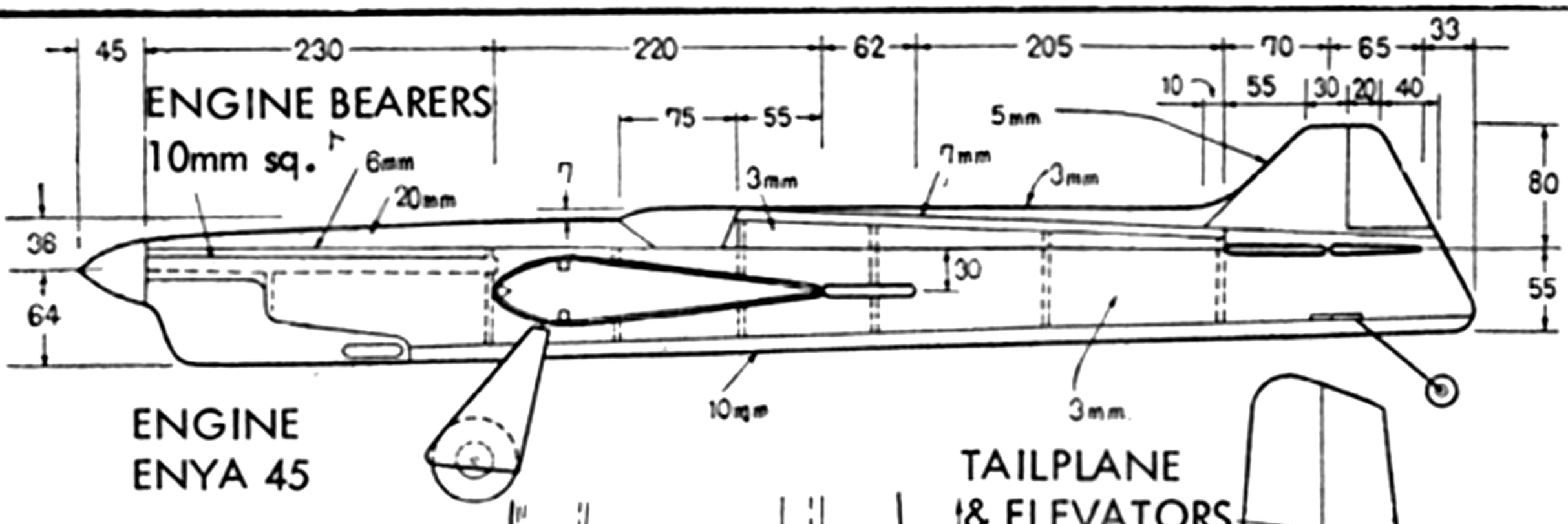
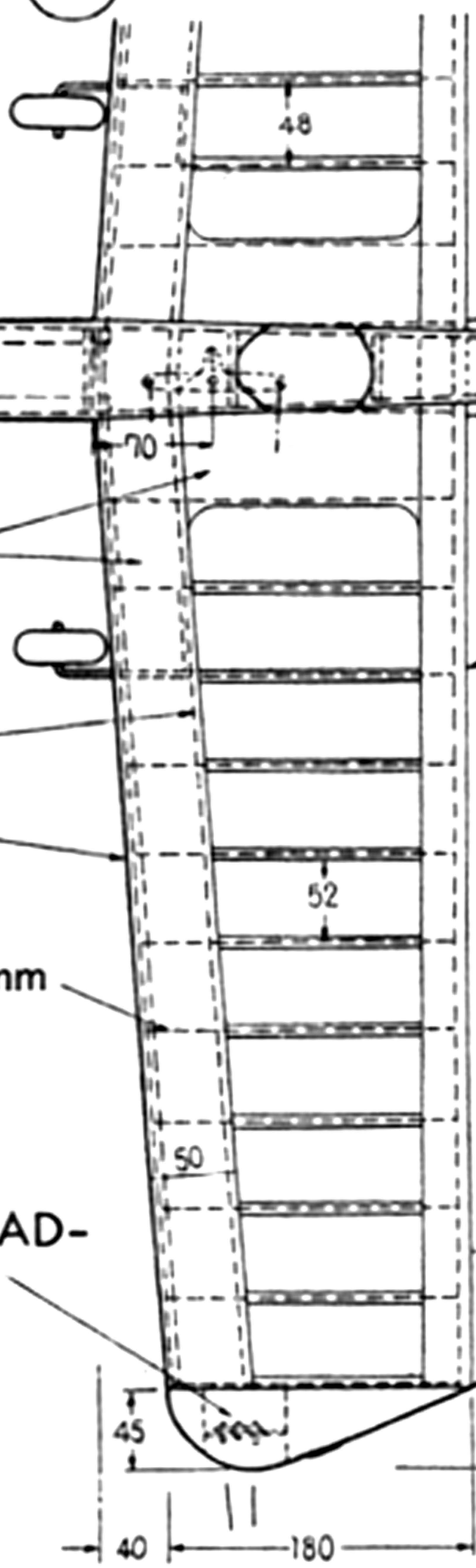
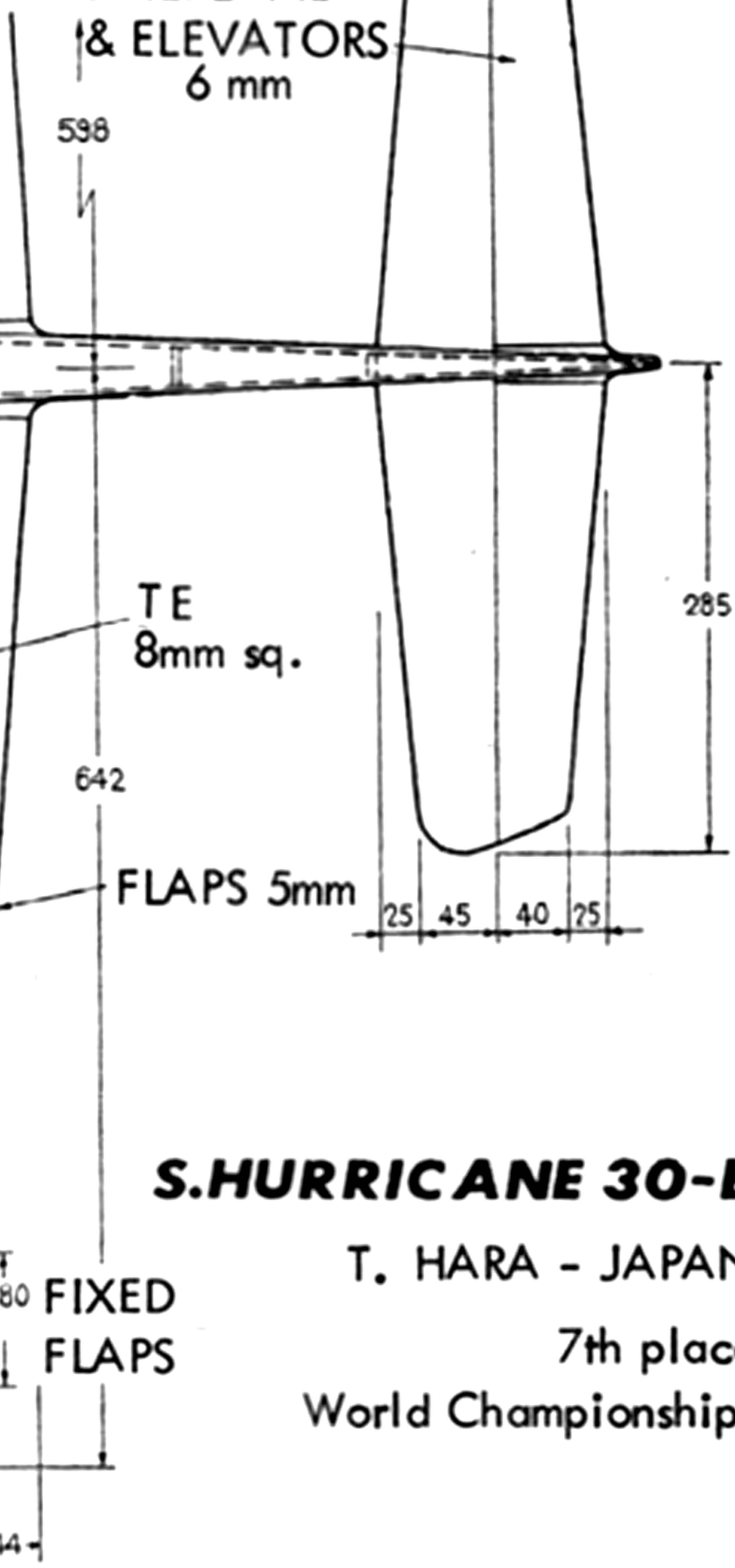


ENGINE
ENYA 45





TAILPLANE
& ELEVATORS
6 mm

1.5 mm

SPARS
5mm sq.

L.E.
8mm sq.

WING RIBS 1.5mm

ADJUSTABLE LEAD-
OUT-GUIDE

TE
8mm sq.

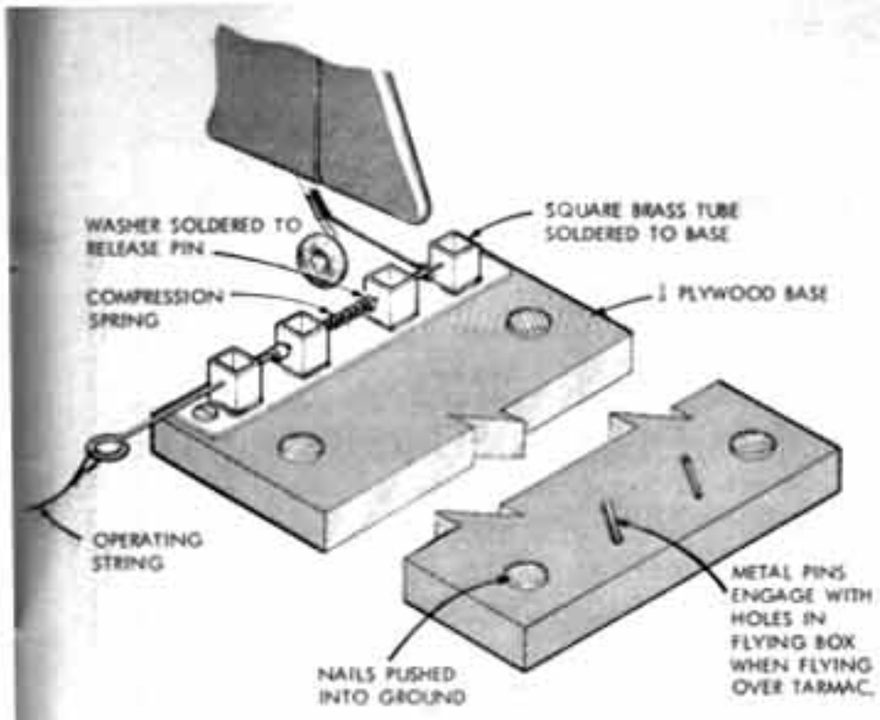
FLAPS 5mm

FIXED
FLAPS

S.HURRICANE 30-B

T. HARA - JAPAN

7th place
World Championships



gunge. I engage the stooge before starting the engine which means having to learn how to start the engine in it's inverted position in the model. The technique is soon learned. You get a beautifully smooth launch this way but be careful not to get your feet tangled up with the release string in the centre of the circle . . . yes, I've done it!

AEROBATIC MOTORS

The Super Tigre 46 has been THE stunt engine over recent years. It set such a new standard of power and reliability over many of the lapped piston, plain bearing motors of a decade ago that nowadays many fliers would not choose anything else for their new power plant. However, there are equally good alternatives available even if a little dearer. The Austrian HP40 is one example. There is a new version now available called the Gold Cup. The crankcase and fins are matt black and the cylinder head anodised gold. The bore is chromed and is supplied with a stunt type venturi. Smaller and lighter at 9.5oz than the Super Tigre it has been used with success by fliers such as Bill Werwage and the Finnish stunt team. I hear that the Americans are getting improved performance and running characteristics by machining .030in off the top of the crankcase to let the liner sit lower and this modifies the timing of the engine. A 0.030in shim is then required under the cylinder head to maintain it at the correct height.

The Japanese OS40 F.S.R.Schneurle port was the motor used by Bob Hunt last year to such good effect in winnng the World Championship at Woodvale. The motor is VERY powerful so it can be used to drive a big propeller on a steady four stroke and cope with any flying conditions particularly square eights and the overhead manoeuvres. It is a well engineered motor, twin ball races on the crankshaft. Con rod and piston bosses are bushed and the liner is plated so it looks like a good investment at £50 or so and there is also a 45 version.

If your allegiance is to Britain, then the Irvine 40 should be a promising stunt motor. Also with schneurle porting it is much less expensive than the OS at around £40 and servicing will also be much easier with the factory on the doorstep so to speak.

Coming full circle round the globe we arrive back in Italy where Super Tigre now have two new models. One is the 'COMO' 40 claimed to be more powerful than the 46 and also the ST45 which is a rear exhaust schneurle A.B.C. type motor. Although not designed for stunt use, it is ringed so should be able to run at the varying temperatures demanded of a stunt engine, relatively cool when 4 stroking in level flight but temperature rises very quickly when the motor is required to do some work. Witness the number of lapped motors that seize up when flying high and a little too lean.

CLAPA League Table

By the narrowest of margins, (only one point) Bill Draper of Nottingham has won the CLAPA (Control Line Aerobatic Pilots Association) League Table for 1978. He scored 345 points out of a maximum possible of 350 just pipping Pete Tindal of Dagenham with 344. Fliers get 50 points for 1st place, 49 for 2nd and 48 for 3rd etc. and their best seven results count towards the League. Bill had 4 wins, one 2nd place and two third places, whilst Pete managed 3 wins, 3 seconds and a fourth.

In third place with 332 points and the winner of the Spitfire Trophy, awarded to the most improved stunt flier in the year, is Keith King of the Cosmo Club in Kent. Keith also entered the most competitions last year, competing in eleven events; that's dedication and enthusiasm for you!

Japan's top aerobatic flyer at last year's World Championships was T. Hara who placed 7th flying his famous Super Hurricane design. The Japanese teams were very popular with the crowds at Woodvale and performed to a high standard with both Hara and Masuda in the Top Ten after third man Sasaki had suffered a model failure during practice. No doubt by the time the next championships comes along they will be a top competition nation. Plan courtesy of C. L. Technique, Japan.