

EBENEZER HERALD

The Newsletter of the Australian Ebenezer Register

NEXT EBENEZER EVENT

World mass launch of
Ebenezers

11.00 am Sunday 9th
September 2001

Belfreyden near
Wagga Wagga

See map elsewhere in
the newsletter

Contact: George Carr

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Editorial:

Welcome fellow Ebenezer enthusiasts to the first issue of the 'Ebenezer Herald'.

The response to our suggestion of a register has been excellent given that Ebenezers are really little known amongst today's aero model fraternity and as a consequence we are cutting new ground.

Thanks to an article published in the MAS NSW Newsletter we have received a great number of interested people seeking plans and more information about these rewarding little flyers.

With the first ever 'Festival of Ebenezers' held at the TCMAC field in Albury on the 16th and 17th of June 2001, this event is now on

record as a most successful weekend. It certainly proved that there is a lot of latent interest in simple free -flight models that anyone can build.

The committee has decided that this event will be held again at the same time next year!

It is true that free -flight has been some what overshadowed by the development of technology in the last thirty years and this has resulted in the emergence of a whiz bang society of radio control modelers. Unfortunately, most of these have learned to fly with out fully understanding the fundamentals of flight and aircraft construction.. A definite attribute provided by the experience of building

and flying free flight models is this knowledge

The Festival of Ebenezers saw many dyed in the wool R/C exponents getting a great kick out of flying their Ebenezers.

We hope through this newsletter to keep you informed of Ebenezer happenings and to assist with the production of interesting plans and information to further the cause of Ebenezers and to enhance your enjoyment of our very diversified sport.



-Ian Cartwright -Editor

How did Ebenezers get their name ?

The first Ebenezer was designed in the 1950's by a young American from San Antonio, Texas by the name of Bert Striegler who wanted a model that would have a very characterful look, be easy to build and set up and to be able to handle the power of the then new Cox 020 engines.

Still full of euphoria after the first successful flight, Bert had yet to name his new creation.

Whilst in church one day he heard a Hymn being sung

which had the words about raising your Ebenezers to the sky and have them safely return home.

That was that and after the plan was published in Aero-modeller, the new fad took the UK by storm and an Ebenezer cult was born.

Today , after at least twenty years in relative obscurity, Ebenezers are being reborn.

Jim Fullarton –Free flight Guru and Ebenezer exponent.

Jim Fullarton has had a long history in free-flight, is an Australian senior modeler and is currently Vice President of the Victorian Free Flight Society.

He started building models in 1930 and won his first contest in 1931.

His models were sent overseas in International Competitions for the Wakefield Trophy in 1935, 1938, 1949, 1951 and 1959.

He has won the Wakefield trophy on no less than four occasions.

From 1941 to 1946 he was employed as a draftsman at the Commonwealth Aircraft Corporation, Melbourne and worked on the 'Woodmere' bomber,

the Boomerang fighter and the CA-15 fighter.

He was editor of the model aircraft section of 'Aircraft' magazine from 1949 to 1964.

His plans and articles have been published in both local and overseas magazines, from the 'Floater' rubber powered model in 1939 to the 'Flying Punt' flying boat which appeared in the English Aeromodeller only last year.

Amongst his Ebenezer plans has been the 'Ebenezer Flea' and the 'Rezenebe' (Ebenezer spelt backwards) which is a canard design that fly's backwards. Both plans appeared in the December 1965 and 1965

Aeromodellers

A plan of the Rezenebe is attached to this newsletter and the Flying Flea is available upon request to all Ebenezer register members.

Jim successfully flew both of these models at the festival of Ebenezers on the 16th and 17th of June at the Twin Cities Model Aero Club field. Neither of the models had flown for 15 years.

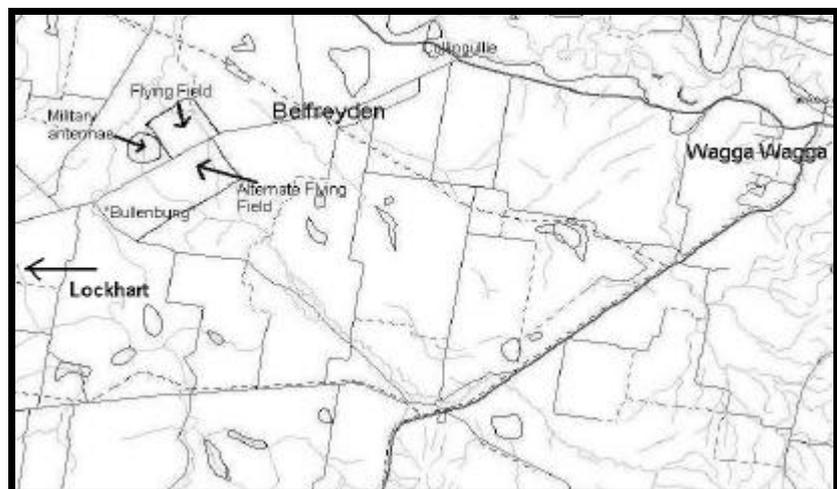


George Carr's Belfreyden Fly In 2001

Free-flight enthusiast George Carr from Wagga Wagga is holding his ever popular 'true believers' fly-in on **Sunday the 9th of September 2001** at a field near Wagga. The event will include a world mass launch of Ebenezers at 11.00 am

Other events include control line stunt, Free-flight scale, single channel, hand launch glider, 2 channel glider and the Campbell Scramble. More info:

<http://golum.riv.csu.edu.au/~gear/FF.html>



Festival of Ebenezers Report:

Brilliant Riverina weather greeted participants in the inaugural Festival of Ebenezers on the 16th and 17th of June 2001 at Albury.

Some 23 Ebenezers were involved in the mass launch on the Sunday and amongst the types were several Fokkenezer DVII's, a Taubenezer, a

Spitenezer, Ebenezers Fleas, a Rezenebe, several Tripenezers, Fokkenezer DVIII's, a Bird Dogenezer and many of Bert Strieglers original design.

Most were powered by Cox 020 or 010's although there were several with small diesels.

Joint winners of the Concours were Graeme Porter and Chris Henry.

Participants came from regional Victoria and NSW, Melbourne and Sydney.

All declared it to be a huge success.

Glow Engines for Ebenezers

Ebenezers have very few guidelines and can be just about any size provided you stick to the original concept of solid balsa wings and profile fuse.

Cox 020 engines are the most popular because of their good power to weight ratio and generally good starting characteristics

Unfortunately the once very strong American Cox company is in a state of demise and has endured changing ownership in recent times. This in part is probably due to an unfortunate drop in the interest of free flight.

The smallest engine they made (which was perhaps the smallest production engine ever made), the 010 is no longer in production and a cloud now seems to be hanging over the 020.

In America their price has gone out the window with a recommended retail of US\$65 meaning that we should be paying about A\$130.

The Australian distributor Dawn Trading (what don't they distribute) recently imported a few, however spare parts seem to have been forgotten. Prices are around \$110 to \$120.

Twin Cities has struck a deal with an American retailer and can provide you one if pre paid at A\$95. It will take two weeks to deliver. The following spare parts are also available:

Tank and backing plate assemblies \$TBA, Overhaul Kits A\$10, Propellers A\$5, Needle Valve and Springs A\$8 and reed valves A\$2. Orders should be sent to the Secretary with the appropriate amount of money

Another source for Cox engines is bidding on the Web on Ebay. The address is www.ebay.com.au and search for model airplane. Make sure you use that exact title or the yanks won't understand you. Also click search for outside Australia as there are few vendors in this country. The writer has imported several engines

on ebay including rare spark ignition models. The system works really well. However if you see bidders such as [cartyozi](#) and [diesel danny](#) you will be bidding against a fellow Ebenezers enthusiast in Australia.

The ever popular Cox 049 is readily available but your Ebenezers needs to be a lot larger than the plans we have published.

At the Festival of Ebenezers, Wayne Hadkins (the Sheik from Wagga) had an 049 Cub Ebenezers which flew well when the trim was sorted out.

Some enthusiasts have found that the 020 is just too powerful for their aircraft and detuning the engine is not as effective as reversing the prop.



Diesel Engines for Ebenezers

There is nothing like the nostalgic smell of ether mixed fuels and running a diesel can be a delightful experience.

They are easier to run in a detuned state than the Cox engines and therefore the right amount of power can be applied to suit your model. At the recent Festival of Ebenezers, the Fokkenezer DVII owned by Danny Maslowicz was just sheer joy as it pattered around the sky. It sounded right and the atmosphere was pure Errol Flynn 'Dawn Patrol' stuff.

There are often many small diesel or replica diesels that come on the market from time to time as they are made in batches. Any small diesel of up to .8cc is most suitable.

The best contact for these is Owen Delta engines. An ideal and fairly easy to start engine is the .5 cc PAW which is made in England and costs a bit over \$120. Another is the MJ Jet.065? If you can get your hands on an original Mills .75cc or a replica miniature version you will have a good reliable starter.

The best fuel to run your diesel on is 40% ether, 30% Kero and 30% castor oil with about 1.5% IPN ignition improver. Ether is still available from your friendly chemist, castor oil veterinary grade is the best from your local horse trader and IPN is an additive and fuel improver for diesels from your speed shop. For the best advice on available diesel engines contact :
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Were on the Web !
www.tcmac.com.au

About Twin Cities Model Aero Club Inc.

The club was formed around 30 years ago to cater for the needs of model aircraft enthusiasts living in the twin cities of Albury and Wodonga.

The club is growing strong and currently has a membership of 53. It is in the process of purchasing its own field of 80 acres which is just 12 kilometers from the center of Albury at Ettamogah.

Members meet regularly on the first Tuesday of the month at 7.30 pm at the Nth Albury Football Club. Visitors are most welcome to join the members for a light dinner at 6.45pm prior to the start of the meeting.

The club is very diversified and most disciplines of the sport can be seen each weekend out at the field.

In January 2002, the club will co-host the 55th MAAA Nationals.

Amongst the club's major events for the year is the Annual Seaplane Float Fly held on the great expanse of Lake Hume. This prestige event draws some 50 pilots and 100 aircraft from many Australian States and some 2000 spectators on the second weekend of October. This year's event will be held on the 13th and 14th of October.

More information can be gained by going to the club's web domain where you can access comprehensive reports on the clubs activities and read it's newsletter.



John Nicholas of TCMAC launches his Fokkenezer DVII at the Festival of Ebenezers



Festival of Ebenezers at the TCMAC field on Sunday the 17th of June 2001



The main group of Ebenezer Flyers at the festival



John Tidley a member of the Ebenezer Register sent in this photo of his 'Von Ebenezer' powered by an original Albon Dart .5cc diesel. He comments that it has a glide angle similar to a brick ! John lives at Lemon Tree Pass in NSW.—

Members are invited to send in their photo's for publication—Ed