(52) **U.S. Cl.**
CPC .. ***B64C 39/00*** (2013.01); ***B63B 9/00*** (2013.01)

(58) **Field of Classification Search**
CPC B64C 39/00; B64C 29/00; B64C 29/02; B64C 29/04
USPC ..... 244/23 A
See application file for complete search history.

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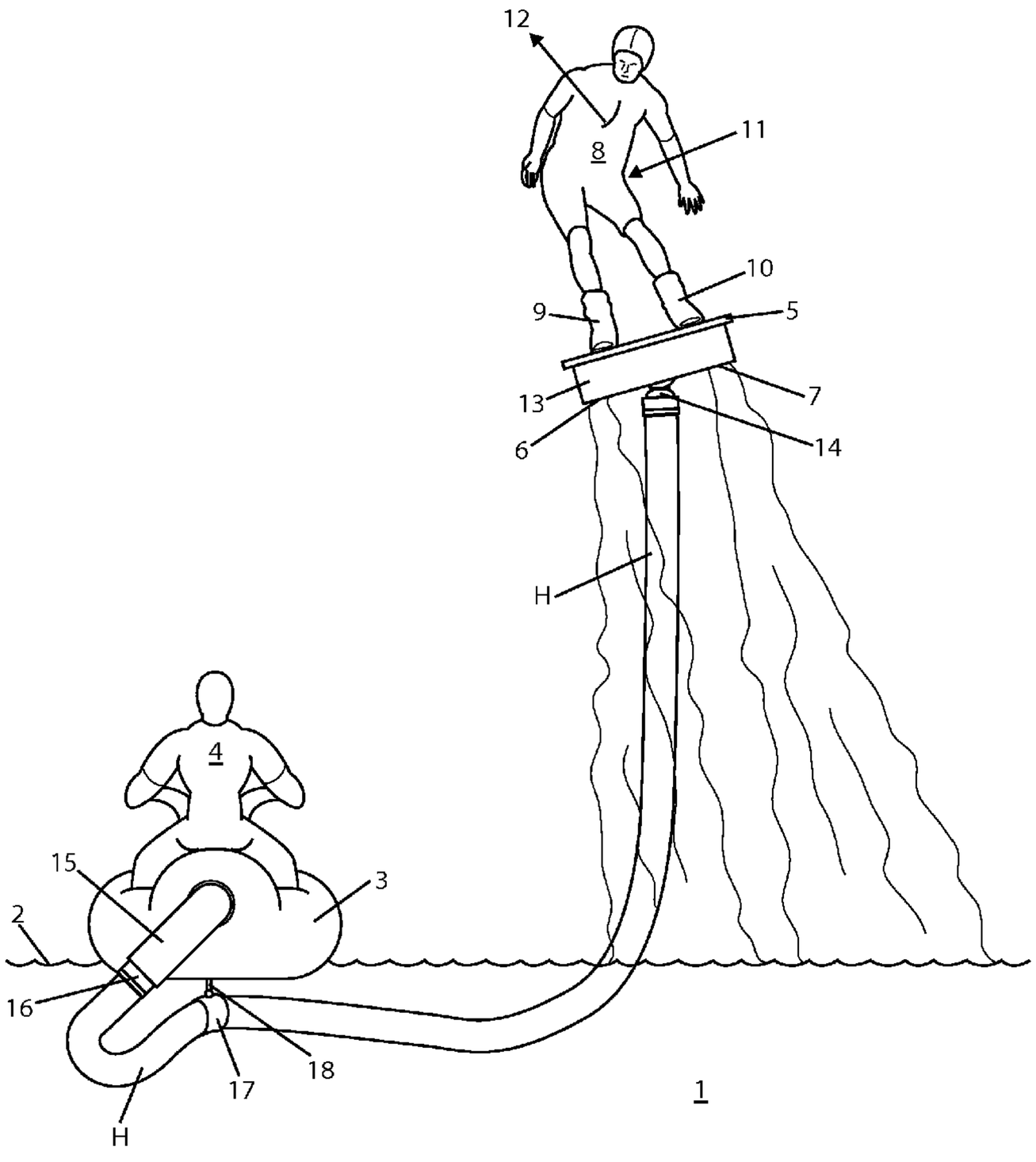
(74) *Attorney, Agent, or Firm* — Patent Law Offices of Rick Martin, P.C.

(57) **ABSTRACT**

A sport amusement device consists of a snowboard like board integrated into a unibody inlet nozzle that accepts a high pressure fire hose. The inlet nozzle pivots and has a quick disconnect collar for the fire hose. The base includes land support columns to enable preparation for launch. A jet ski or other pump powers the fire hose. With horsepower ranges from 80 to 300 the board flies even forty feet into the air and can propel the rider underwater in a dolphin like manner. The board floats. Quick disconnect bindings allow the rider to quickly dismount. The rider's hands are completely free to help balance and steer the board in flight.

24 Claims, 25 Drawing Sheets



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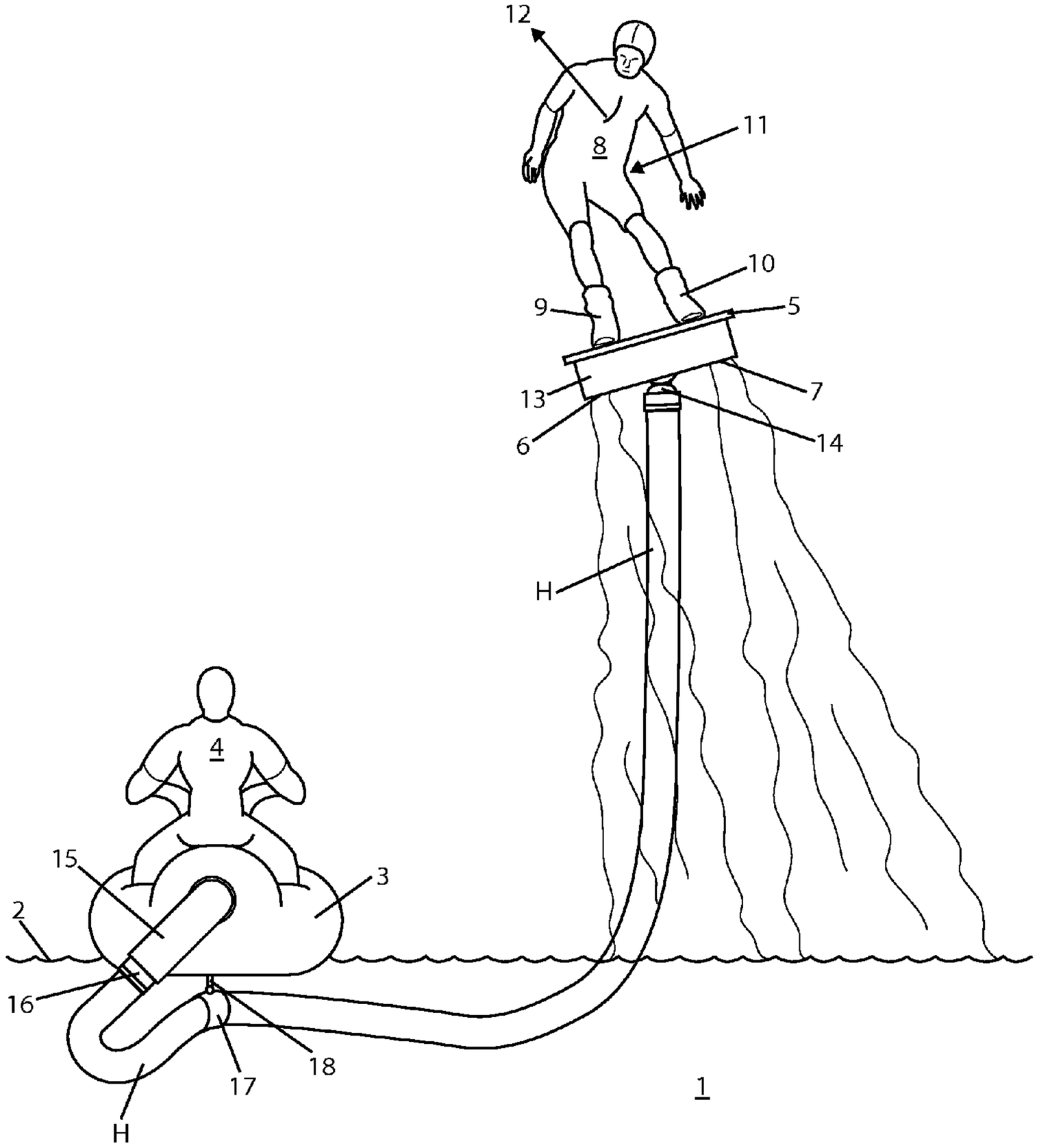

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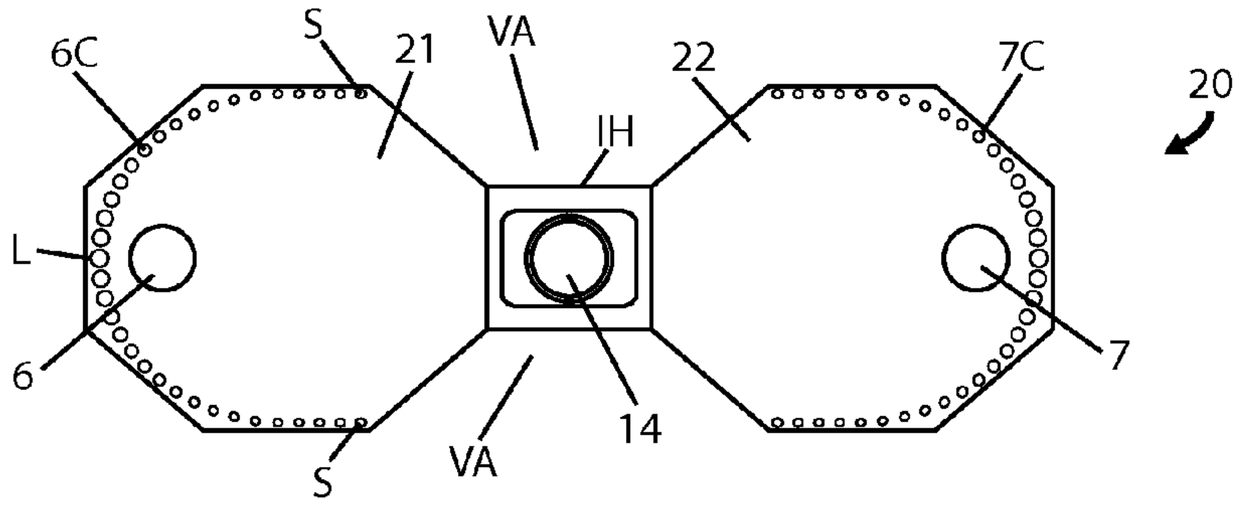

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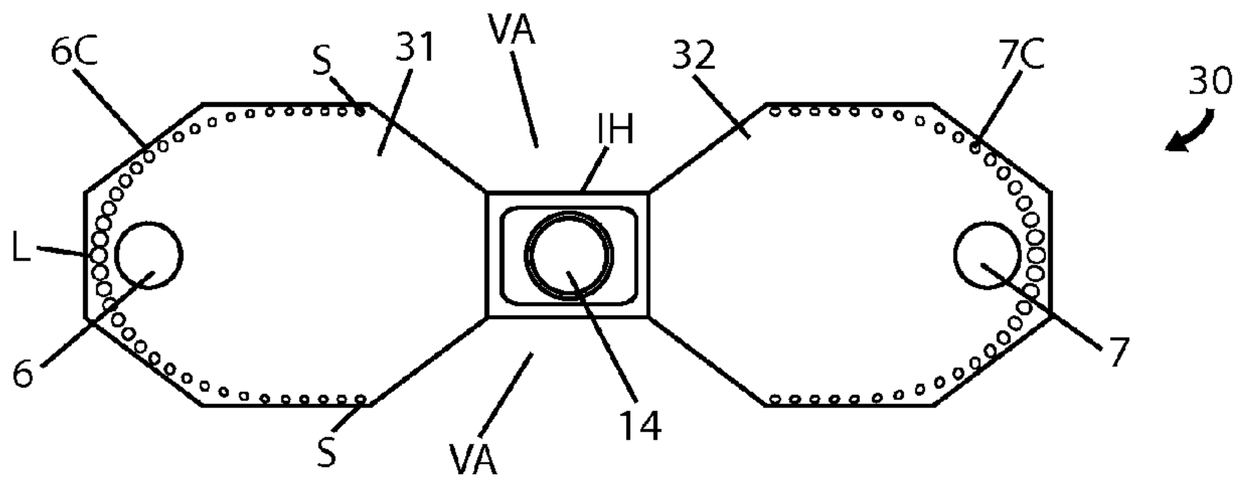

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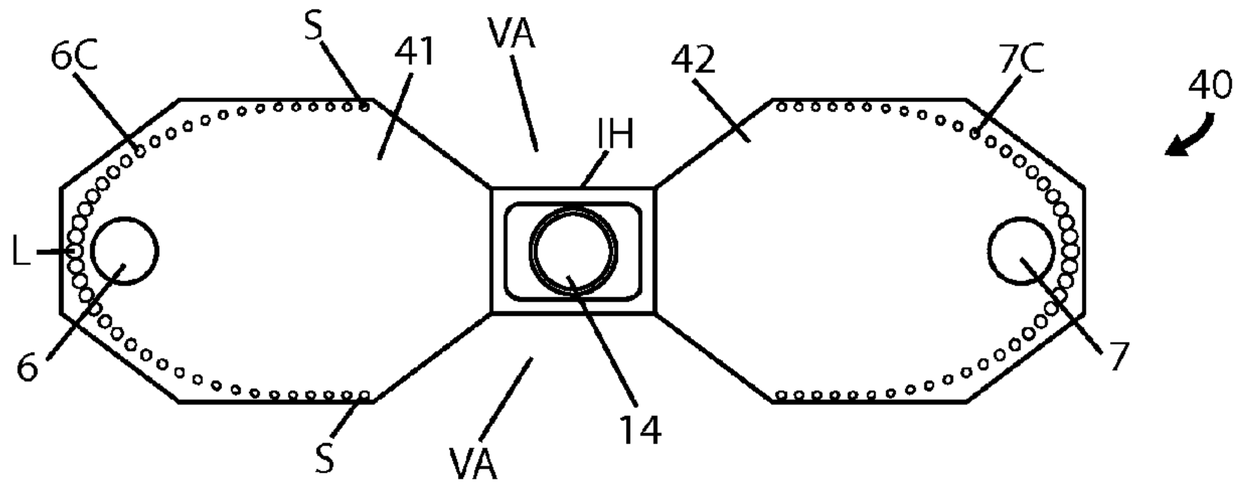

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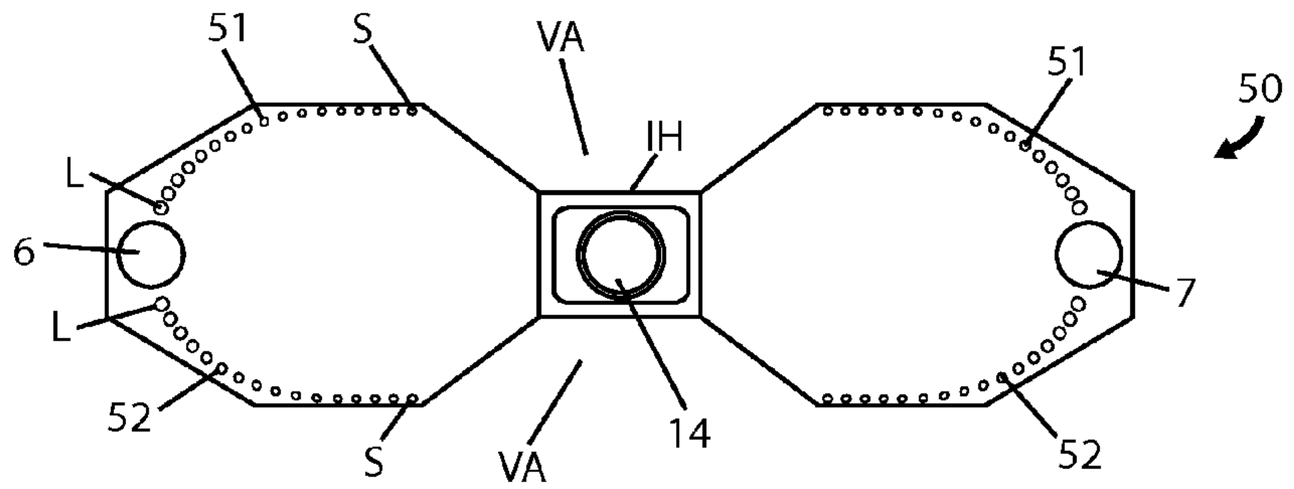

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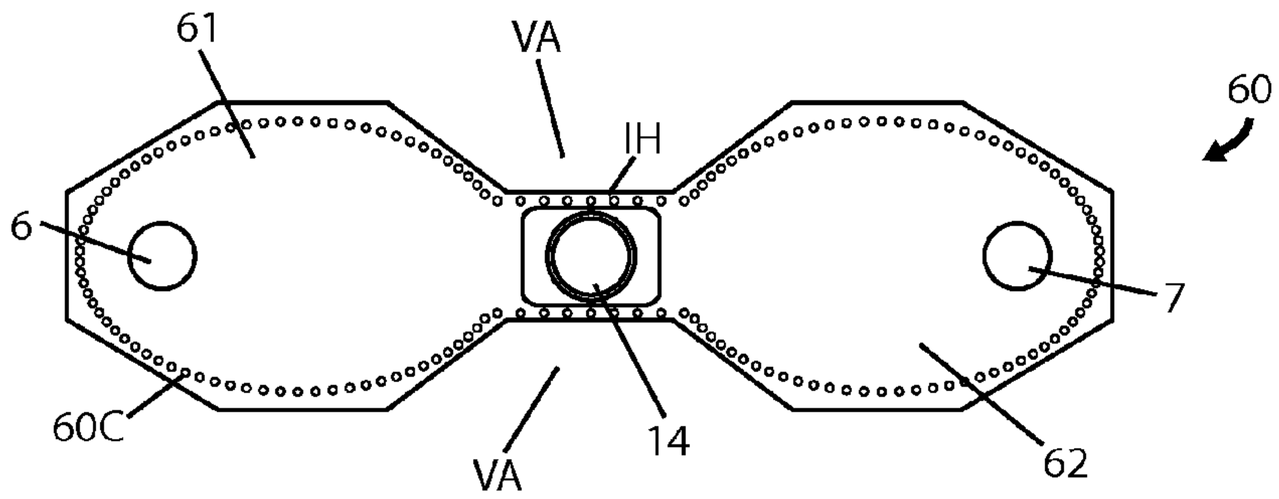

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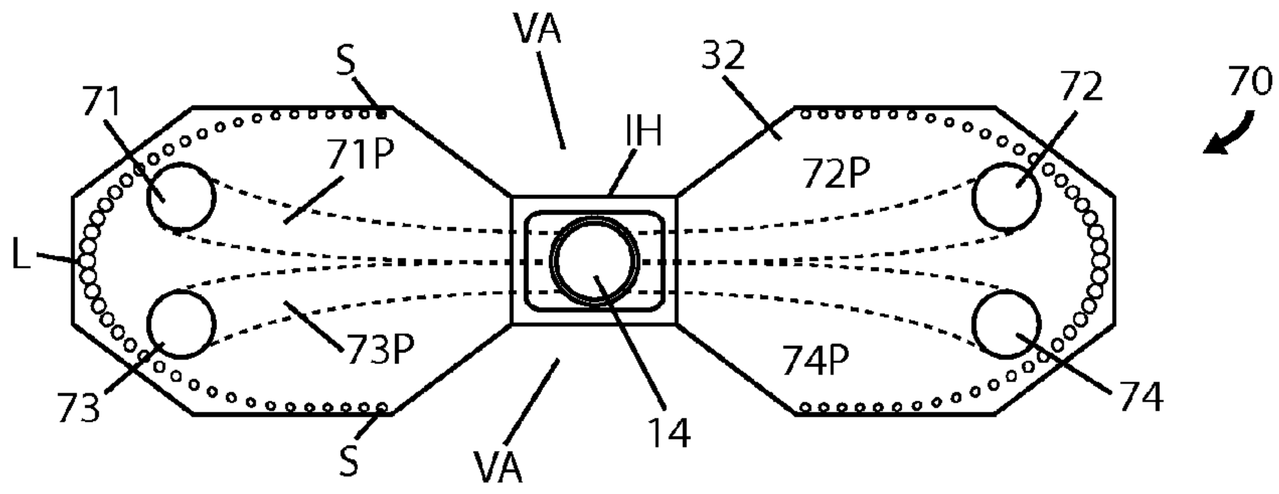

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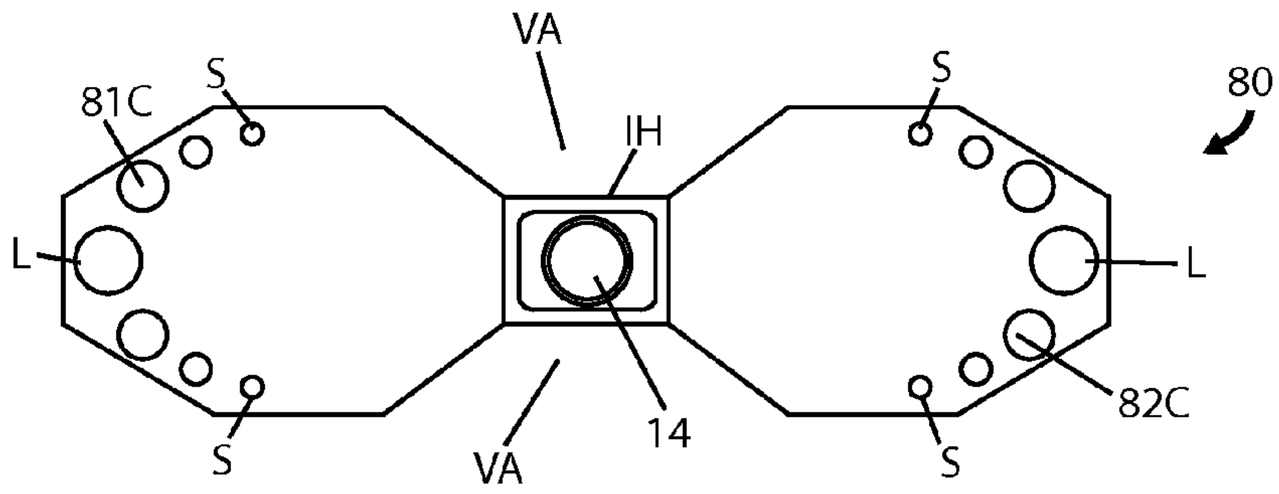

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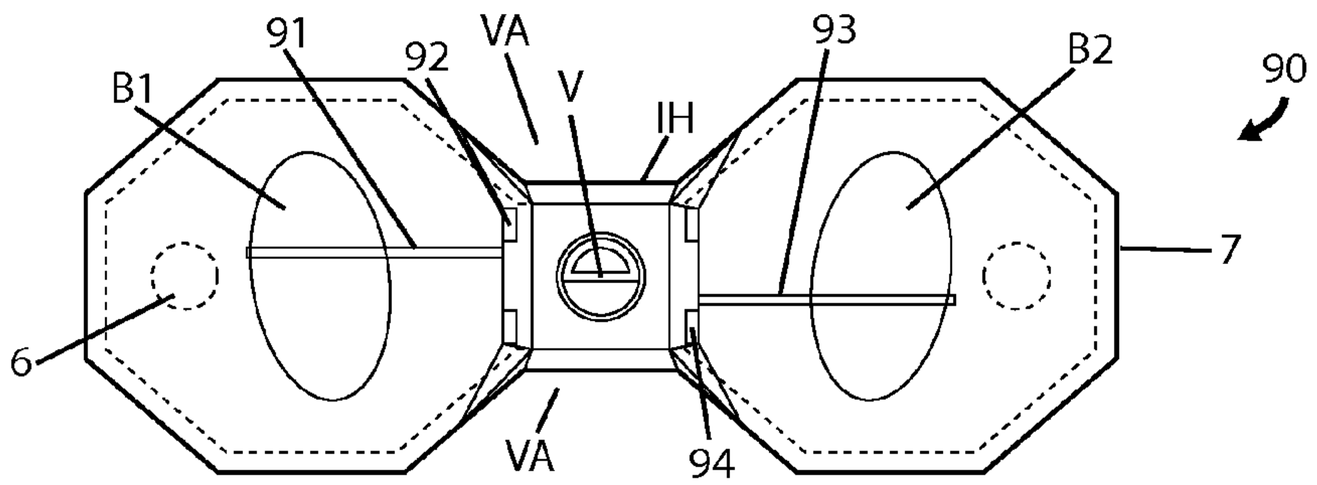

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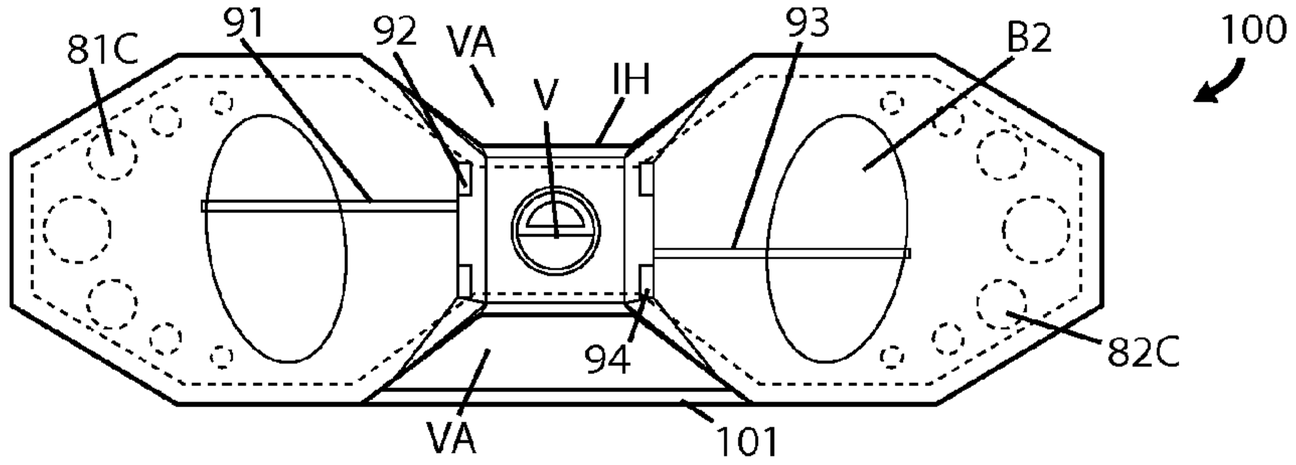

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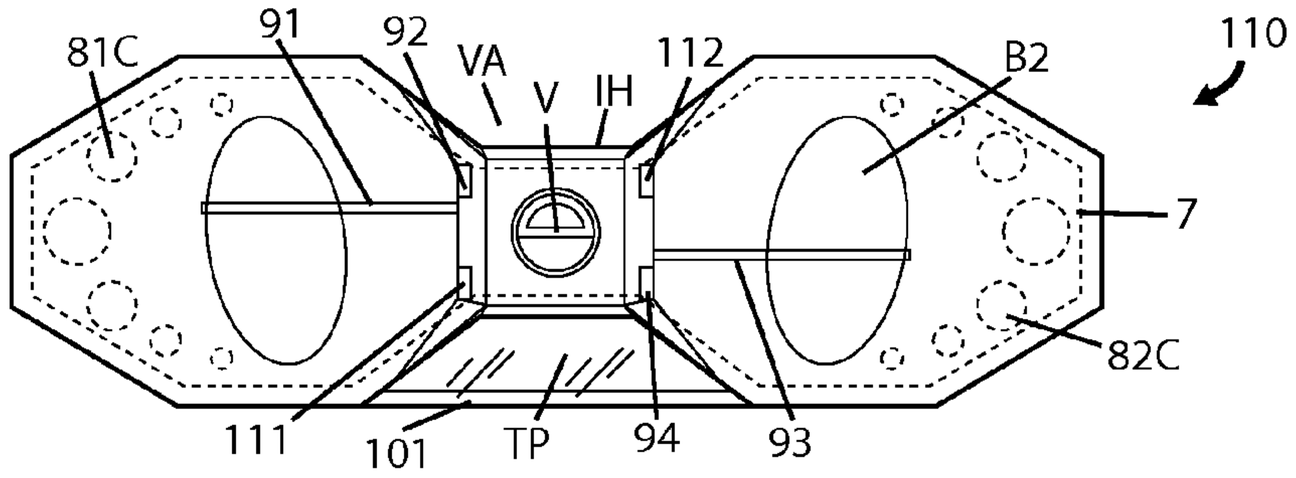

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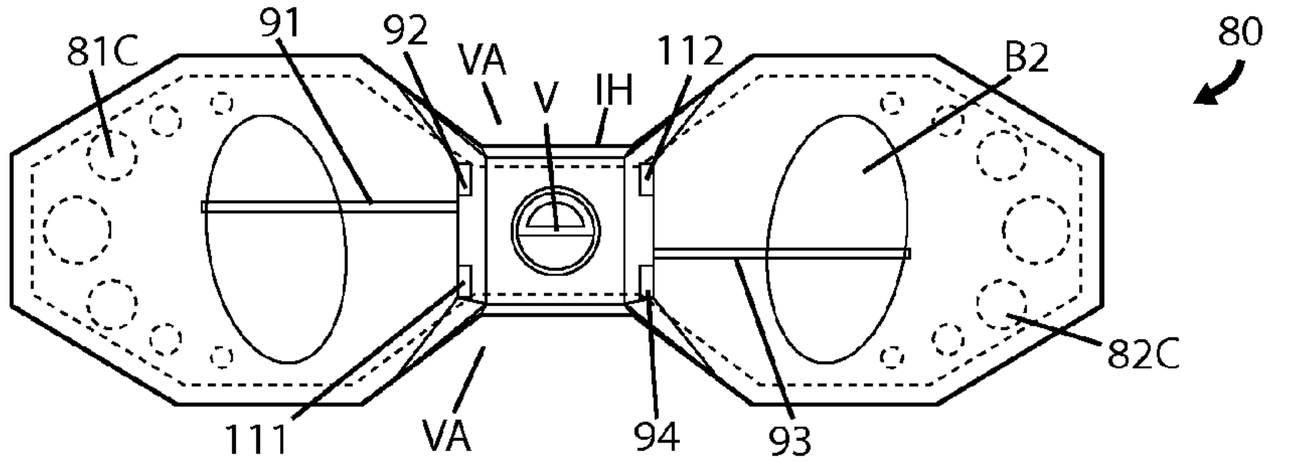

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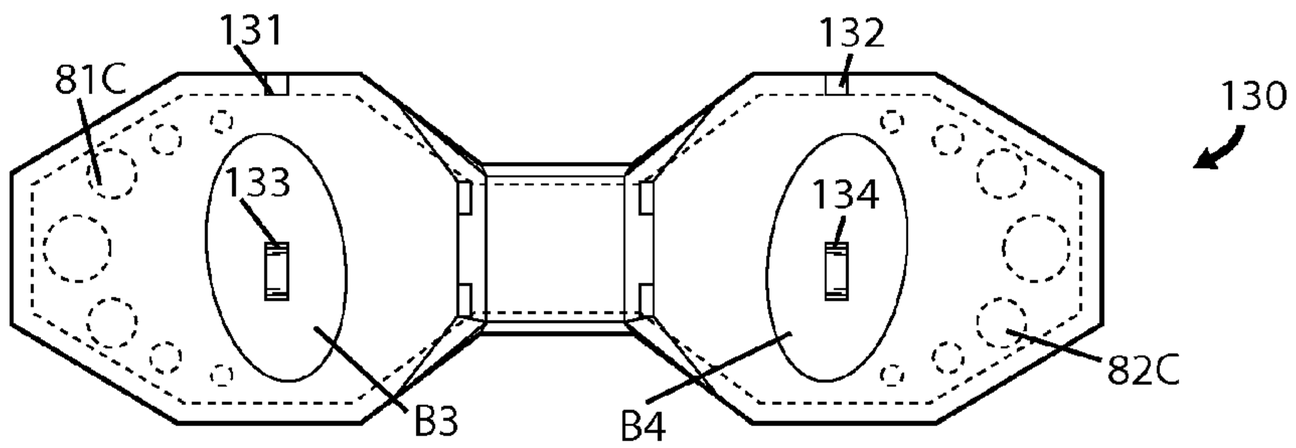

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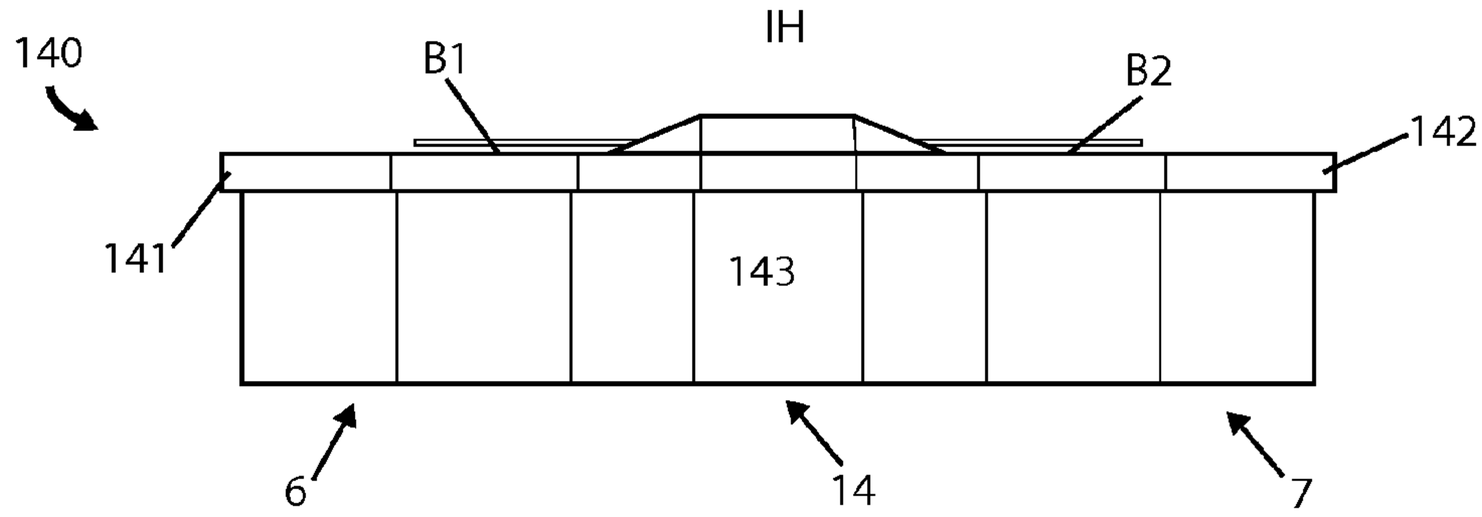

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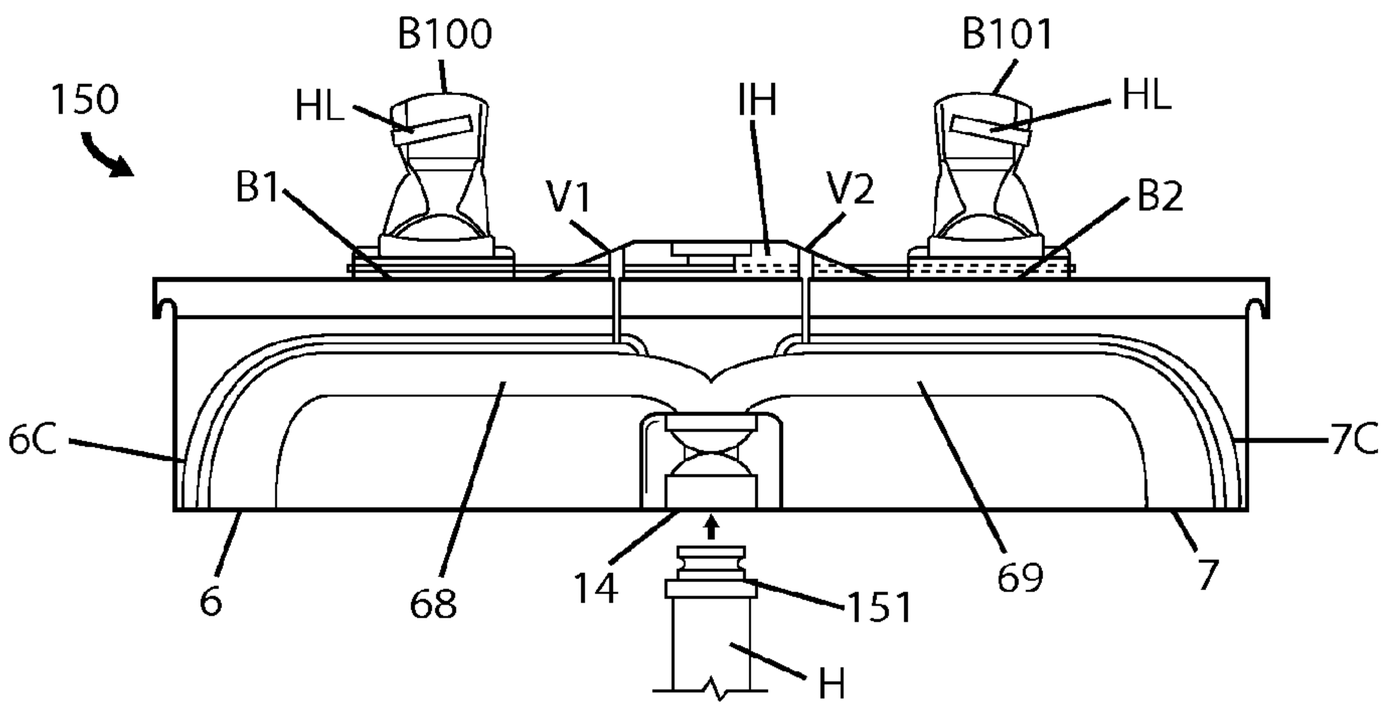

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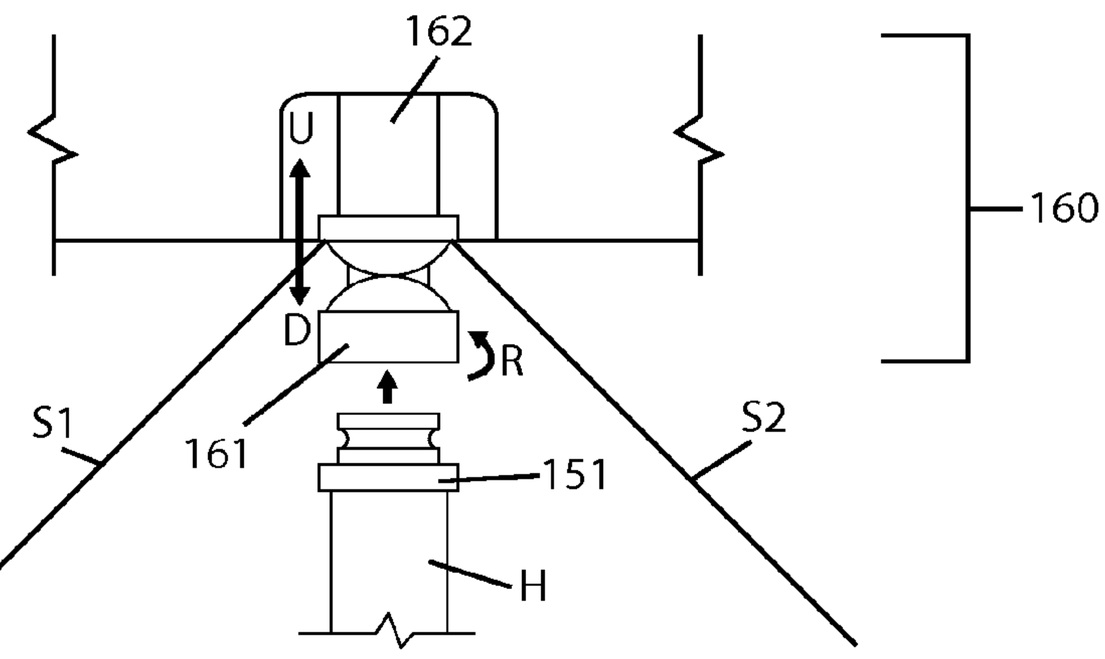

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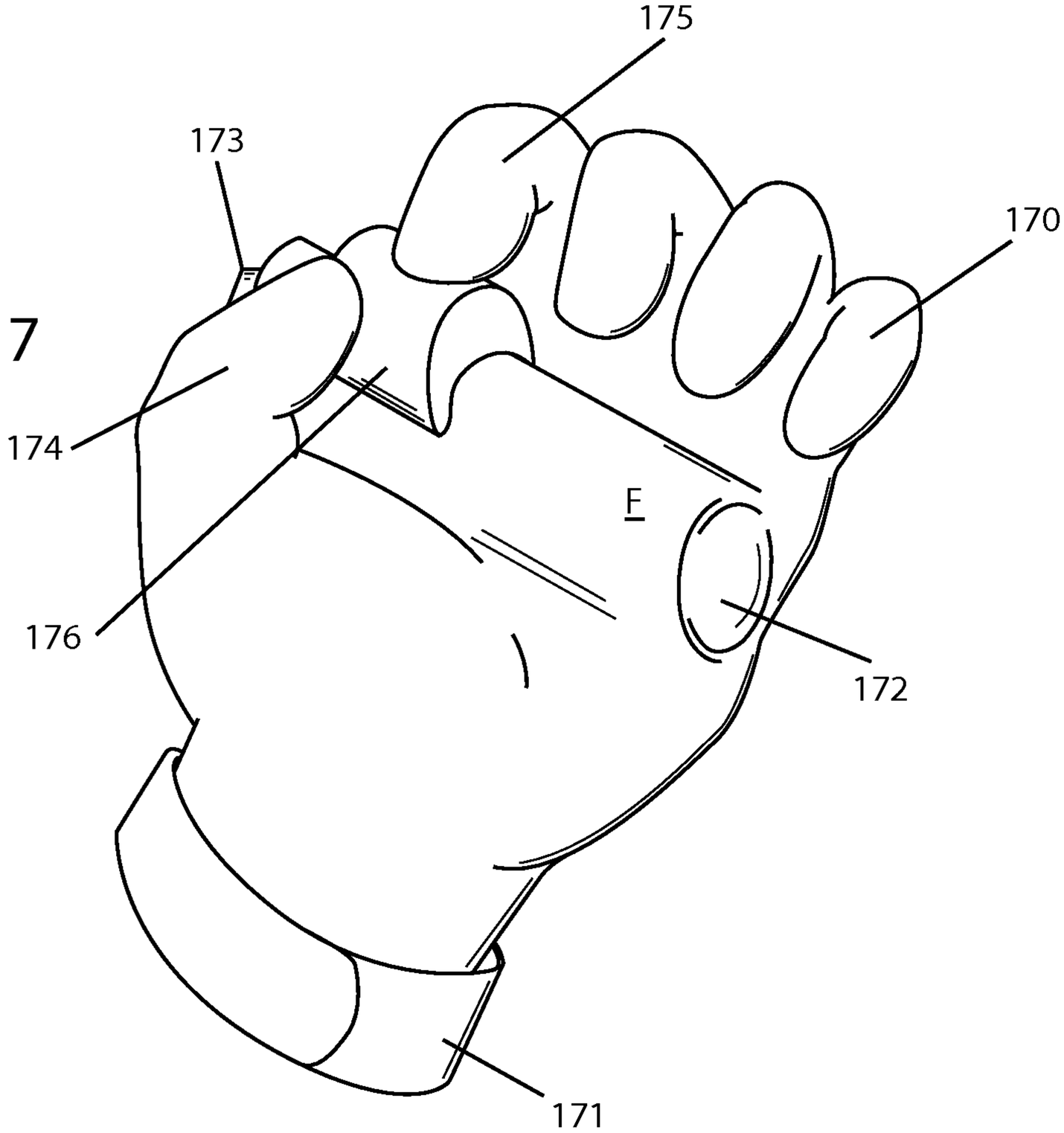

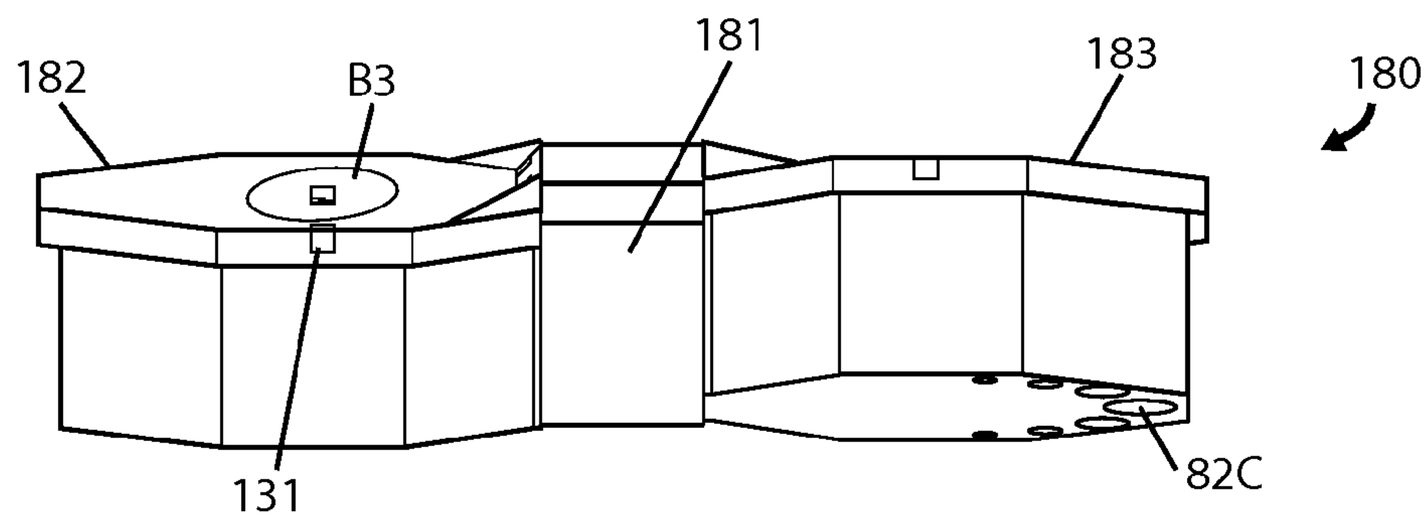

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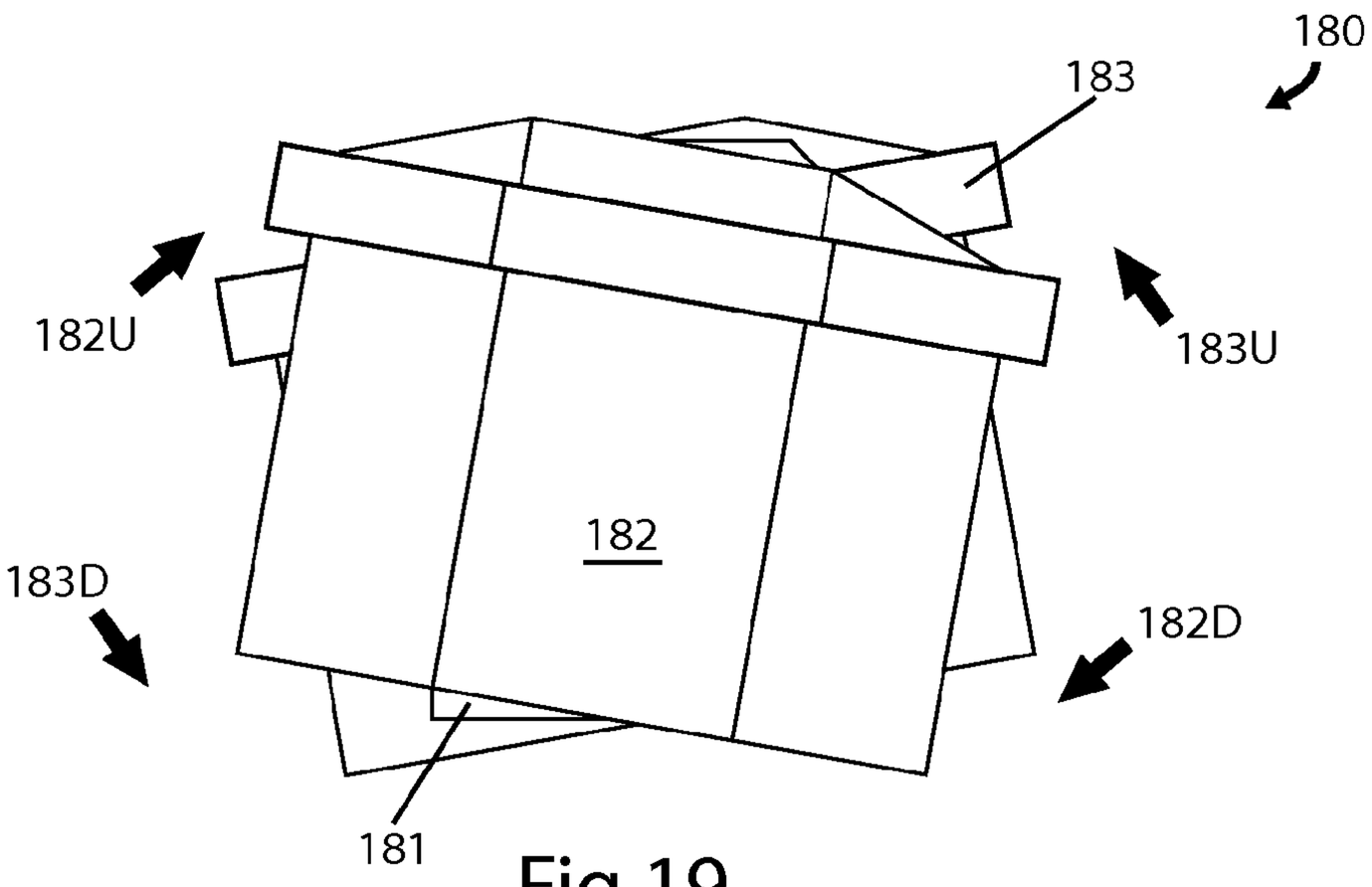

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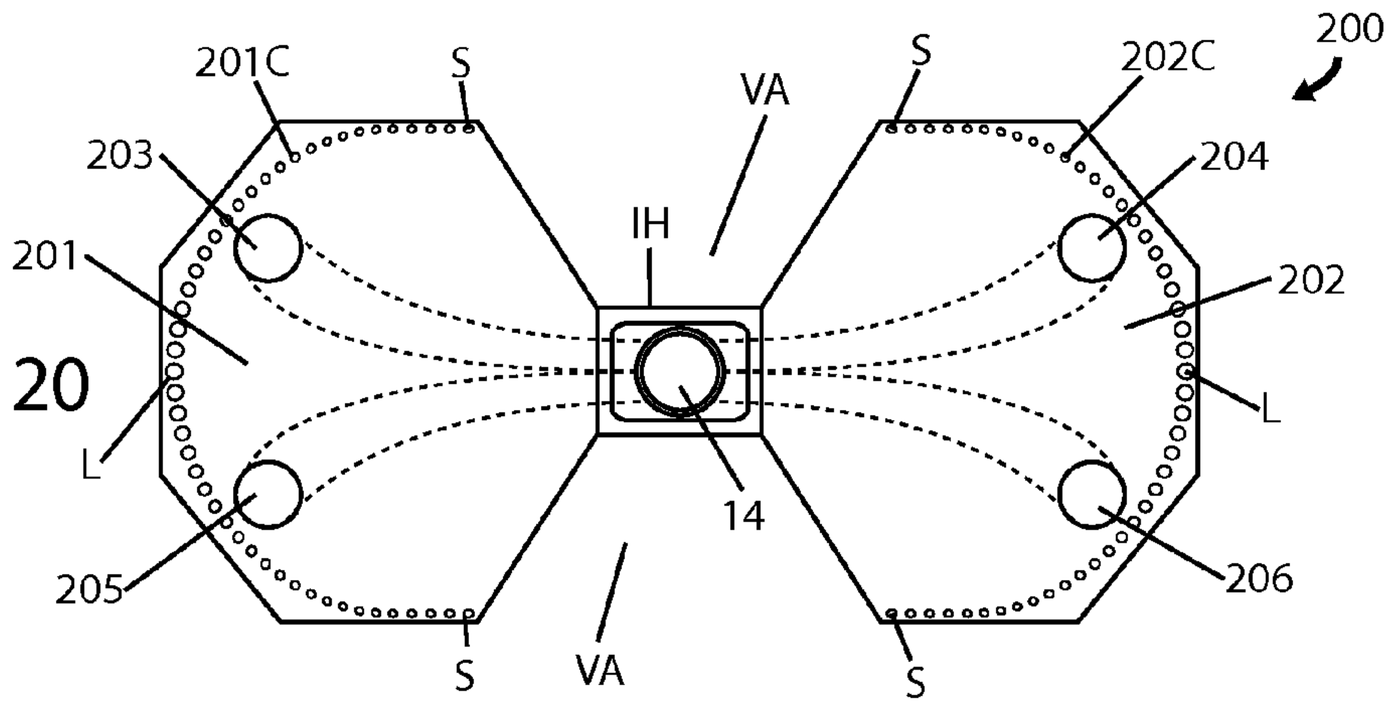

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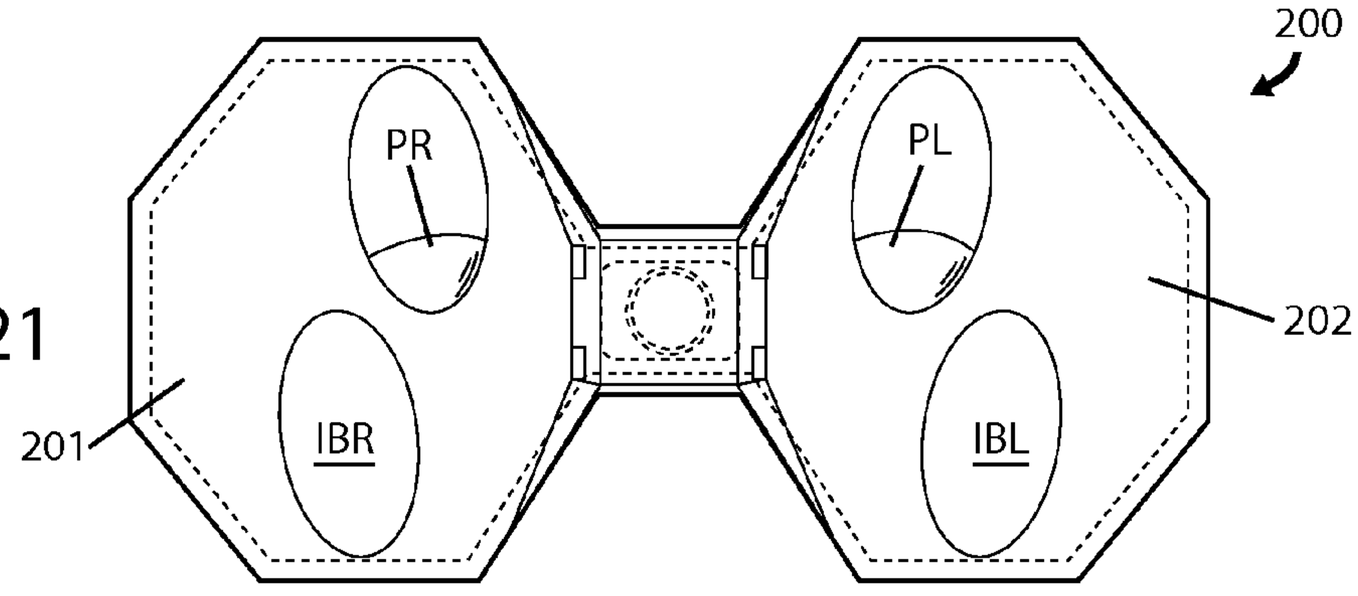

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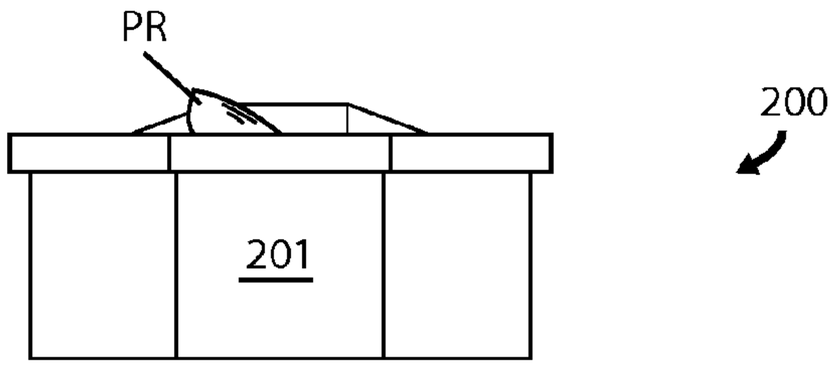

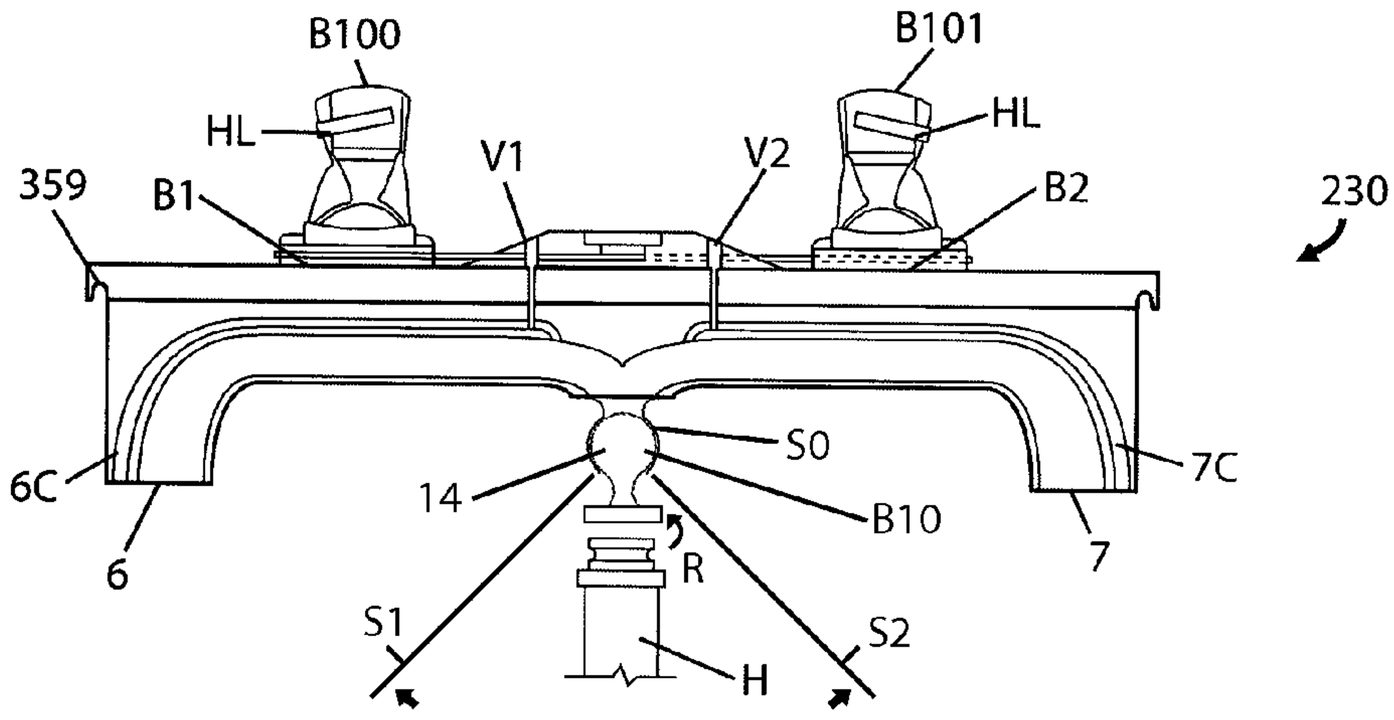

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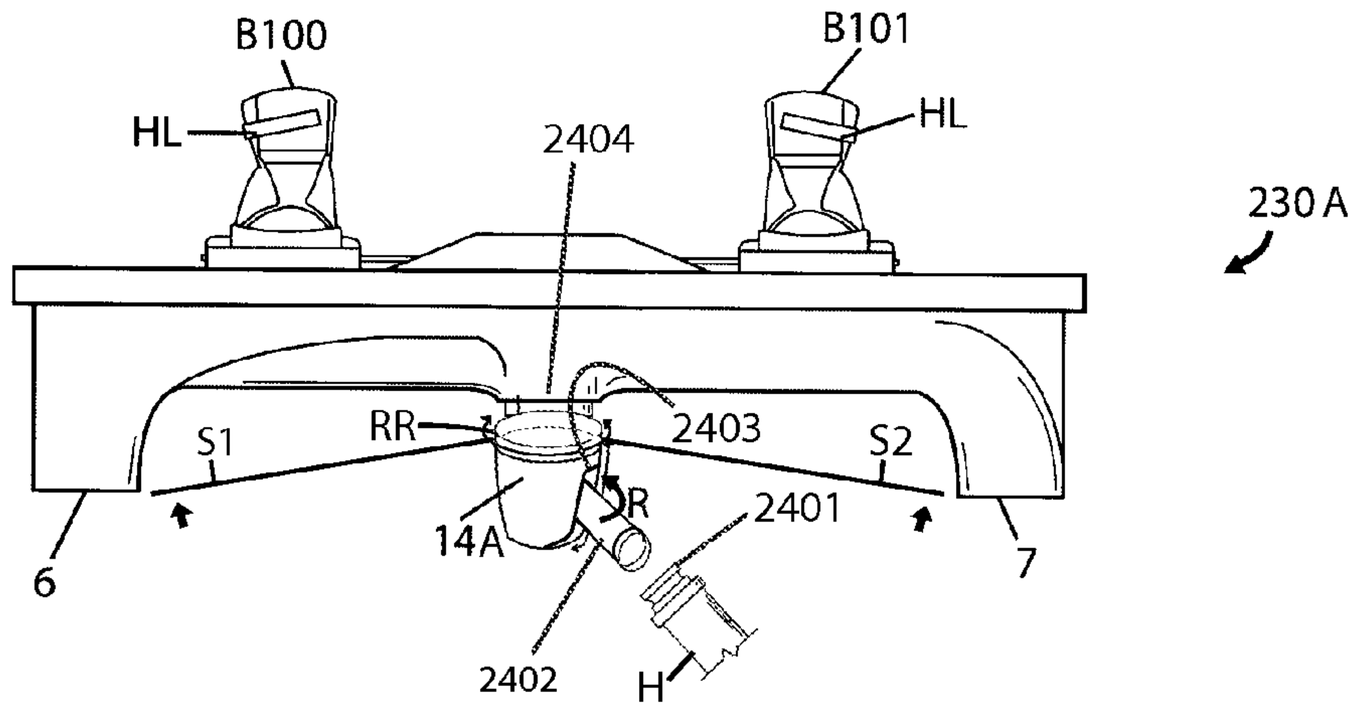

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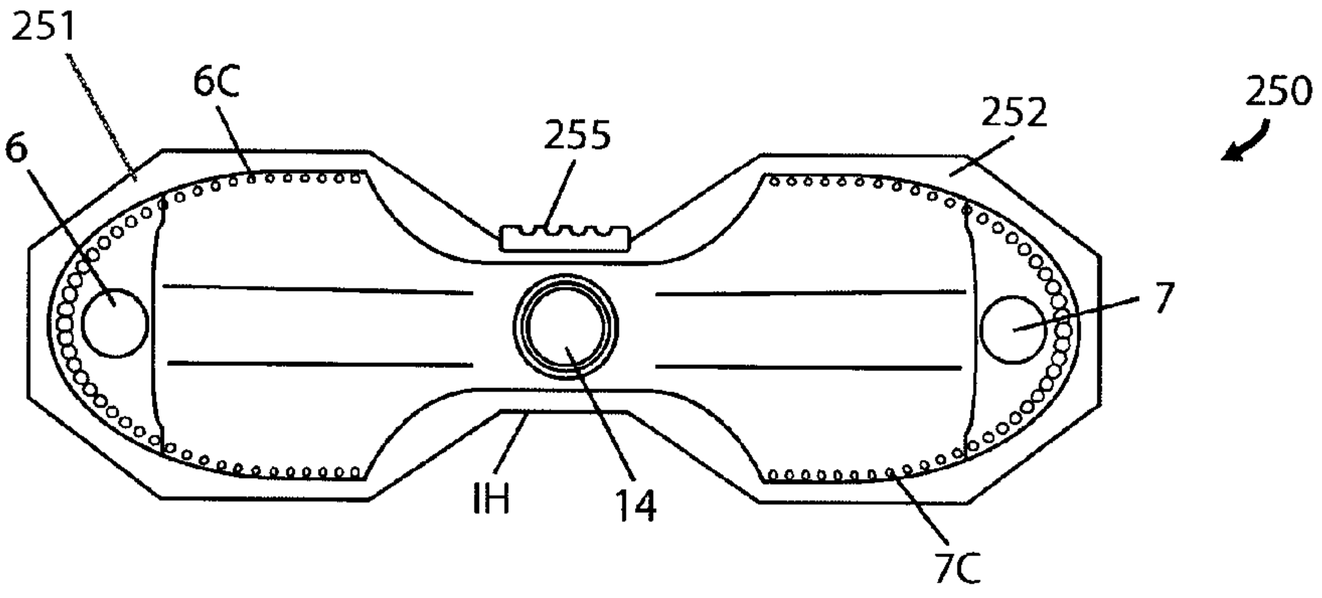

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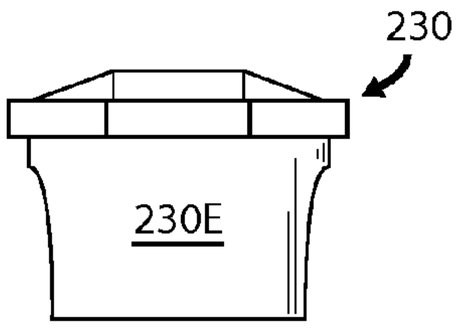

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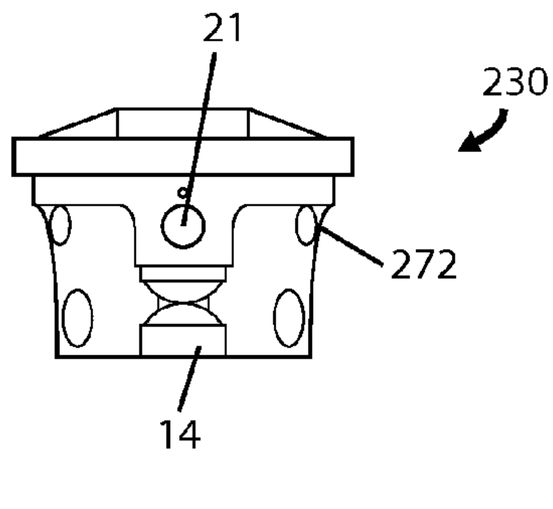

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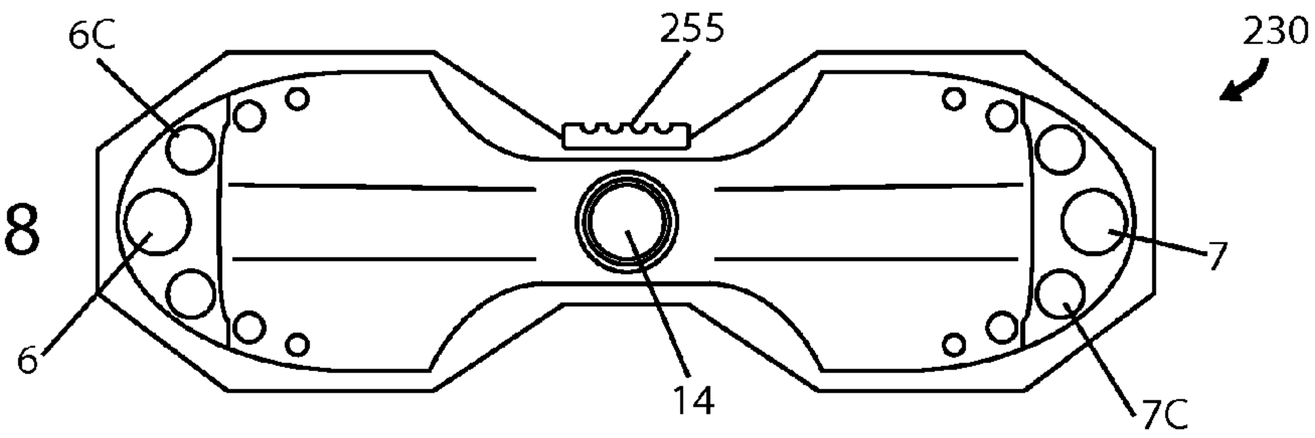

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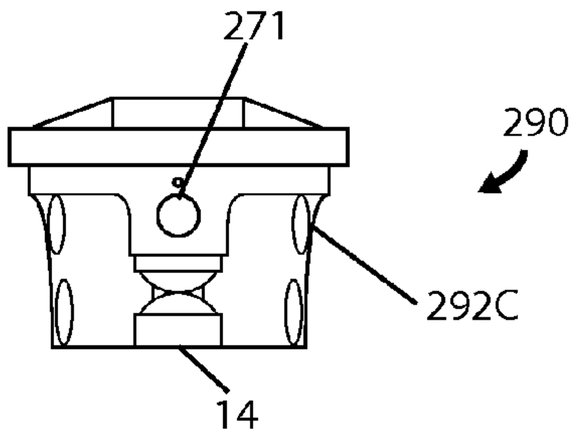

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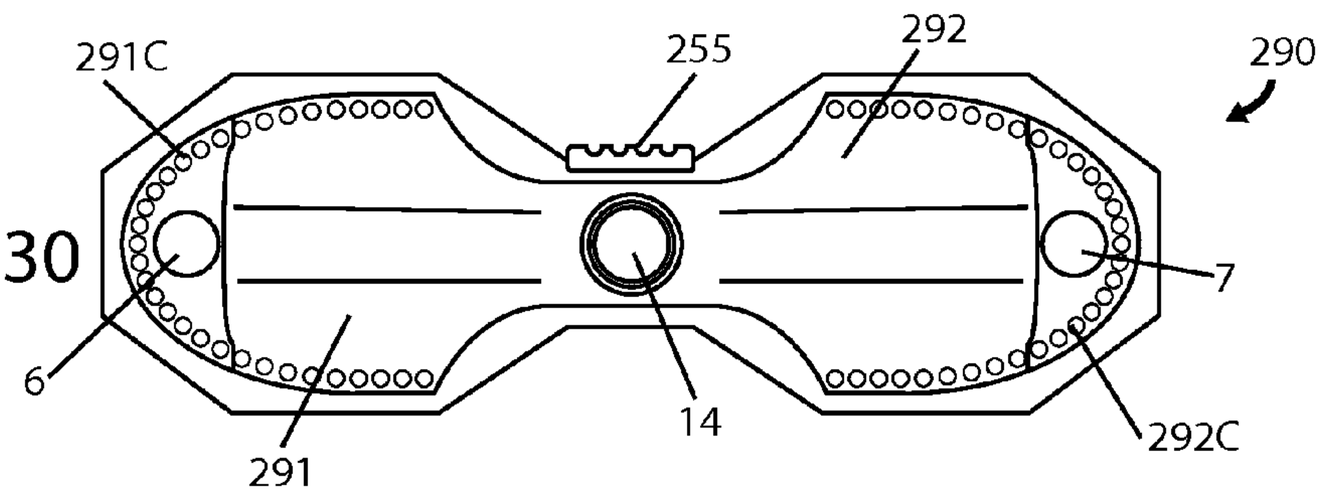

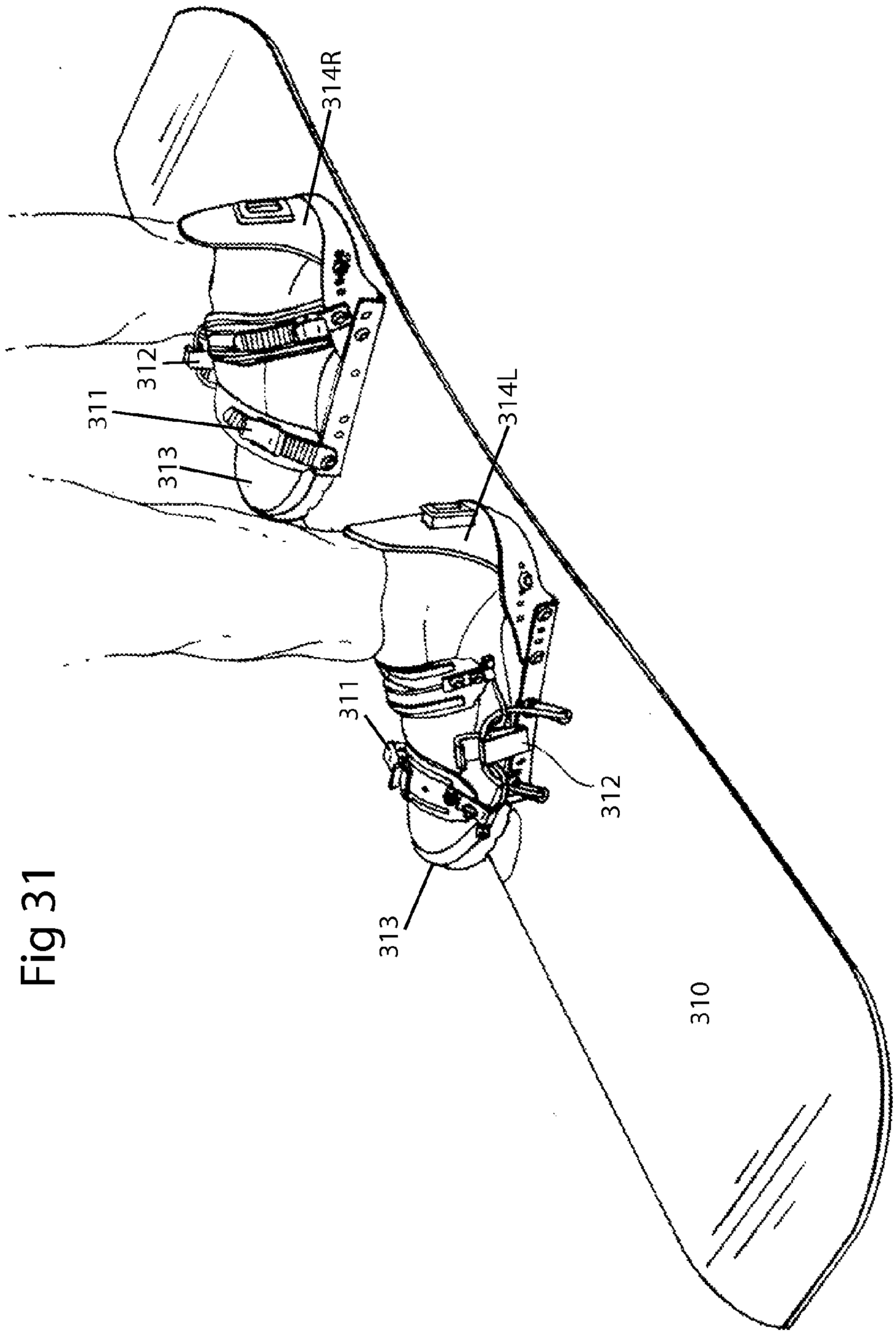

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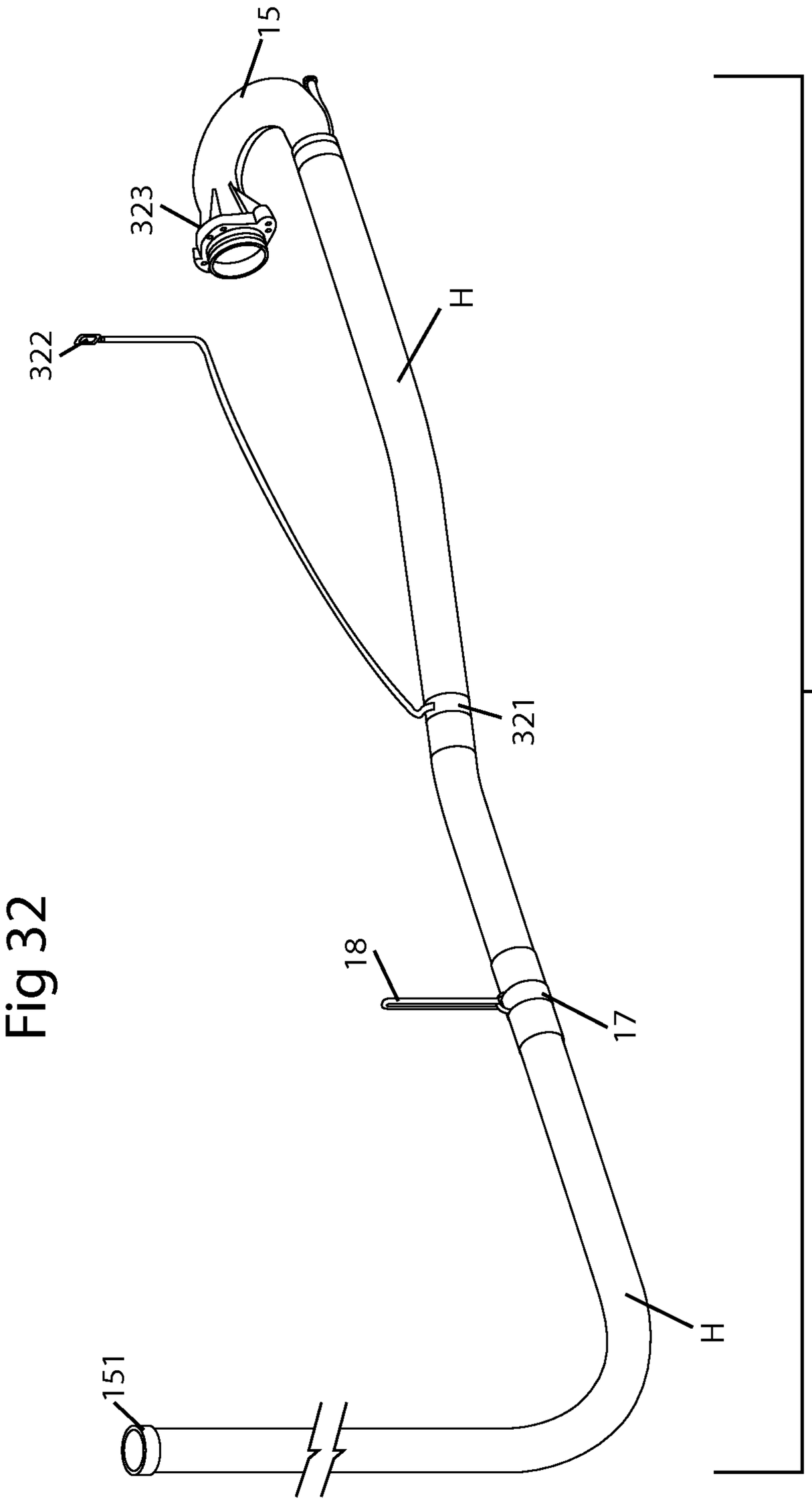
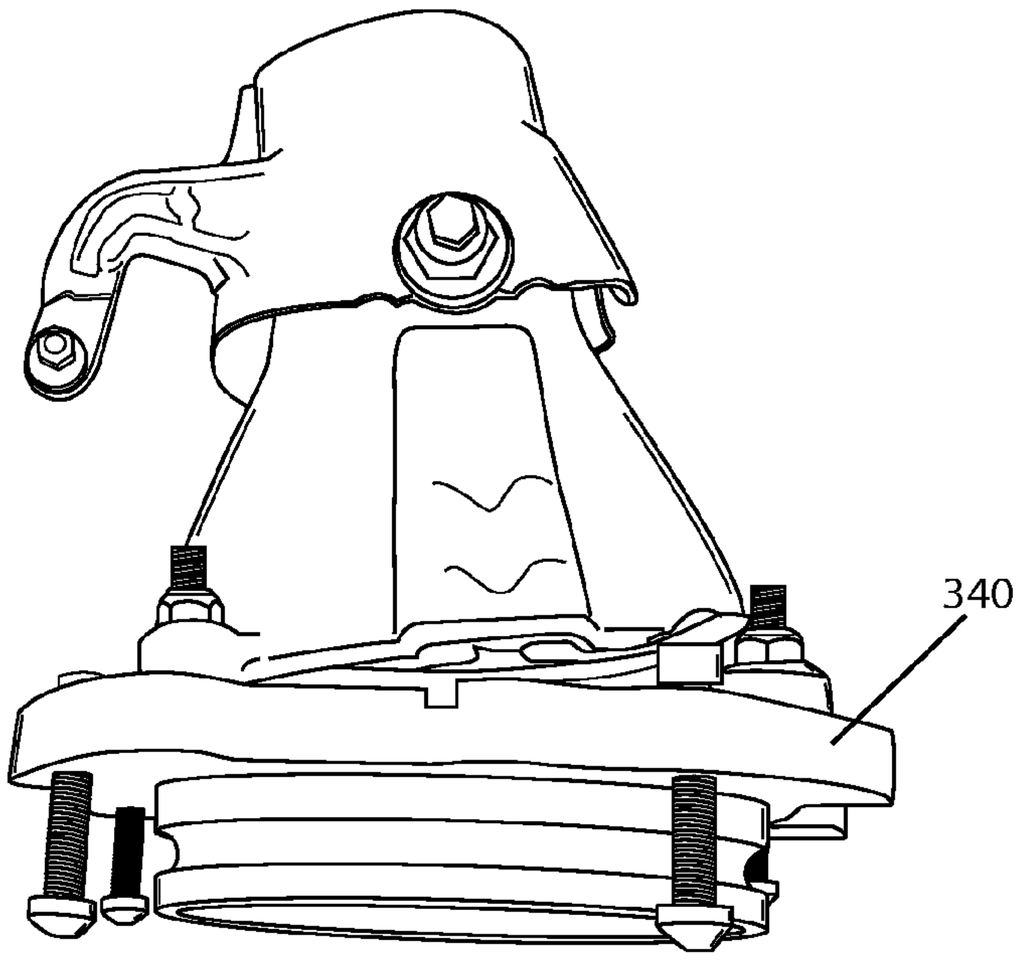


Fig 32

Fig 33



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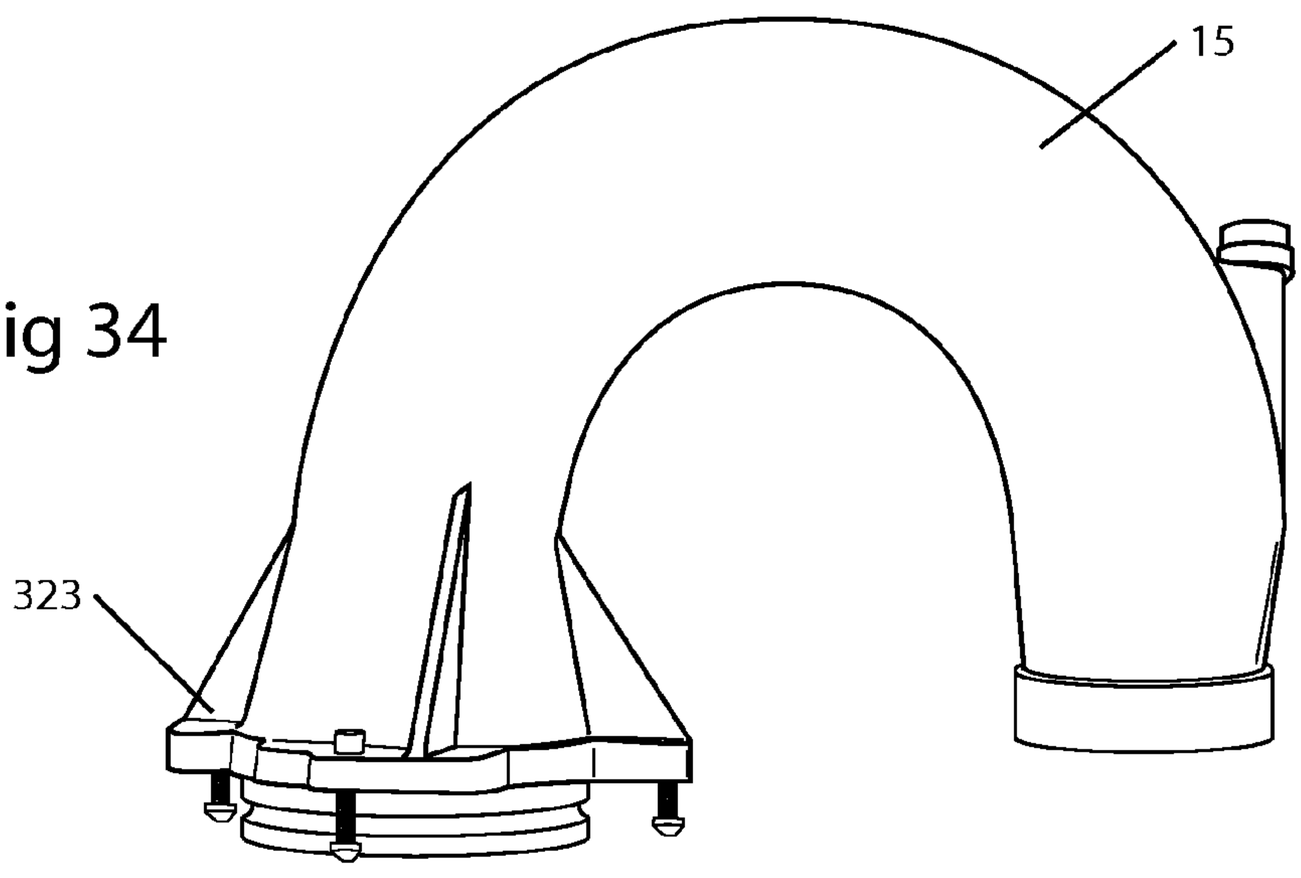

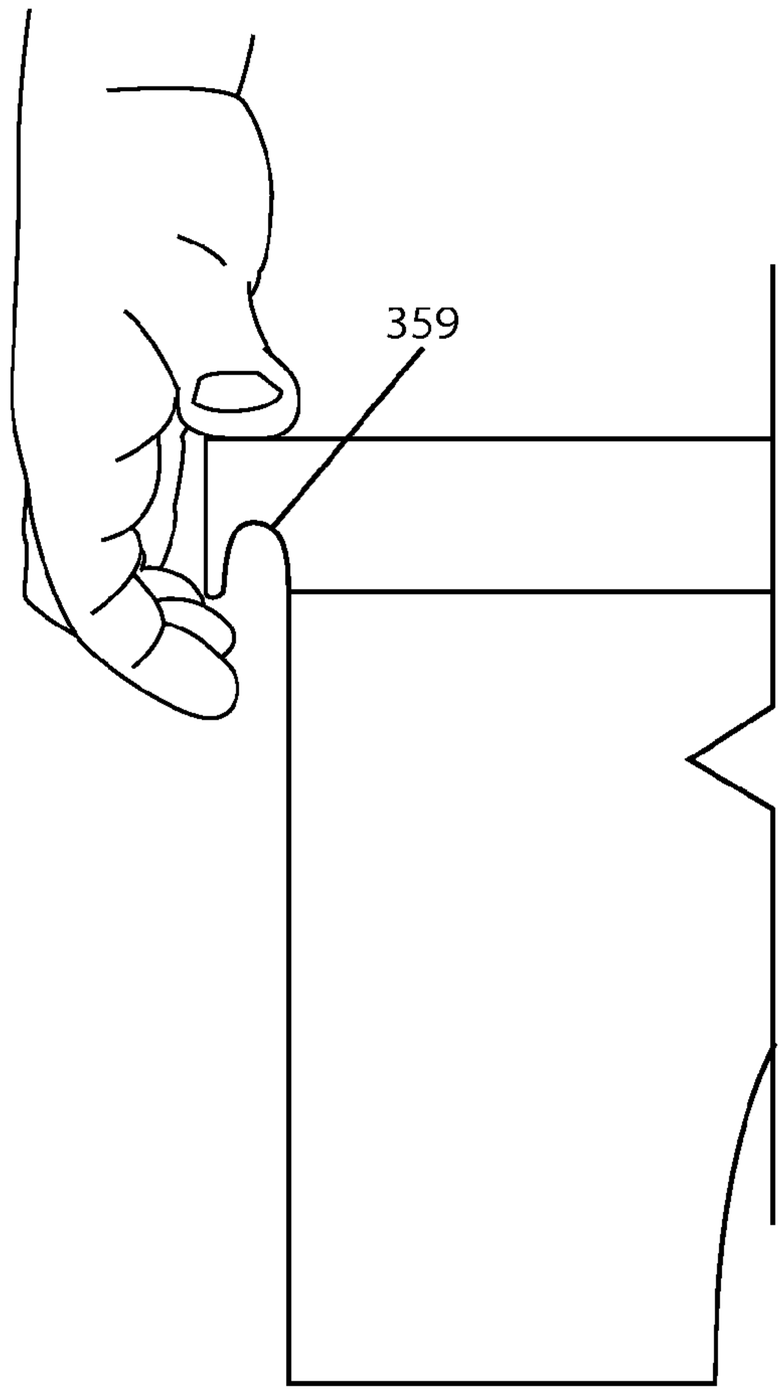

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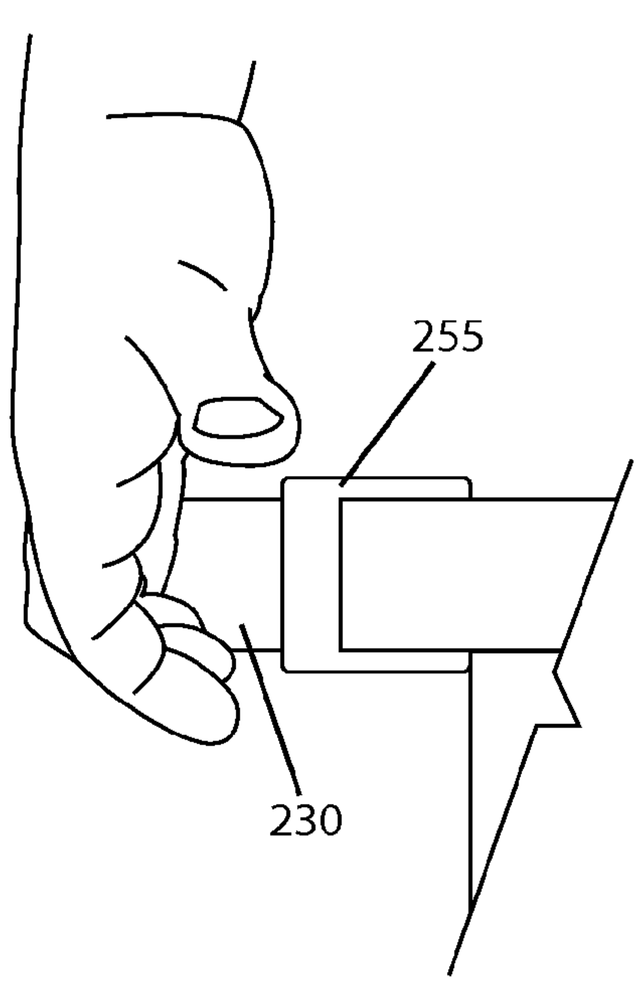

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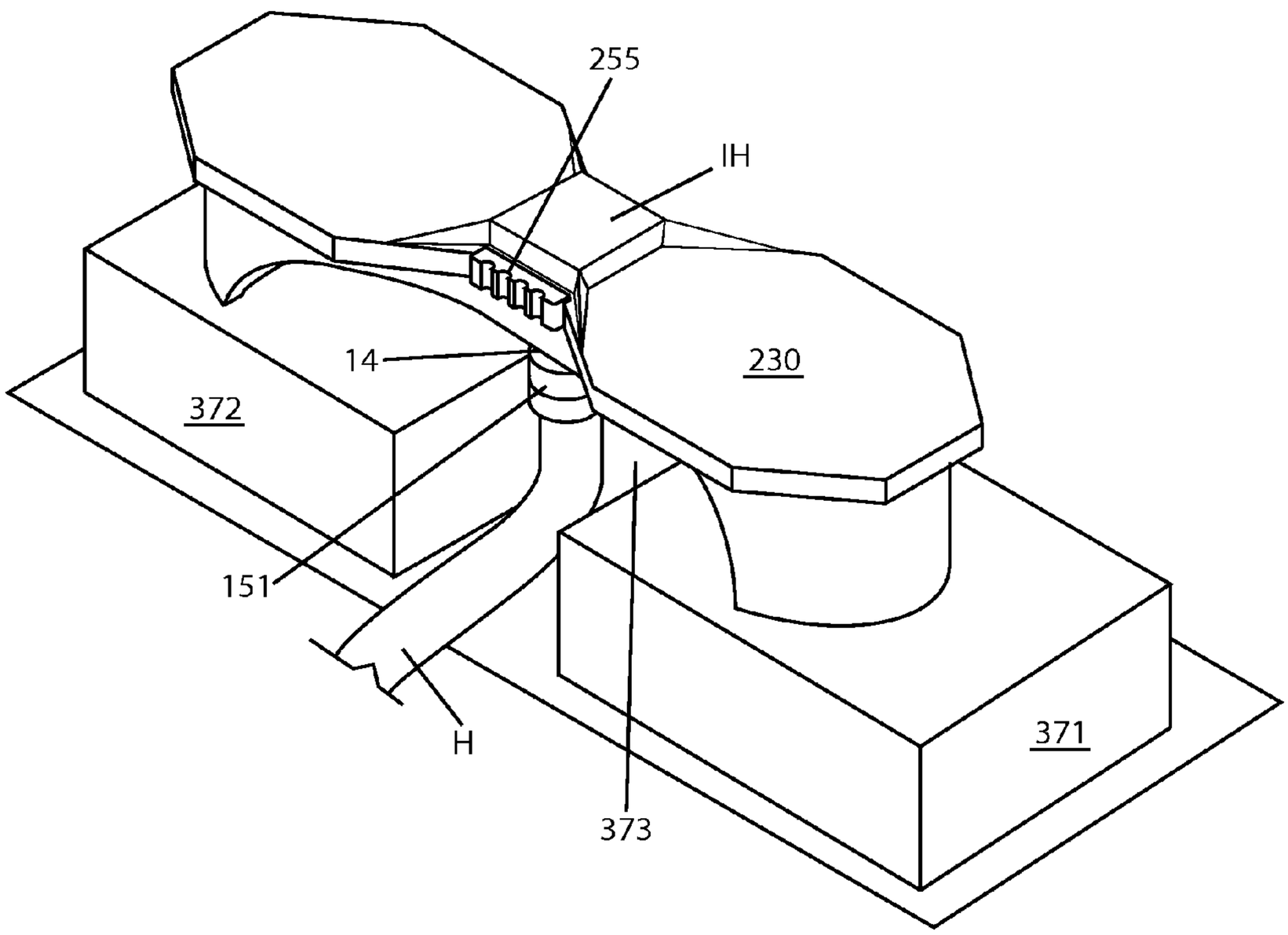

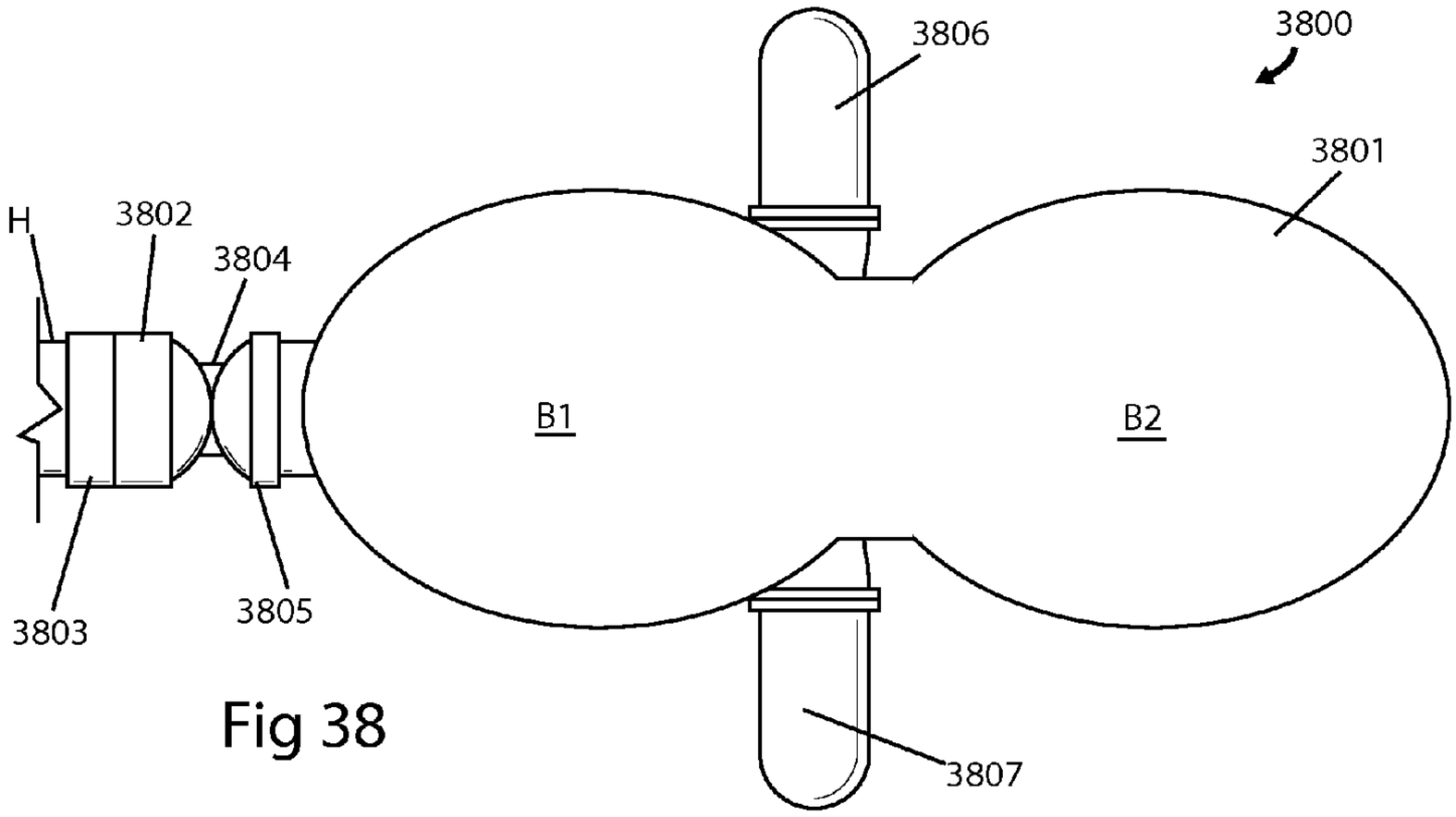
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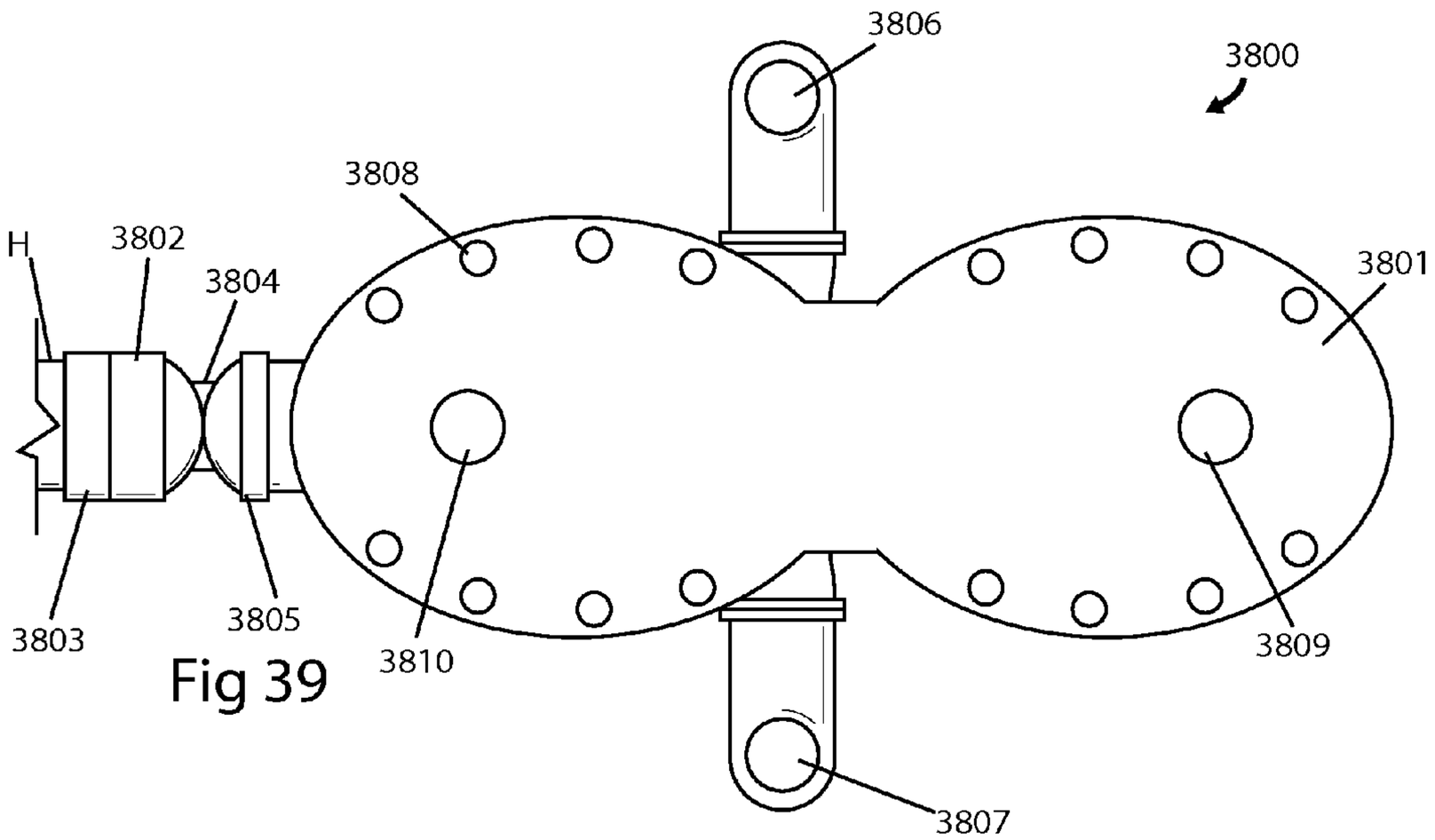
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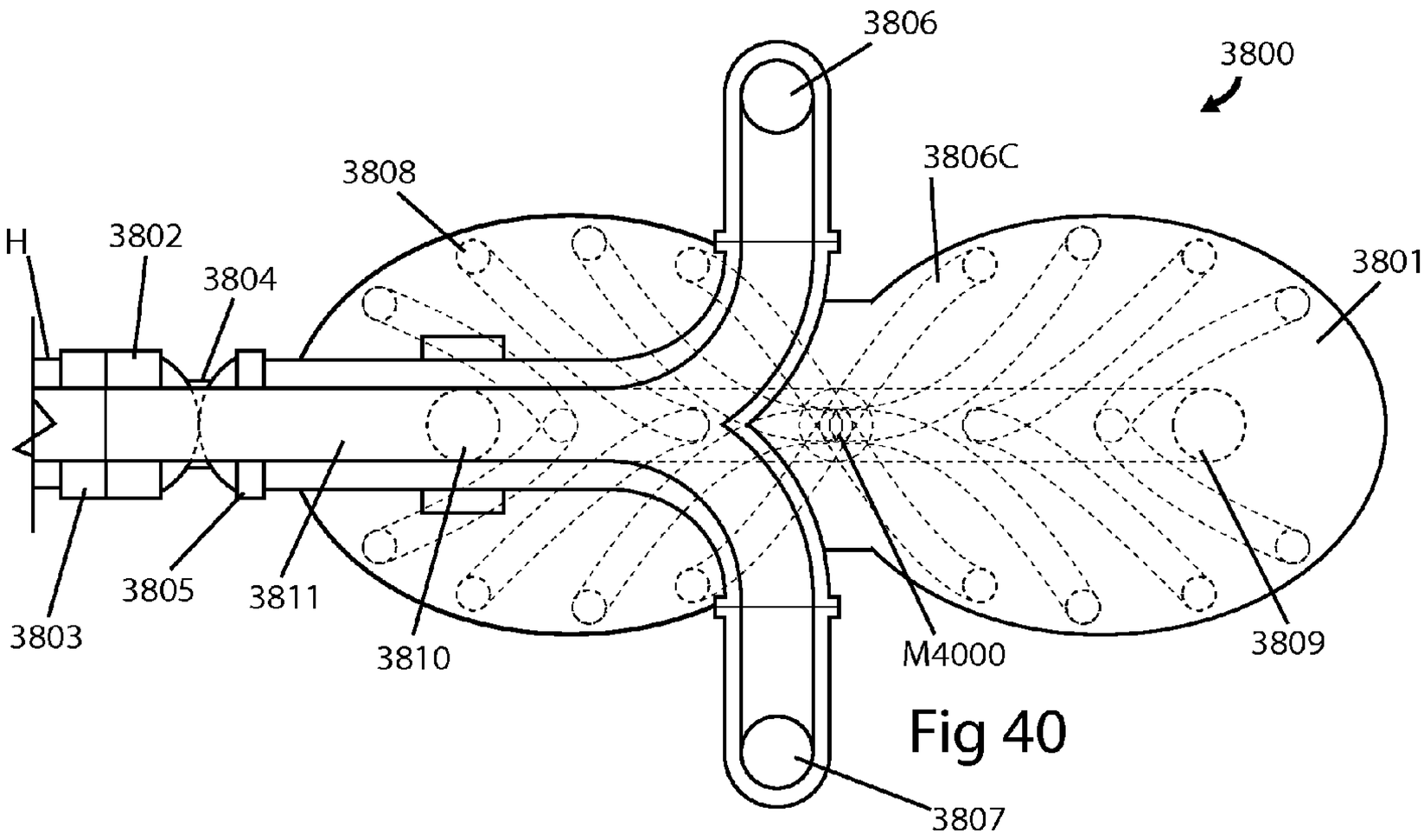

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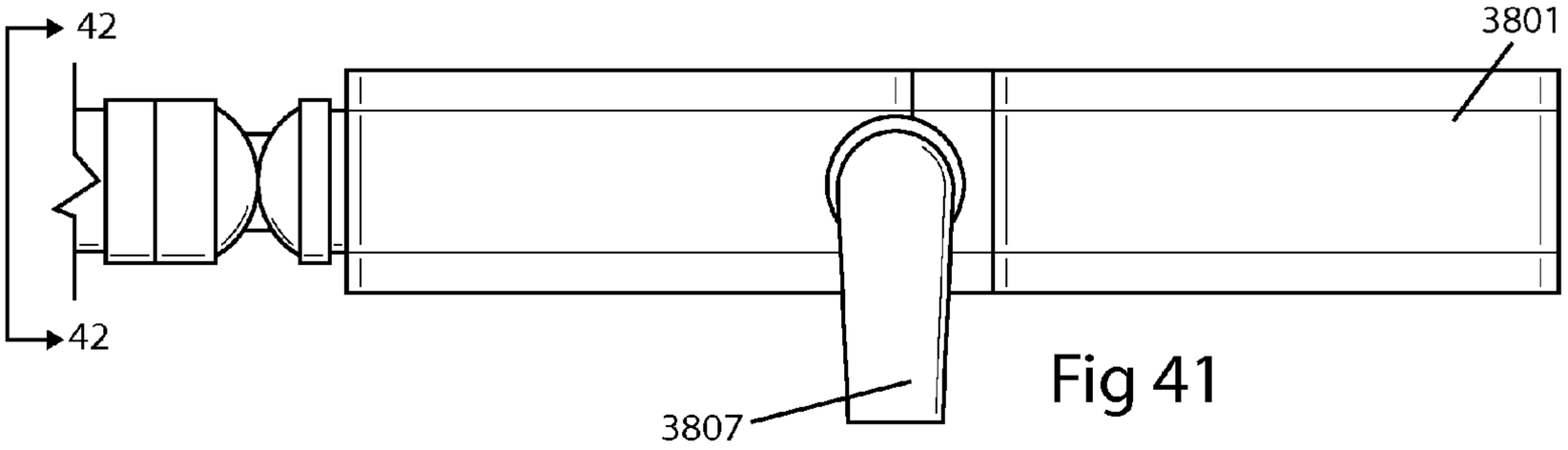

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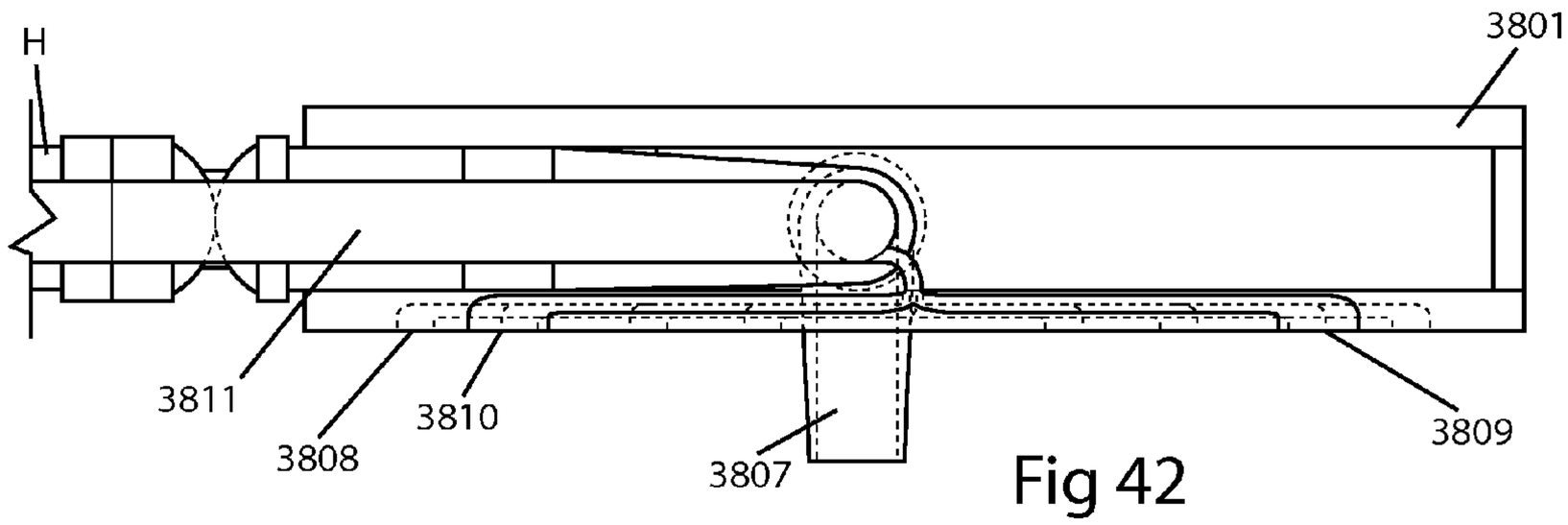

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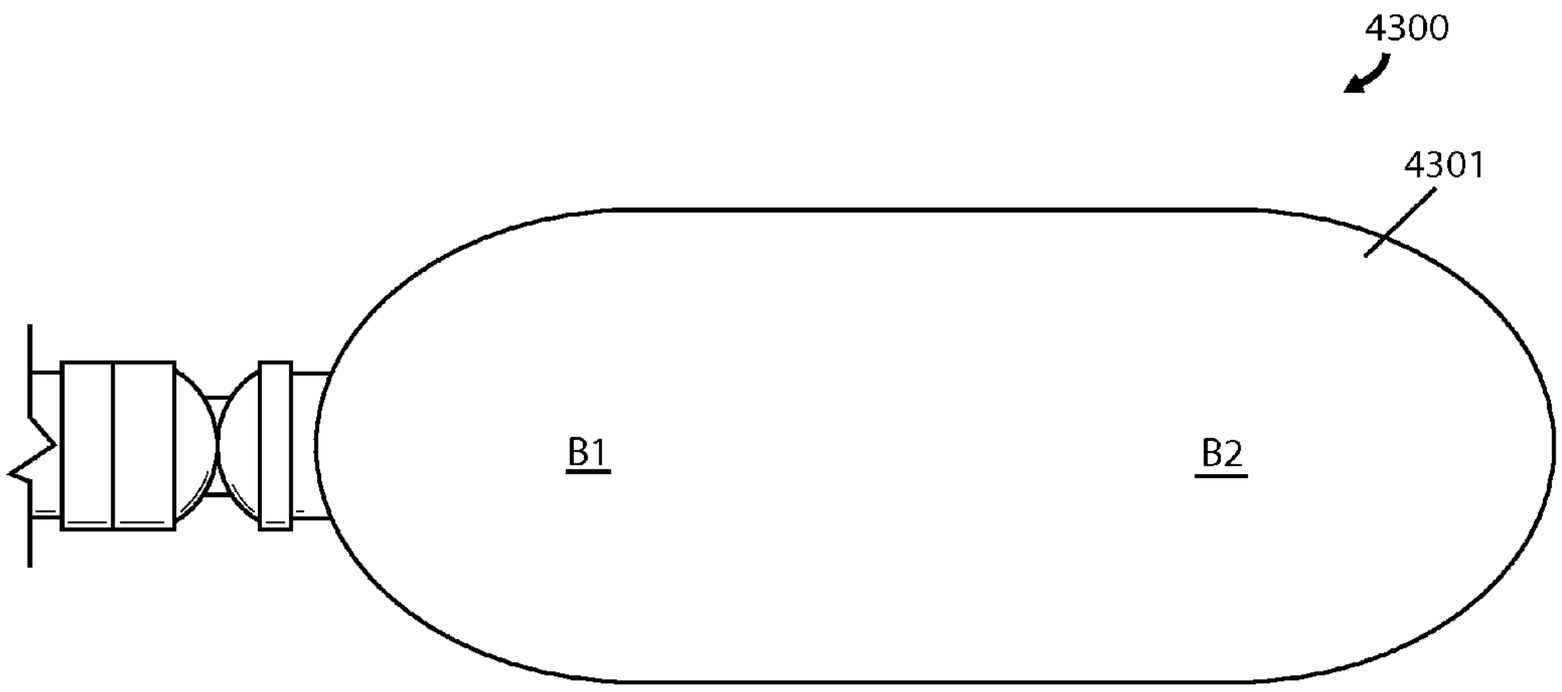

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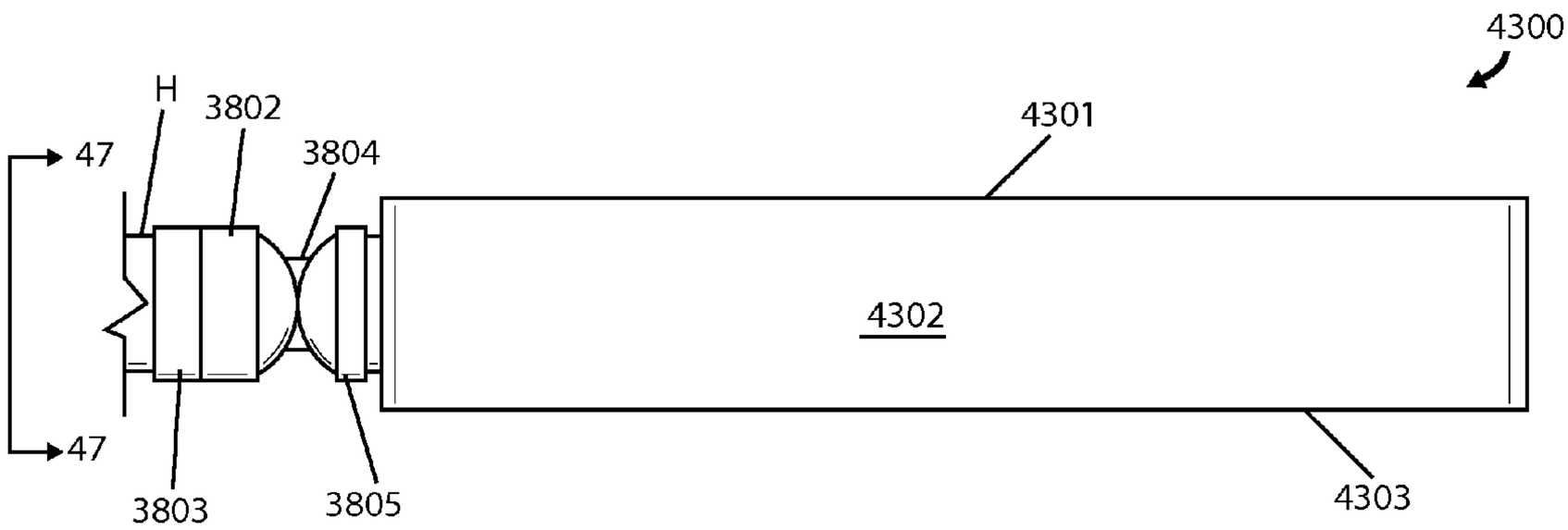

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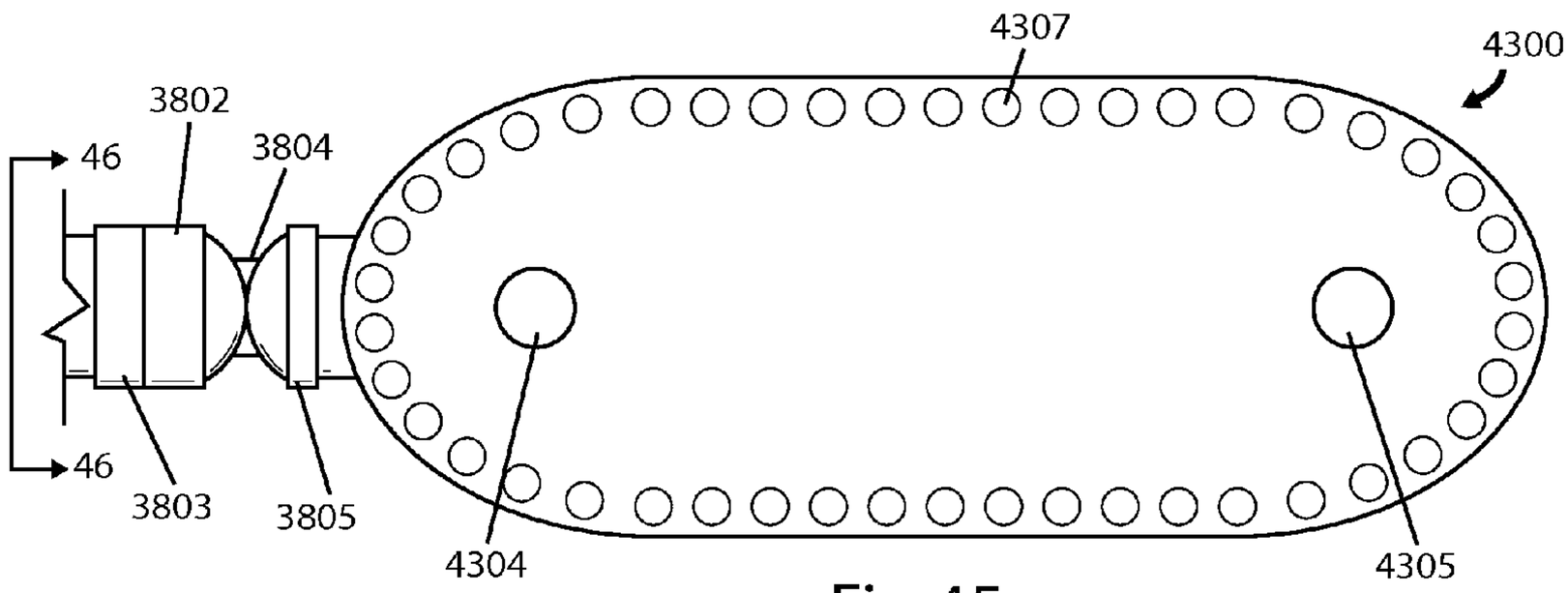

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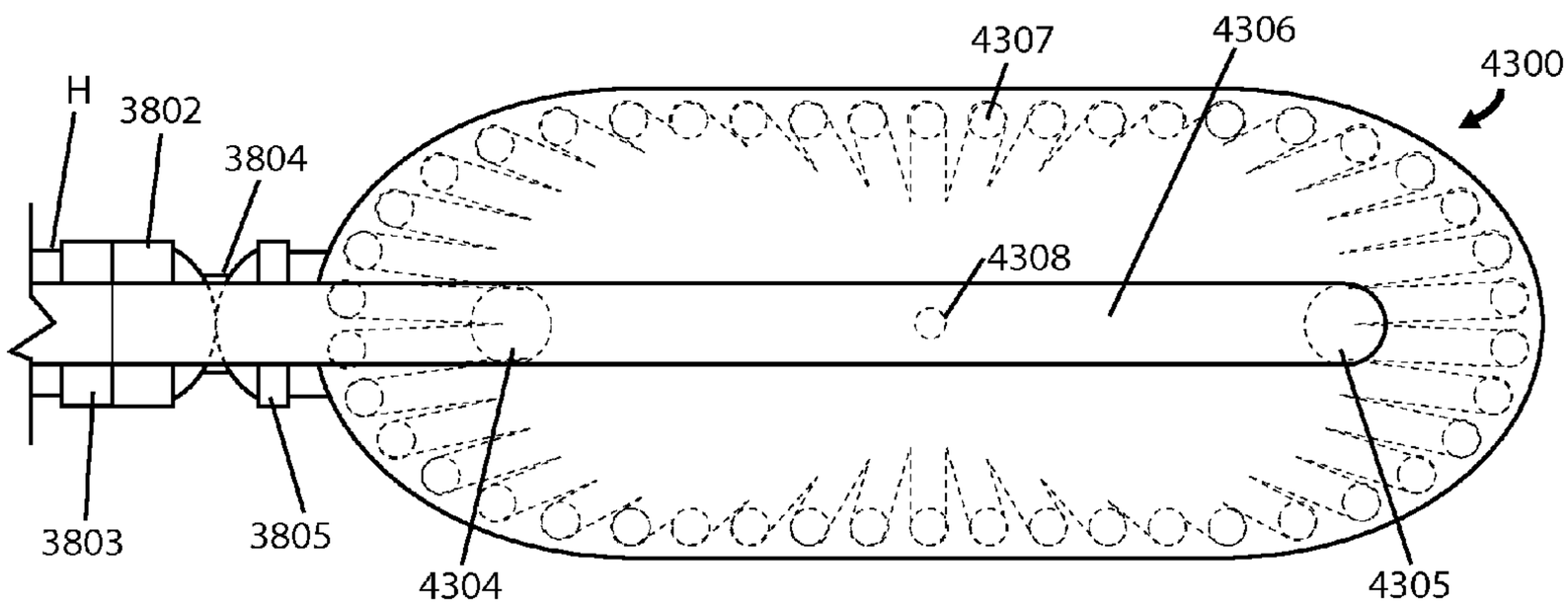

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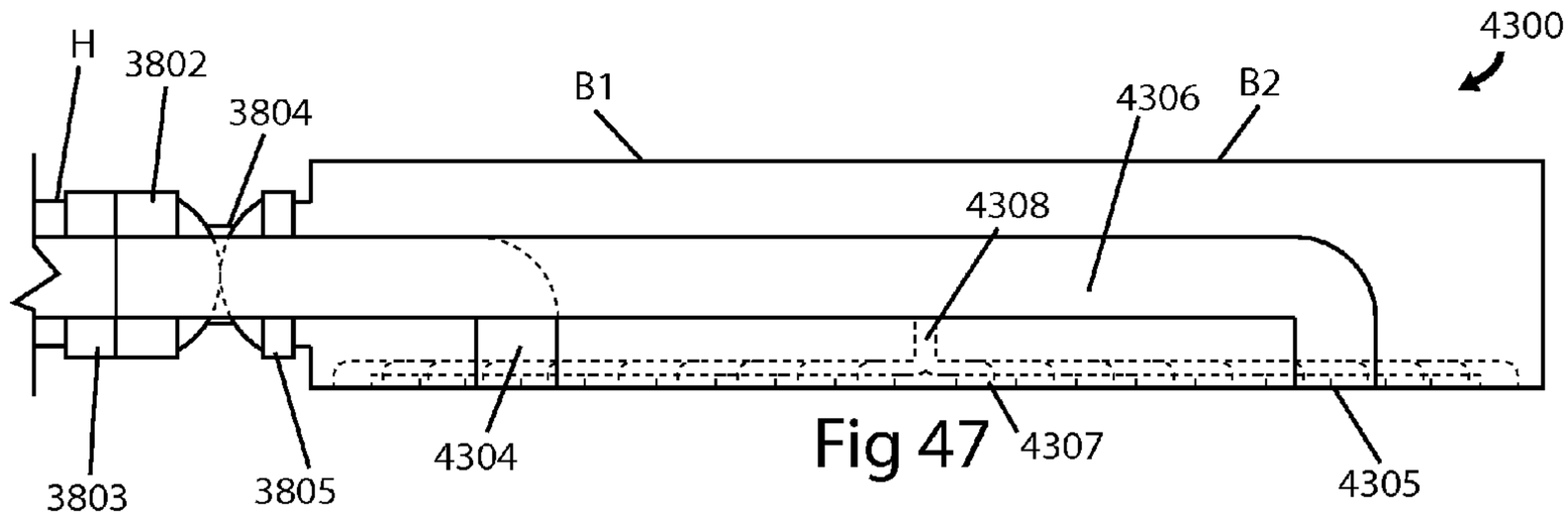

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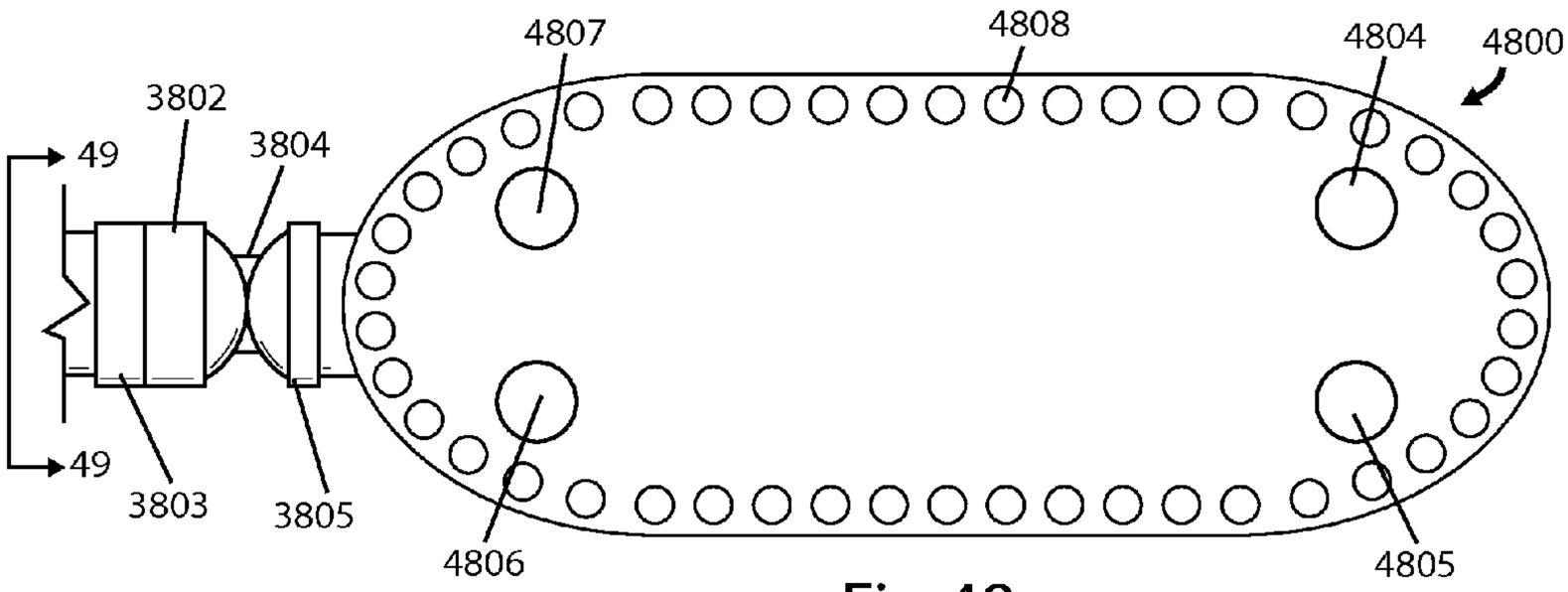

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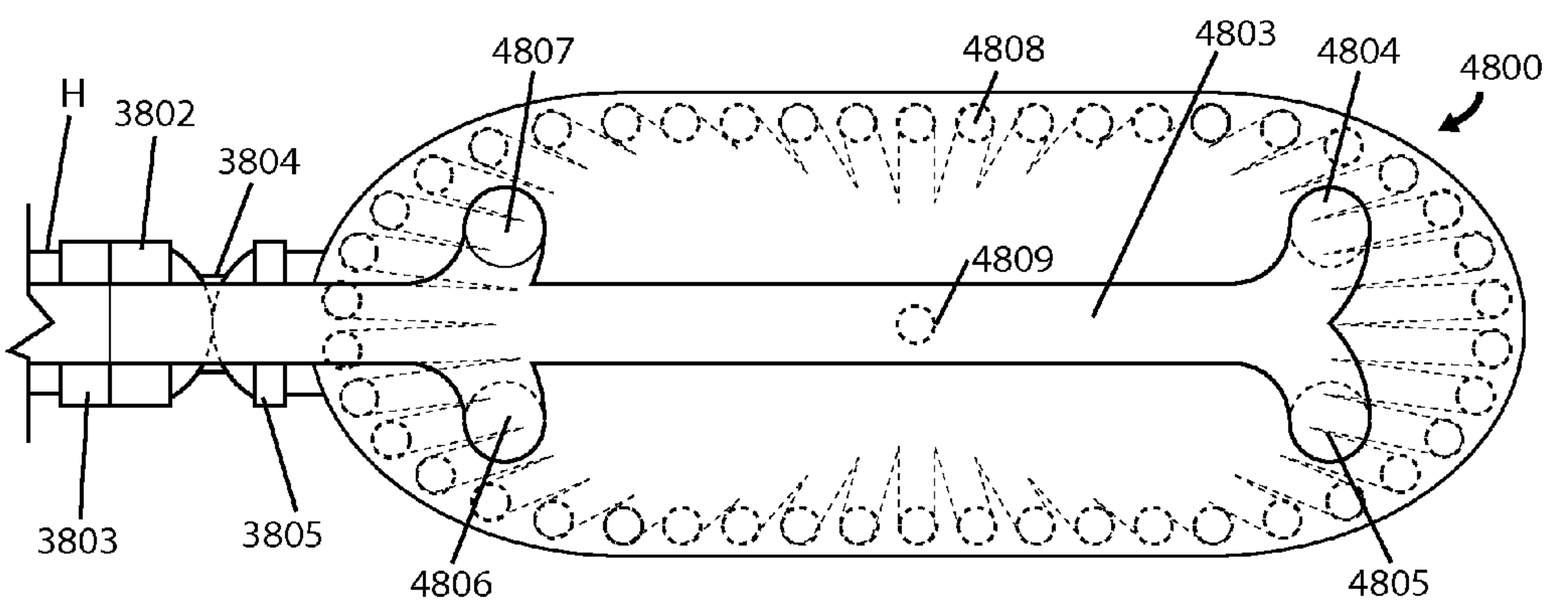

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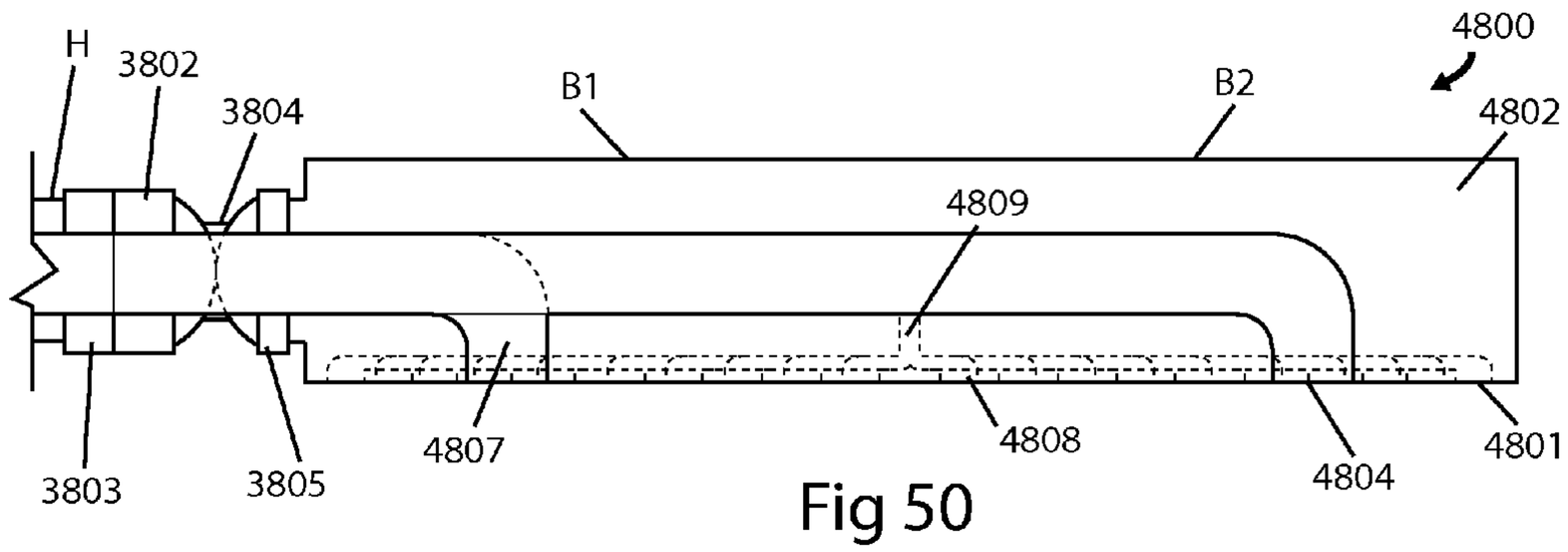

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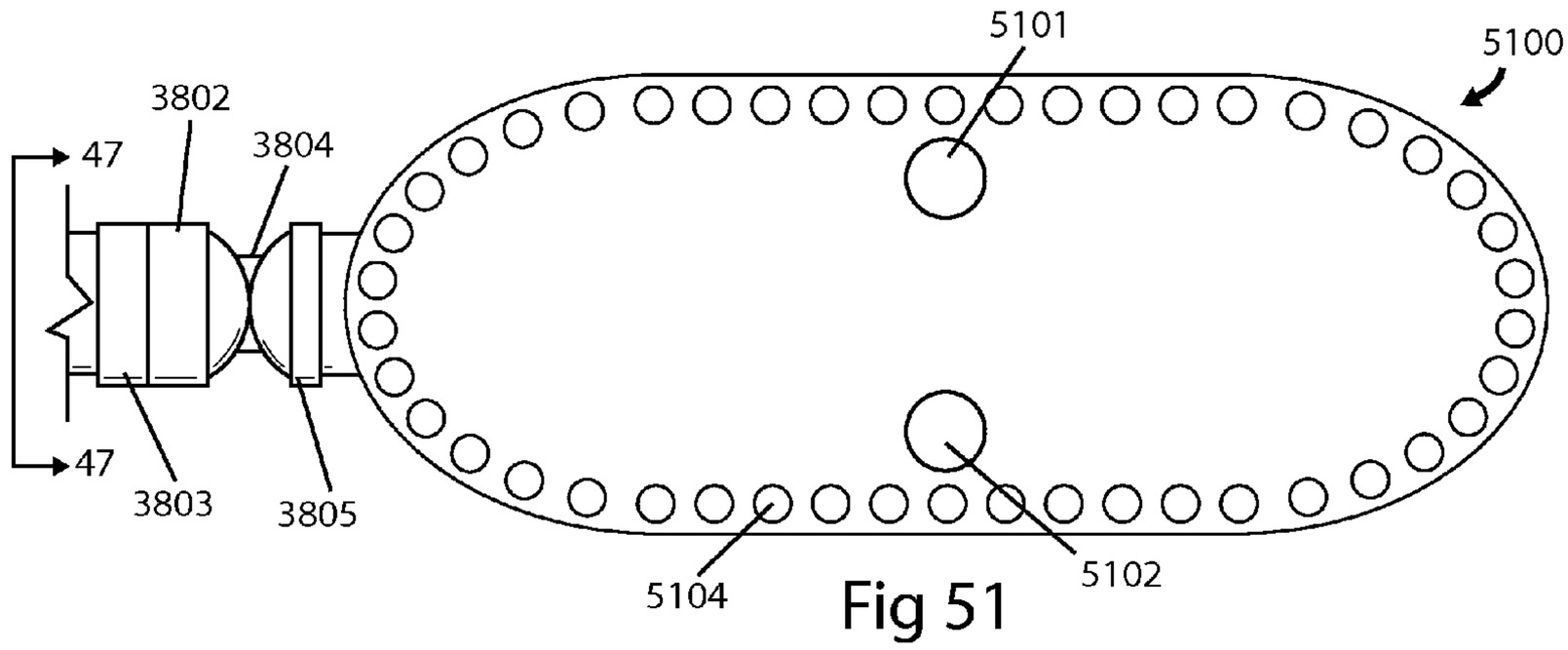

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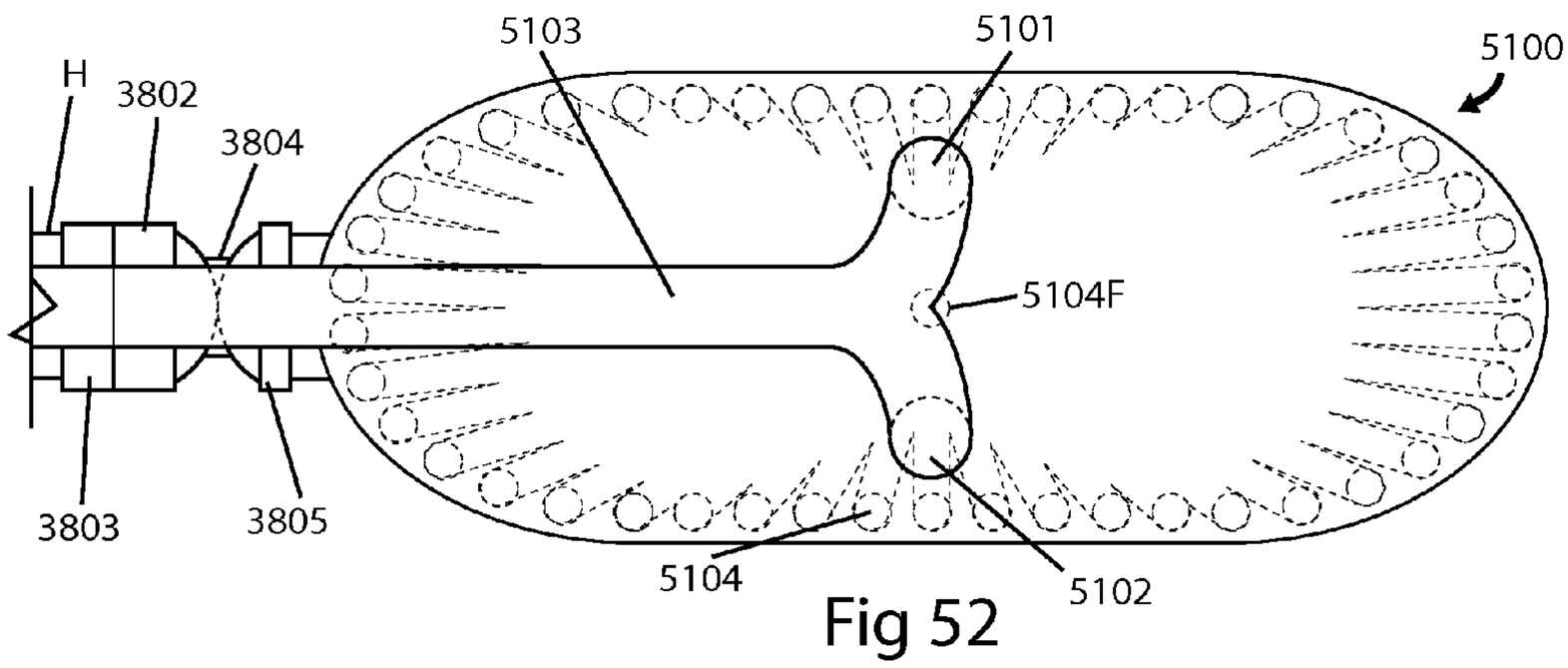

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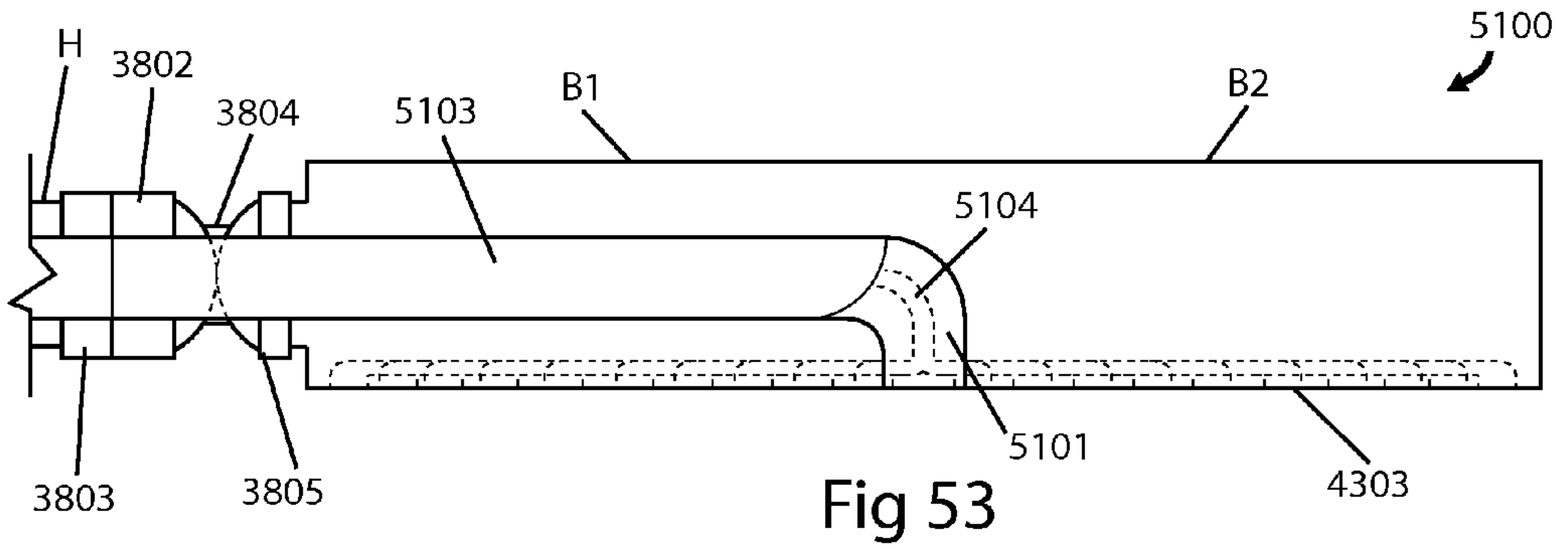

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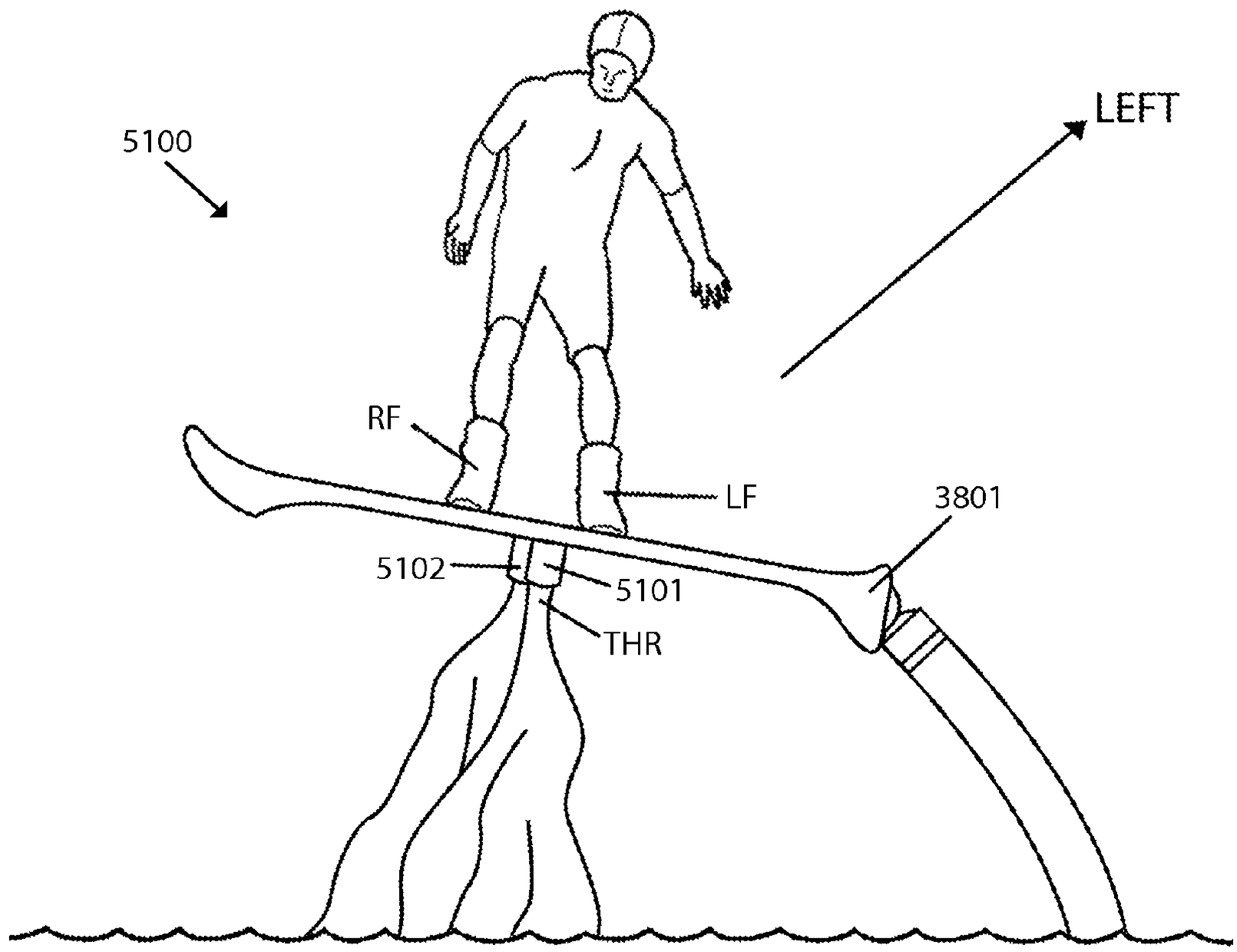


FIG. 54

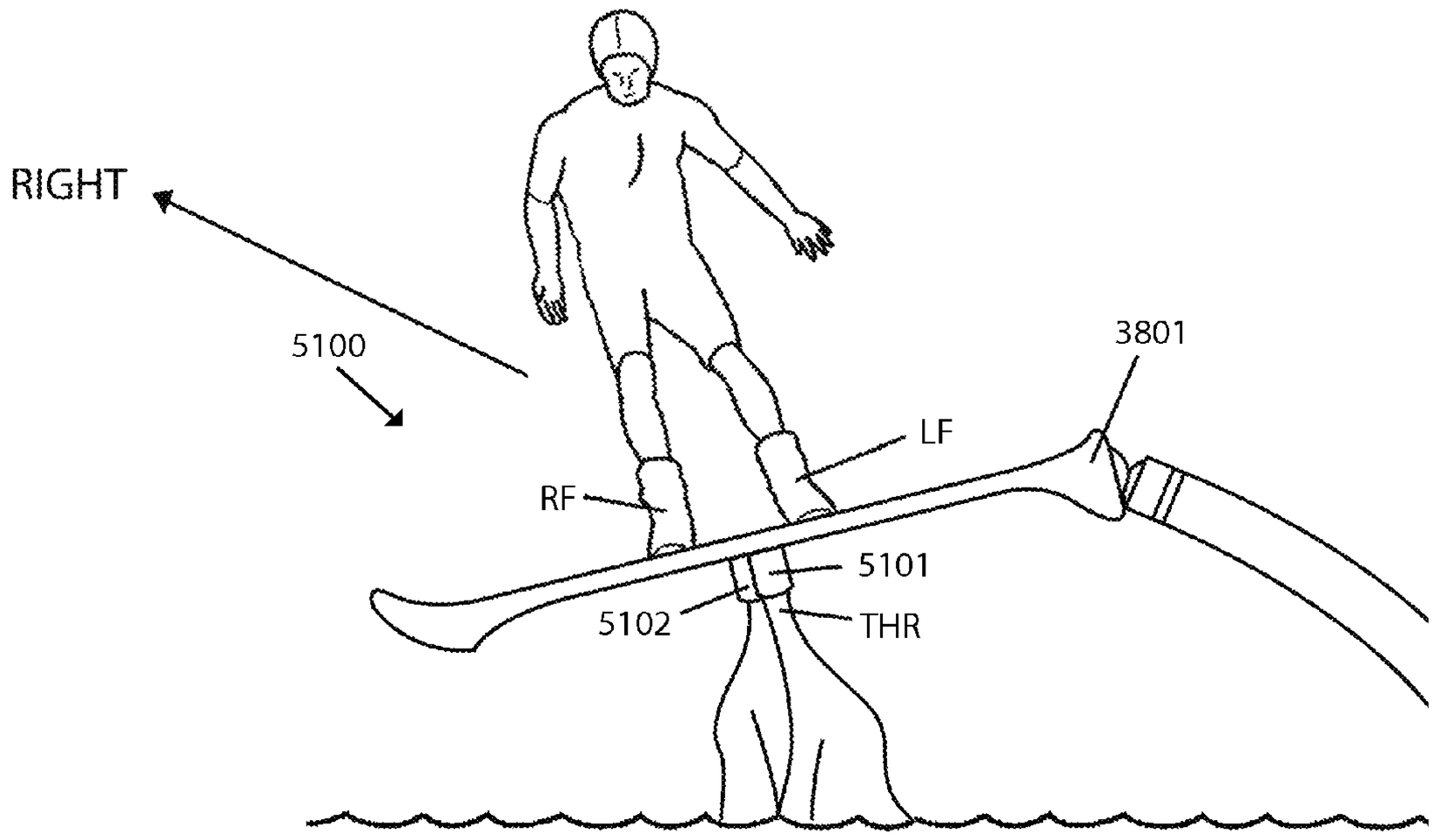


FIG. 55

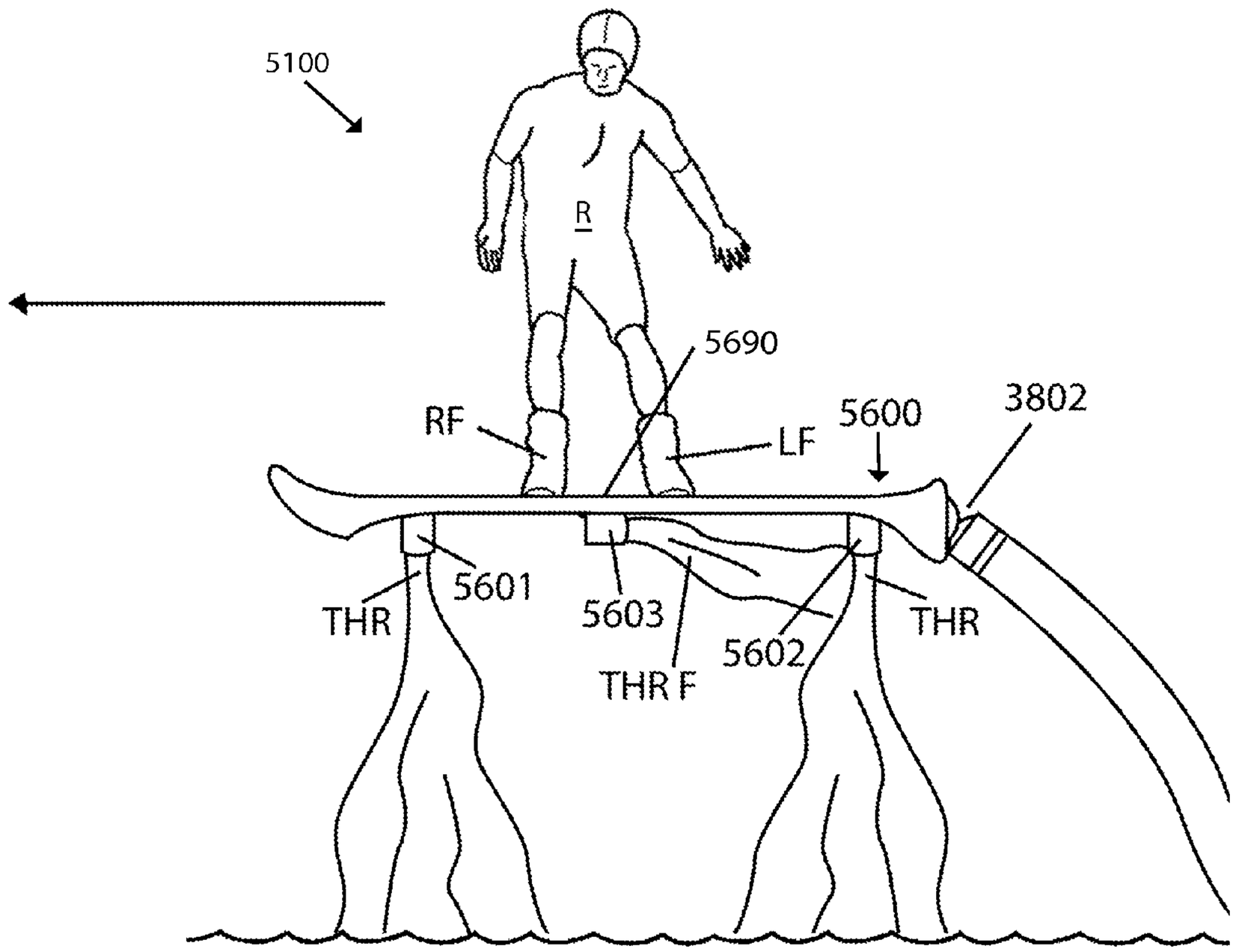


FIG. 56

FIG. 57(a)

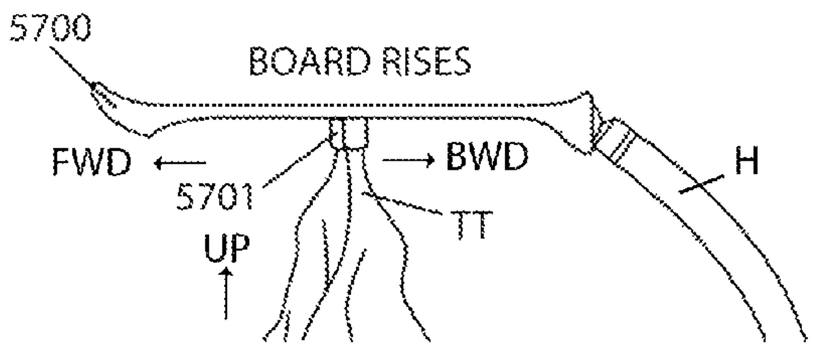


FIG. 57(b)

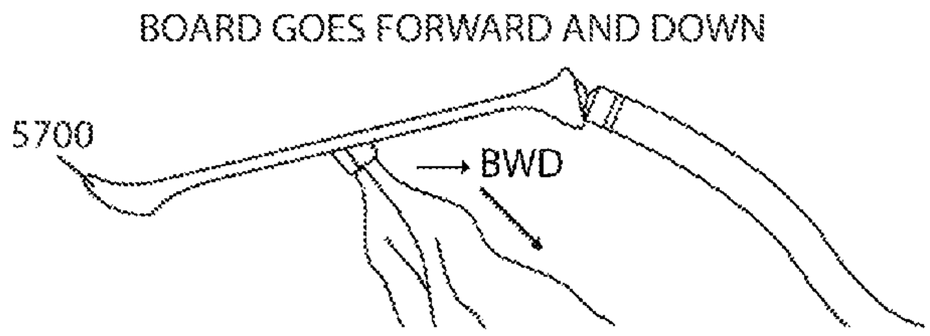


FIG. 57(c)

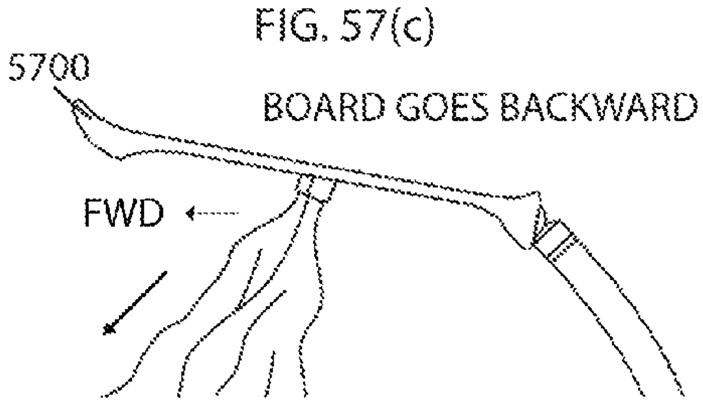


FIG. 57(d)

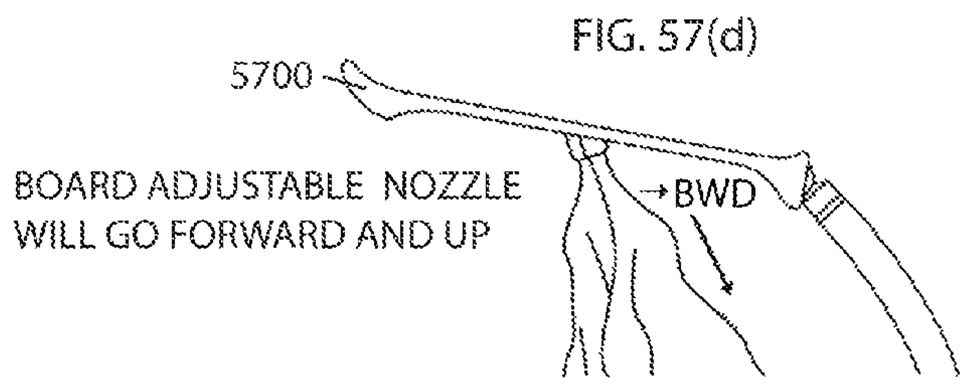
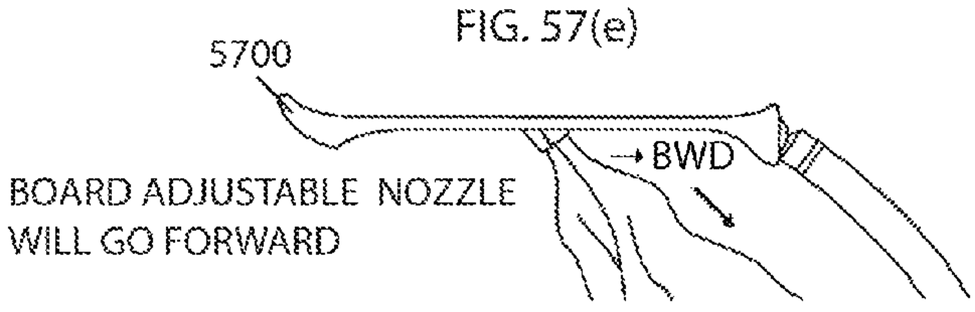


FIG. 57(e)



WATER PROPELLED FLYING BOARD

CROSS REFERENCE APPLICATION

This application is a non-provisional application claiming the benefits of provisional application Ser. No. 14/066,997 filed Oct. 30, 2013.

FIELD OF INVENTION

The present invention relates to a sports amusement device comprising a board that supports a flyer standing on the board, wherein the board is lifted in the air by water powered nozzles fed by a high pressure water hose connected to a quick connect pivoting ball joint assembly on the bottom of the board.

BACKGROUND OF THE INVENTION

Water powered personal propulsion devices date back to at least 1966. See U.S. Pat. No. 3,277,858 to Athey. Athey uses a floating internal combustion engine which powers a pump. A hose runs from the pump to a pair of hip mounted nozzles on a diver. The '858 patent only shows a diver being propelled through the water. However, a jet ski powering the '858 device shown in FIG. **1** has been demonstrated to fly a rider several feet above the water.

A personal propulsion device trademarked as the Flyboard™ uses a jet ski with a diverter hose to power two nozzles on a metal Y shaped pipe mounted to the bottom of a plastic board. The flyer mounts his boots to the top of the board. A companion on the jet ski can control the throttle to lift the flyer as high as forty feet above the water. Forearm mounted control nozzles are also powered from a portion of the high pressure water stream. The flyer can perform dolphin type maneuvers in and out of the water as well as back flips and spinning maneuvers. The Y shaped metal diverter has a pair of ball bearings that mount on the plastic board bottom. This allows the hose to remain vertical as the board tilts toes down or toes up in relation to a horizontal orientation. An optional throttle cable can be controlled by the flyer. It runs down the center of the hose. This is the closet known prior art.

Three U.S. Patents describe a shoulder mounted pair of nozzles powered by a jet ski. They are U.S. Pat. Nos. 7,258,301, 7,735,772 and 7,900,867. This personal propulsion device mounts a pair of nozzles above the flyer's center of gravity. Lift and descent are controlled by a cross arm in front of the rider that controls the tilt angle of the pivotable nozzles. These nozzles are strapped at shoulder level to the rider's back.

What is needed in the art is a lightweight, plastic board assembly that floats. Quick disconnect boots and a quick disconnect hose are needed. Curtain nozzle patterns are needed to eliminate hand control nozzles. The present invention meets all these needs.

SUMMARY OF THE INVENTION

The main aspect of the present invention is to provide a snowboard type board with a built in pivotable nozzle on the bottom, wherein the nozzle receives high pressure water, nominally from a jet ski, and diverts this water to two thrust nozzles under the board.

Another aspect of the present invention is to provide a built in land platform for the board to allow the rider to stand with the hose resting on the land and stretched out from the board to the pump source.

Another aspect of the present invention is to provide a quick disconnect mount for the rider boots.

Another aspect of the present invention is to provide a curtain nozzle at each end of the board to help stabilize the board in flight.

Another aspect of the present invention is to provide a quick disconnect for the hose on the pivotable nozzle.

Another aspect of the present invention is to build the entire board assembly from light weight materials including injection molded plastic and flotation foam.

Another aspect of the present invention is to provide an electronic glove controller to control the throttle and emergency shut off on the jet ski.

Another aspect of the present invention is to provide a boot tilt option on the board to allow the nozzles to be independently tilted with their left and right board sections.

Another aspect of the present invention is to provide a two rider board.

Another aspect of the present invention is to provide a barefoot quick disconnect mount for the board.

Another aspect of the present invention is to provide a multi-purpose mounting flange for a jet ski to allow normal use and quickly change to a hose connection.

Another aspect of the present invention is to provide a rider hand grip under the board.

Another aspect of the present invention is to provide a launch stand for the board.

Another aspect of the present invention is to provide a quick boot disconnect assembly powered by the high pressure water.

This flying board may be powered by a land based pump at an arena at a pool. Already the jet ski powered board is gaining attention worldwide. Double back flips from forty feet in the air are being done on the prior art Flyboard™.

The present invention has a unibody construction with a Y shaped high pressure water diverter and a left and a right nozzle built in. Each nozzle has a diverter valve to adjust the flow to a secondary nozzle shaped like a C. This C shaped end nozzle, also called a curtain nozzle, provides platform stability, wherein beginners may divert most all of the water to the C shaped nozzle. Experts may execute their flips with full diversion to the main thrust nozzles.

Safety is improved with several versions of quick disconnect boots or a barefoot binding. A wireless glove mounted electronic trigger can divert the high pressure water to release the bindings.

In summary the present invention improves control with the C shaped nozzles, reduces costs and weight with a unibody design, and increases safety with less weight, elimination of hand nozzles, and a quick release boot system.

Other aspects of this invention will appear from the following description and appended claims, reference being made to the accompanying drawings forming a part of this specification wherein like reference characters designate corresponding parts in the several views.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. **1** is a perspective view of the flying board powered by a conventional jet ski.

FIG. **2** is a bottom plan view of a shorter width board with one main thrust nozzle and curtain nozzles.

FIG. **3** is a bottom plan view of a middle width board with one main thrust nozzle and curtain nozzles.

FIG. **4** is a bottom plan view of a wide width board with one main thrust nozzle and curtain nozzles.

FIG. **5** is a bottom plan view of a board having the main thrust nozzle integrated with the curtain nozzle.

FIG. **6** is a bottom plan view of a board with curtain nozzles extending all around the board.

FIG. **7** is a bottom plan view of a board having four main thrust nozzles and curtain nozzles.

FIG. **8** is a bottom plan view of a board with enlarged curtain nozzles and no main thrust nozzles.

FIG. **9** is a top plan view of a board with two main thrust nozzles and a central flow valve.

FIG. **10** is a top plan view of a board with only enlarged curtain nozzles and a hand grasp bar.

FIG. **11** is top plan view of a board as shown in FIG. **10** with a transparent window.

FIG. **12** is a top plan view of the board shown in FIG. **8**.

FIG. **13** is a tip plan view of a board with no central flow valve and quick disconnect boots.

FIG. **14** is a front elevation view of a one piece flying board.

FIG. **15** is a rear cutaway view of a board similar to that shown in FIG. **14**.

FIG. **16** is a rear elevation view of the quick disconnect hose.

FIG. **17** is a front perspective view of the glove mounted controller.

FIG. **18** is a front elevation view of a tilt board embodiment.

FIG. **19** is an end elevation view of the embodiment shown in FIG. **18**.

FIG. **20** is a bottom plan view of a two rider board.

FIG. **21** is a top plan view of the embodiment shown in FIG. **20**.

FIG. **22** is an end elevation view of a two rider board with rear slip in foot compartments.

FIG. **23** is a cutaway view of another embodiment of a single rider board.

FIG. **24** is a rear elevation view of the embodiment shown in FIG. **23**.

FIG. **25** is a bottom plan view of a hand hold embodiment.

FIG. **26** is an end elevation view of the embodiment shown in FIG. **23**.

FIG. **27** is a sectional elevation view of the embodiment shown in FIG. **23** representing the nozzle configuration shown in FIG. **28**.

FIG. **28** is a bottom plan view of the embodiment shown in FIG. **23**.

FIG. **29** is a sectional elevation view of the embodiment shown in FIG. **23** representing the nozzle configuration shown in FIG. **30**.

FIG. **30** is bottom plan another view of the embodiment shown in FIG. **23**.

FIG. **31** is a rear perspective view of a barefoot binding embodiment.

FIG. **32** is a perspective view of the entire hose assembly including quick connects and hose safety and control attachment.

FIG. **33** is a side perspective view of a jet ski nozzle adapter.

FIG. **34** is a side elevation view of a jet ski diverter coupling.

FIG. **35** is a close up view of a board hand hold.

FIG. **36** is a close up view of the centrally located cushioned hand hold shown in FIG. **28** and FIG. **29**

FIG. **37** is a top perspective view of a launch stand.

FIG. **38** is a top plan view of a side to side nozzle embodiment.

FIG. **39** is a bottom plan view of the FIG. **38** embodiment.

FIG. **40** is a cross sectional view of the FIG. **39** embodiment.

FIG. **41** is a left side elevation view of the FIG. **38** embodiment.

FIG. **42** is a cross sectional view taken along line **42-42** of FIG. **41**.

FIG. **43** is a top plan view of another embodiment having front and rear thrust nozzles.

FIG. **44** is a left side elevation view of the FIG. **43** embodiment.

FIG. **45** is a bottom plan view of the FIG. **43** embodiment.

FIG. **46** is a cross sectional view taken along line **46-46** of FIG. **45**.

FIG. **47** is a cross sectional view taken along line **47-47** of FIG. **44**.

FIG. **48** is a bottom plan view of a four nozzles embodiment.

FIG. **49** is a cross sectional view taken along line **49-49** of FIG. **48**.

FIG. **50** is a cross sectional view of the FIG. **48** embodiment.

FIG. **51** is a bottom plan view of another side to side nozzle board.

FIG. **52** is a cross sectional view taken along line **52-52** of FIG. **51**.

FIG. **53** is a cross sectional view of the FIG. **51** embodiment.

FIG. **54** is a side perspective view of a side to side nozzle steering vector right.

FIG. **55** is a side perspective view of a side to side nozzle steering vector left.

FIG. **56** is a side perspective view of a pivotable nozzle surf and fly embodiment.

FIG. **57***a* thru **57***e* show an adjustable nozzle board in various angles of flight.

Before explaining the disclosed embodiment of the present invention in detail, it is to be understood that the invention is not limited in its application to the details of the particular arrangement shown, since the invention is capable of other embodiments. Also, the terminology used herein is for the purpose of description and not of limitation.

DETAILED DESCRIPTION OF THE DRAWINGS

Referring first to FIG. **1** a body of water **1** has a surface **2**, wherein a standard jet ski **3** floats on the surface **2**. A jet ski driver **4** controls the throttle of the jet ski which in turn controls the thrust from the flying board **5** thrust nozzles **6**, **7**. The rider **8** controls the flying board **5** using his feet which are mounted in boots **9**, **10** for tilting toe down, toe up. He uses the side to side angulation of his body indicated by arrow **11**, and he uses the forward/backward lean of his body indicated by arrow **12**. It is with these combined movements that flying, diving and doing a dolphin type diving are accomplished.

The flyboard board **5** has a unibody construction **13** preferably from an injection molding process. At the center of the unibody housing **13** is an inlet port **14** which is both a quick disconnect joint and a swivel joint. As seen this swivel joint **14** allows the hose H to remain about vertical as the flying board **5** tilts. The jet ski **3** has had its thrust nozzle replaced with a diverter conduit **15**. A quick connect coupling connects the hose H to the diverter conduit **15**.

A flexible collar **17** (preferably made of rubber) helps prevent pinching of the hose H. The collar **17** has an attachment **18** to the jet ski **3**.

Referring next to FIGS. **2**, **3**, **4** a flying board **20** has a shorter end to end footprint than the long flying board **40**

shown in FIG. **4**. The flying board **20** has a larger side to side width than the middle sized flying board **30** shown in FIG. **3**. Otherwise all features of flying boards **20**, **30**, **40** are identical.

Opposing ends **21**, **22** and **31**, **32** and **41**, **42** are shaped as octagons. Separating each set of opposing ends is an inlet housing IH. The inlet housing IH has a smaller width than the opposing ends so as to create a rider viewing area VA between the rider's feet. Thus, the rider can look down at the water as he flies above the water.

The thrust nozzles **6**, **7** are powered with the high pressure water coming into inlet port **14**. The curtain nozzles **6**C, **7**C assist the rider to balance the flying board. Before flying the rider manually sets the divergence of water between the thrust nozzles **6**, **7** and curtain nozzles **6***c*, **7***c* in any range of split from 0 to 100%.

The curtain nozzles **6**C, **7**C form a separate thrust pattern in roughly a semi-circular pattern around the thrust nozzles **6**, **7**. Each hole may be the same size. One option is to enlarge the hole sizes from smallest S to largest L in the center to smallest S at the opposite end of the pattern.

Referring next to FIG. **5** a flying board **50** has the curtain nozzles pattern **51**, **52** interrupted by the thrust nozzles **6**, **7**. Once again the hole sizes could be all the same or get larger from a smallest S to a largest L at the end position.

Referring next to FIG. **6** a flying board **60** has a pattern of curtain nozzles **60**C that totally encircle the periphery of the flying board **60**. They pass around opposing ends **61**, **62** and the inlet housing IH.

Referring next to FIG. **7** a one rider flying board to has two sets of nozzles, **71**, **72**, **73**, **74** which are fed by respective feeder pipes **71**P, **72**P, **73**P, **74**P. Fire departments could use high power four nozzle systems to lift a fireman and his own hose.

Referring next to FIG. **8** a flying board **80** does not have thrust nozzles at all. Instead the curtain nozzles **81**C and **82**C are oversized.

In FIG. **9** a flying board **90** shown in a top plan view has no curtain nozzles. A control valve v can limit the flow to thrust nozzles **6**, **7**. Boot mounting pods B**1**, B**2** have a quick release feature **91**, **93** which is activated by buttons **92**, **94**.

In FIG. **10** a flying board **100** has the curtain nozzle pattern shown in FIG. **8**. A rider hand grasp bar **101** is used by experienced riders for acrobatic maneuvers.

In FIG. **11** a flying board **110** has a transparent panel TP attached to the hand grasp bar **101**. Additional flow control valves **111**, **112** can provide the rider additional tuning of his thrust.

In FIG. **12** the flying board **80** is shown in a top plan view.

In FIG. **13** the flying board **130** uses a center boot latch **133**, **134** for boot mounting pods **3**, B**3**, B**4**. A button **131**, **132** is depressed to release the respective latch **133**, **134**. U.S. Pat. Nos. 7,104,564, 6,769,711 and 6,659,494 are incorporated herein by reference to provide quick dismount boot options. Water pressure could be used as a stored energy source to release the boots.

Referring next to FIG. **14** a flying board **140** has a wrap around vertical wall **143** supporting the opposite ends **141**, **142** and the inlet housing IH. On land the wall **143** would rest on an unfilled hose (not shown) during the staging process.

Referring next to FIG. **15** a flying board **150** uses the thrust nozzles **6**, **7** as support columns when staging on land. The inlet port **14** is slightly recessed to allow an empty hose to extend outward from the flying board **150** on land. A quick disconnect fitting **151** snaps into inlet port **14**. The boots B**100** and B**101** have a hook and loop ankle release HL. Valves V**1**, V**2** provide adjustment for flow diversion from the thrust nozzles pipes **68**, **69** to the curtain nozzles **6**C, **7**C.

Referring next to FIG. **16** a telescoping inlet nozzle **160** has a sliding fixture **161** moving up and down on a fixed pipe **162**. The concept is to connect the quick disconnect fitting **151** while the sliding fixture **161** is up shown by arrow U. Then when water pressure builds in hose H, the sliding fixture **161** pops out shown by arrow D. Then the swivel feature of inlet nozzle **160** allows a conical pattern of hose H movement shown between lines S**1**, S**2**. The sliding fixture **161** also rotates 360° as shown by arrow R. This swivel feature is shown in FIG. **1**, wherein the rider does not have to fight the weight of a water filled hose H being lifted horizontally.

Referring next to FIG. **17** a control glove **170** has a wrist strap **171** containing a battery and a wireless transmitter and a control circuit. A cylindrical rail **172** has a kill switch **173** for the thumb **174**. The forefinger **175** moves the throttle bar **176** from idle as shown to wide open at F. This control glove **170** is used when a rider-less jet ski is equipped with a wireless controller for throttle and kill switch.

Referring next to FIGS. **18**, **19** a trick flying board **180** has a central inlet housing **181**. A left foot platform **182** swivels independently from a right foot platform **183**, arrows **182**U and **182**D show the left foot platform moving in relation to right foot platform arrows **183**U, **183**D.

Referring next to FIGS. **20**, **21**, **22** a two rider flying board **200** is shown. Left platform **202** has thrust nozzles **204**, **206** and curtain nozzles **202**C. Right platform **201** has thrust nozzles **203**, **205** and curtain nozzles **201**C.

The instructor has instructor boot left pod IBL and instructor boot right pod IBR. The passenger holds onto the instructor and places his feet into passenger binding left PL and passenger binding right PR. This device could be used at fairgrounds, water parks and amusement parks to give people a real flying experience with no training.

Referring next to FIG. **23**, a flying board **230** is rectangular in shape. The inlet port **14** has a swivel design (as in a ball B**10** and socket S**10**) to let the hose H move in the conical area between S**1**, S**2**. It also rotates per arrow R. The thrust nozzles **6**, **7** provide support columns on land.

In FIG. **24** a flying board **230**A shows the hose H having a quick connect fitting **2401** to a receiving pipe **2402**. Receiving pipe **2402** can swivel up and down in the inlet housing **14**A as shown by arrow R. The inlet housing **14**A has a slot **2403** in which the receiving pipe **2402** swivels up and down thru a 90° arc. The inlet housing **14**A rotates 360° in a base socket **2404** as shown by arrows RR. Thus, the hose H can move in the conical area S**1**, S**2**.

In FIG. **25** a flying board **250** has opposing ends **251**, **252**. A front hand grip **255** is designed into the inlet housing IH.

Referring next to FIGS. **26**, **27**, **28** the flying board of FIG. **23** is shown in further views. Each end **230**E is a wall as seen in FIG. **26**. FIG. **27** shows the thrust nozzles built in pipe **270** and curtain nozzles **272**.

Referring next to FIGS. **29**, **30** a flying board **290** looks like flying board **230** but has a peripheral curtain wall **291**C, **292**C for each end **291**, **292**.

In FIG. **31** a rider wears rubber booties **313**. The heel supports **314**L, **314**R prevent backward movement on the flying board **310**. The lower parts of the flying board are not shown. A simple toe strap assembly **311** holds the toes down. An upper arch strap assembly **312** holds the foot against the heel supports **314**L, **314**R. This is essentially a barefoot embodiment with the booties merely protecting skin abrasion. The rider can be completely barefoot when the straps are cushioned to protect the feet.

Referring next to FIGS. **32**, **33**, **34** the jet ski attachment assembly **320** is shown. First the jet ski rear thrust nozzles is removed. Then a universal adapter **340** is installed on the jet ski. This enables the diverter conduit **15** to be installed. The universal adapter also allows the original jet ski nozzles to be quickly reinstalled on the universal adapter **340**. The hose H has an anchor collar **321** that secures a rear tether **322** for attachment to the jet ski.

The hose H has a rubber anti-crimp collar **17** that affixes to the front of the jet ski with tether **18**. This tether **18** pulls the jet ski along if the rider controls his flying board to do so.

In FIG. **35** an end hand grasp **359** is built into the flying board as shown in FIG. **23**.

In FIG. **36** a front of inlet housing hand grasp **255** is shown as in FIG. **28**.

In FIG. **37** a stand **370** has pair of blocks **371**, **372** with a separation area **373**. This allows the hose H to be pressurized and lift the rider right off a land base.

Referring next to FIGS. **38-42** a dual side to side nozzle board **3800** is shown. The board has a rear hose inlet port **3802** shown with a quick connect collar **3803** of hose H inserted therein. A swivel joint **3804** allows the hose H to move in a cone pattern. A rotatable bearing **3805** allows the hose to orient 360° relative to the board **3801**.

Boot mounts B**1**, B**2** allows either a left or right foot forward orientation as exists for snowboarders. Side thrust nozzles **3806**, **3807** are the primary lift nozzles, a curtain nozzle pattern for control is formed by peripheral nozzles **3808**. Optional central forward nozzle **3809** and rear nozzle **3810** feed from internal built in pipe **3811**. The curtain nozzles **3808** are powered by built in pipes C**3808**. All piping is built into the board **3801** preferably in a one piece injection molded housing.

Controlling this board **3800** is shown in FIGS. **54**, **55**. The rider R is facing into the paper with the back of his head facing the reader. Just like in snowboarding the rider in FIG. **55** weights his right foot RF and turns to his right shown by arrow RIGHT because the thrust THR is being moved under him to his left.

FIG. **54** shows the opposite turn control with the rider R weighting his left foot LF and turning left shown by arrow LEFT. In this orientation he will drag the jet ski (not shown) along with him.

In FIG. **40** an optional microcontroller M**4000** is battery powered. A gyroscope is built into the microcontroller M**4000**. Control valves (not shown) are controlled by the microcontroller M**4000** to divert water from side to side in curtain nozzles **3808** to maintain a level board **3801** and from nozzles **3809** and **3810** to maintain a level board **3801**. This advanced self balancing system can help rental shops to quickly train new riders.

Referring next to FIGS. **43-47** a front to rear board **4300** is shown. Boot mounting pods B**1**, B**2** are on the board top **4301**. The bottom **4303** of the one piece housing **4302** is flat, making staging on land easier.

The front thrust nozzle **4305** and the rear thrust nozzle **4304** are powered by the built in pipe **4306**. The curtain nozzles **4307** are also powered by the pipe **4306** via feeder pipes **4308**.

Referring next to FIGS. **48-50** a board **4800** also has a flat bottom **4801** and a one piece housing **4802**. A central pipe **4803** powers the front two thrust nozzles **4804**, **4805** and the rear two thrust nozzles **4806**, **4807**. The curtain nozzles **4808** are also powered by central pipe **4803** via feeder pipes **4809**. This board **4800** could be a one or two person board.

Referring next to FIGS. **51-53** a board **5100** will fly and control as shown in FIGS. **54**, **55** due to its side to side thrust nozzles **5101**, **5102**. The housing **5104** contains a central pipe **5103** to power nozzles **5101**, **5102** and curtain nozzles **5104** which are fed by feeder pipes **5104**F.

Referring next to FIG. **56** a surf and fly board **5600** has optional fixed flight nozzles **5601**, **5602** which provide lift thrust THR. A side to side nozzle pair **5603**, **5604** are configured similar to the board **3800** shown in FIG. **38**. However, the rider R can rotate this nozzle pair manually using tiller **5690** so as to face the nozzles **5603**, **5604** rearward as shown. In this position the nozzles **5603**, **5604** provide a forward thrust THRF. The rider R can now perform powered surfing on the surface of the water without flying.

The tiller **5690** may be a hand controlled pivotable rod as shown. Another embodiment (not shown) can use a small handle adjacent the boots to fix the rotating nozzles from a flying to a surfing orientation.

All embodiments could have a motorized jet ski throttle controller on the handle. This would be a wireless controller receiving signals from a rider's transmitter. A kill switch would be integral to this flying rider controlled jet ski embodiment.

In FIGS. **57**(*a*) thru (*e*) a flying board **5700** has the side to side nozzle pair as in FIG. **38**, but the thrust nozzle pair **5701** are controllably angled backward, see arrow BWD. A second controller (not shown) similar to FIG. **17**, perhaps on a glove on the opposite hand, controls the nozzle angle. FIG. **57**(*a*) shows the nozzle **5701** angled straight down, forcing the flying board **5700** straight up, per arrow UP with thrust TT. **57**(*b*) shows nozzle **5701** backward resulting in board going forward and down. **57**(*c*) shows nozzle **5701** forward FWD and board going backward and down. **57**(*d*) shows nozzle **5701** backward and board forward and up. **57**(*e*) shows nozzle **5701** backward and board going flat and forward.

Although the present invention has been described with reference to the disclosed embodiments, numerous modifications and variations can be made and still the result will come within the scope of the invention. No limitation with respect to the specific embodiments disclosed herein is intended or should be inferred. Each apparatus embodiment described herein has numerous equivalents.

I claim:

1. A flying board comprising:

a board having a left and right binding to secure a standing rider thereto;

the left binding secured to a left foot platform having a left swivel joint connection to a left side of a central inlet housing;

said left foot platform having a downward facing thrust nozzle with a fluid communication through the left swivel joint connection to the inlet of the central inlet housing;

the right binding secured to a right foot platform having a right swivel joint connection to a right side of the central inlet housing;

said right foot platform having a downward facing thrust nozzle with a fluid communication through the right swivel joint connection to the inlet of the central inlet housing; and

wherein high pressure water pumped into the high pressure hose lifts the flying board and the rider into the air.

2. The flying board of claim **1** further comprising a C shaped nozzle at each end, each of said C shaped nozzles fed by the central inlet.

3. The flying board of claim **2** further comprising a diverter valve means functioning to adjust a shared water flow between the thrust nozzles and the C shaped nozzles.

4. The flying board of claim **3**, wherein the diverter valve means further comprises a separate manually adjustable valve for each of the thrust nozzles.

5. The flying board of claim **1**, wherein the flying board floats on water.

6. The flying board of claim **1** further comprising an adapter means for the high pressure hose to enable a connection to a jet ski thrust nozzle collar.

7. The flying board of claim **5**, wherein the flying board has a narrowed midsection.

8. The flying board of claim **5**, wherein the left and right bindings each have a quick disconnect mount.

9. The flying board of claim **7**, wherein the narrowed midsection further comprises an underside with land grips.

10. The flying board of claim **1**, wherein the swivel joint further comprises a pop out telescoping collar.

11. The flying board of claim **1** further comprising a second thrust nozzle under each of the left foot platform and the right foot platform.

12. The support board of claim **6** further comprising a hand held, wireless controller to activate a jet ski wireless kill switch and wireless throttle activator.

13. A method to propel a rider, the method comprising the steps of:

forming a housing having a support board to support a rider thereon;

forming a left and a right section of the support board that may swivel in relation to one another;

forming one inlet on the housing for a high pressure hose which is also connected to a jet ski;

forming at least one thrust nozzle on the housing to enable the jet ski to pump sufficient water to the inlet to lift the rider at least ten feet in the air; and

forming a swivel joint on the inlet to allow the high pressure hose to maintain a vertical orientation as the support board tilts.

14. The method of claim **13** further comprising the step of forming a left thrust nozzle on the left section of the support board and a right thrust nozzle on the right section of the support board.

15. The method of claim **14** further comprising the step of forming a curtain nozzle for the left thrust nozzle and a curtain nozzle for the right thrust nozzle.

16. The method of claim **13** further comprising the step of the rider using his feet to direct the support board from above a body of water to a downward diving position to a dive into the water position and then to an above the water flying position.

17. A propulsion device, comprising:

a central inlet housing having a swivel joint connection means on its bottom functioning to allow a hose to swivel in an inlet of the central inlet housing;

a left foot platform having a left swivel joint connection to a left side of the central inlet housing;

a left foot platform having a left swivel joint connection to a left side of the central inlet housing;

said left foot platform having a downward facing thrust nozzle with a fluid communication through the left swivel joint connection to the inlet of the central inlet housing;

a right foot platform having a right swivel joint connection to a right side of the central inlet housing;

said right foot platform having a downward facing thrust nozzle with a fluid communication through the right swivel joint connection to the inlet of the central inlet housing;

wherein high pressure water pumped into the hose lifts the propulsion device and a rider standing on the left and the right foot platforms into the air; and

wherein the rider can independently control a swivel movement of the left and the right foot platforms relative to the central inlet housing.

18. The propulsion device of claim **17**, wherein the swivel joint connection means further comprises a quick disconnect fitting.

19. The propulsion device of claim **18**, wherein the quick disconnect fitting further comprises a swivel joint connection to the inlet to provide a conical area of movement of the hose under the central inlet housing while the propulsion device remains in a horizontal orientation.

20. The propulsion device of claim **17**, wherein each of the left and the right foot platforms has a boot mounting pad.

21. The propulsion device of claim **20**, wherein each of the left and the right foot platforms has a release button for its respective boot mounting pad.

22. The propulsion device of claim **17** further comprising a wireless hand operated transmitter with a control circuit to control a speed of a remote engine that pumps the high pressure water into the hose.

23. The propulsion device of claim **22**, wherein the wireless hand operated transmitter with a control circuit further comprises an engine kill switch.

24. A propulsion system comprising:

a platform for a rider to be mounted on

said platform having at least one downward facing thrust nozzle with a fluid connection to an inlet port for a hose;

wherein high pressure water is pumped into the hose from a watercraft having an engine powered pump;

wherein the pump is connected to a distal hose thereby forming a tether with the hose forming the tether from the platform to the watercraft; and

a wireless hand operated transmitter with a control circuit to control a speed of the engine.

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