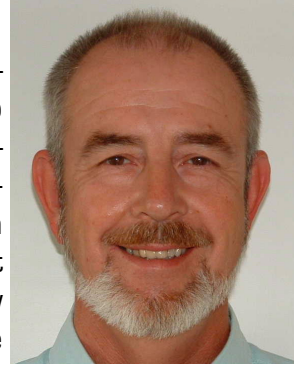




### EDITORIAL

### HAPPY NEW YEAR

I hope by now you've recovered from the excesses of the festive season and that life is returning to normal...whatever that might be. Sadly, in the last few months that's seemed to afford very few opportunities for flying and if your workshop is outside, precious little opportunity to do any building either, unless you've braved the arctic conditions and been prepared to dress up like a Michelin man to keep out the creeping cold. Personally, it's been well over two months since I've done any serious flying and I really am champing at the bit to get out and try my new ASP .91 powered Plane Nutz Extra 300. Still, the shortest day is behind us now and we can begin to plan and look forward to a new season. Do you have any exciting new projects planned for 2011? Please let us know, through the pages of CDe with a few words and a photograph.



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## INTERSCALE 2010

Hosted by the Nijmeegse Luchtvaart Club

November 6 and 7th. and held at the Jan Massink Hal Nijmegen.



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47 competitors from seven countries made this a truly enjoyable International contest.

Entrants came from France, Czech Republic, Greece, Belgium, UK, Germany and the USA. Plus competitors from the host nation.

The most popular event was F4F Peanut scale with 37 entries, followed by F4D Open rubber (20 entries), T4E Electric, T8.Pistachio scale had 14 entries and Kit scale, 12 entrants.

Obviously competitors entered more than one class, but the opportunity to fly Indoor Scale for two whole days in a superb facility means that one should make the most of what is on offer.

The organisation was excellent, as was the Banquet on Saturday night. Timekeeping was undertaken by the junior members of the club, all of whom were in their early teens and are a credit to their club. Running result sheets were regularly printed during the day, and whenever I wanted to fly, a timekeeper was always available. My Pistachio model, an Andreason Biplane, had its' first flight in round 1. Yes I know, it is my own fault, never take a new model to a contest, but it did fly straight off of the building board so there is mileage in this one. I finished 10th out of 14 in Pistachio scale and 32nd out of 37 in Peanut scale.

The one thing that always impresses me is the wide range of subjects chosen, just look down the results table !!

All results can be found on the Nijmegen web site: [iifi.nl](http://iifi.nl)

Follow the links to view numerous photographs and videos of the event.

Bryan Stichbury.



# BALSA BRAIN 2010

*from Bruce - With apologies to the Salisbury Scroungers' Team*

This Annual 'pub-quiz' on general Aviation and modelling topics, took place on Friday 12th November. The CAD-MAC Team, rumoured to have well in excess of 100 brain cells between them, was made up of (left to right, below) Derek Honeysett, Ken Knox, Tony Chant, Bruce Smith and John Riall. The quiz started



at 20:00 and, with a break for a [free] buffet supper at 21:00, continued until about 22:00 ending with a draw for a good batch of raffle prizes that had been generously supplied by John Hook of Flitehook.

The event took place for the first time at a new venue in the Royal British Legion Club at Netley Abbey which, with the excellent facilities (and a lively, well-stocked bar), is likely to become a regular location in future years.



There was the usual ribaldry and barracking; our team had a most enjoyable evening chatting with many familiar acquaintances from more than forty attendees who had travelled far and wide.

We didn't get off to a particularly good start in Round 1 where we had to guess the wing-span of WWII aircraft - some I'd never even heard of! Guesses had to be in feet and inches with two points for an exact answer and one point if you got within twelve inches....We got two points where some teams scored in double figures. However, as our brains became more infused with the amber nectar we managed to pull our socks up in the following rounds taking a creditable third place in the end with 91 points, just six behind the winners. It worked out a really late night by the time we'd said our goodbyes and made the trek home (transport Tony and Ken) but a good time was had by all and we can look forward to another Balsa Brain in 2011. The SAB-MFA have now generously taken on the regular staging of this event so it no longer falls to the winners to manage the following year's quiz. Why not join the team next year?



Photo: Toni Reynaud

## MICK 'B'

Hearty congratulations go to Mick Blundell who was eventually bullied into taking and passing his BMFA Proficiency Scheme 'B' Test .

Mick, seen here being presented with his certificate by Club Chairman, Tony Chant, was examined by John Riall and Tony Chant back in November, and there was a great deal of genuine and heart felt cheering and applause at his presentation, particularly from amongst the myriad ranks of those who've learned to fly under Mick's patient guidance at the Porthole Farm site.

# INDOOR FLYING @ SEAFORD COLLEGE

**22nd January  
19th February  
26th March  
23rd April  
21st May**

**1.00 to 2.00pm Free Flight  
2.00 pm to 5.00 pm F/F & R/C**

# 2010 Competition Winners' Presentations at the AGM



Climb and Glide  
Malcolm Farrington



Bomb Drop  
Harry Hook



Open Glider  
Don Biles



Gerry Devonish Trophy  
John Dean



Flying Scale  
John Riall



Scramble Comp  
Ray Beadle



Loops, Rolls & Spins  
Steve Skinner



Most Improved Senior  
Allen Miller



Victor Ludorum  
John Riall

Photographs by Toni Reynaud



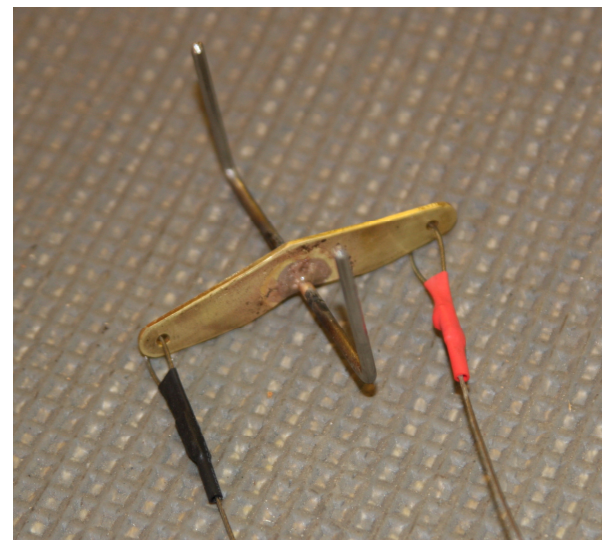
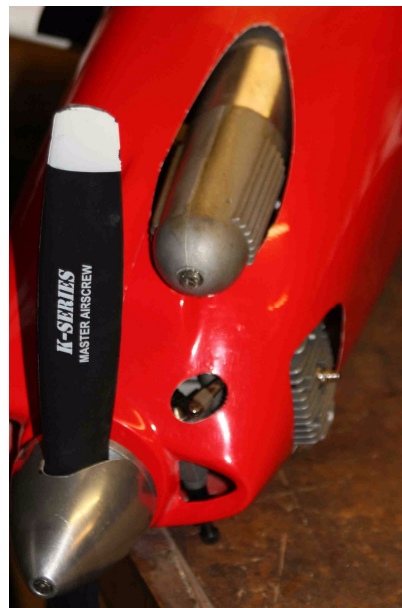
# A LITTLE EXTRA ?



No, not really. With a 60 inch wing span this light weight scale aerobat from the Plane Nutz stable presents as a big aircraft though it's a good size to fit comfortably into the back of the average car. The CNC cut ARTF kit comes in a red or white colour scheme complete with a good hardware pack and glass cowling and wheel spats and while the instruction manual leaves something to be desired in its translation from Chinese, any modeller capable of flying this type of craft should already have the building expertise to fit one out. Putting the Extra 330 together was a hassle free process although I chose to make a couple of variations to the standard layout:

The airframe is designed specifically for a four stroke motor and has in-built engine bearers but I cut these back, reinforced the firewall and to give a little extra grunt, mounted a Plane Nutz supplied ASP 91 2/S , on two piece, glass filled bearers. The engine was mounted, as in a Limbo Dancer, at about 80° from inverted so that the exhaust would exit directly underneath. This was obviously going to involve me in quite a bit of hack-

ing to relieve that lovely cowl for the bulky silencer so I took a little extra time to mould a papier mache cowl first, and make all my mistakes on that. This was time well spent and the finished working now just shows a neat three mill clearance all round the silencer, and also allowed me to accurately pinpoint apertures for the cylinder head, throttle linkage and needle assembly. My other modification was to dispense with the split push-rods to the elevator horns and to fit a pull - pull system as is used on the rudder. Piano wire, heavy brass plate and quick dab of silver solder enable the production of a stout torque rod elevator driver and I even managed to remember to install it before I inserted and fixed the main tail wing in place. My last 'labour of love' was to coat the leading edge of all the films and decals with fuel proofer (I actually used epoxy 'finishing resin') so that the beautiful livery would stay put once the model had been exposed to exhaust, washing down and fast air-flow. Let's hope I can still remember how to fly when I she gets her maiden flight in the new year!



*Finice*

## **FLITEHOOK**

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A current membership card must be shown.

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