

Glen's Models Sport Scale Extra 330S (78 inch wing span)

A short review by Pete Burgess



Recently, due to the loss of my EF Extra and Capiche 140, I was in a situation of needing a new power model, but which model? One problem was that it needed to weigh less than 7kg. After taking a bit of time to think about it I rang Glen's Models to inquire about their Extra 330 78 inch span model. I had a DLA32 and a DA50 engines both needing a home, Glen didn't beat-about-the-bush 'Put the DA50 in it!' he said. Soon one was on its way to me.

Upon arrival I was soon inspecting the parts. Whilst it is in many ways similar to most ARTF models there are all sorts of 'Glens' touches that make it just that little bit different. I compared a Capiche 140 wing to the Extra wing, same span, wider chord but a much thicker section. The carbon wing joiner tube is a huge 31mm dia (compared to the EF Extra 88 which has a joiner dia of only 24mm)



With ARTFs I usually do the wings first, they are easy and it gets them out of the way. The hinges are all Robart style, I used Rhino (or Gorilla) expanding glue to fix them.

Then it was on to the fuselage. With a Glen's model you have to assemble and glue the motor box together (nice to have a little bit of building to do). I took the opportunity to add some extra triangle stock to add reinforcement to the corners. The motor box is in fact 1 ¼ inches too long if you are using a DA50 with the standard DA stand-offs, so I cut it back.

One thing I was concerned about was that the firewall was made out of 2 layers of soft Chinese plywood (which was drilled for a DA50) The trouble with this plywood is that when you try to tighten up the engine bolts the plywood squashed down, not good! So I cut a new firewall mount from 3/8th birch ply, much stronger! (Note, Glen can supply a 9mm birch bulkhead if requested.)



For a silencer one could use a 'Wrap-around Pitts type' unit but I have noticed that these can be a bit noisy, so I went to visit WestonUK who made a custom-fit silencer.

Servo installation: The rudder servo goes in the usual fuselage location, elevator servos, however, can either be mounted in the tail using push rods or centrally (behind the rudder servo) using pull-pull wires. I mounted the

servos in the tail. You are left to mount the throttle servo wherever is convenient. The recommended C of G is at the centre of the wing tube and I used the battery locations to achieve this, the only problem is that there is not much structure to fix heavy things like a battery to. I had to make up a plate to hold the main battery which was then glued to the former underneath the rear of the fuel tank

Flying: I started off by using a G-Sonic 22x8 propeller, thinking that the silencer would not be a good as a Canister or tuned pipe, however it turned at 7000rpm and sounded rather 'tippy' so I have since used a G-Sonic 22x10. The first flights were on a very hot day and the engine did not seem happy so I have fitted some 2mm light ply inside the cowl to better direct the cooling air stream. The engine is now going far better. As to the silencer, well, the noise seems to me to be well controlled for a 50cc engine.

Flying wise, it does everything that I can make an Extra do including a very nice Hanno Screw (Knife-edge spin). The wing section is quite forgiving; I had to try very hard to make it snap-out on me. Landing was a bit of a surprise, it is very 'floaty', I had to make sure that the engine revs were really low

So, at last a 50cc model that weighs, wait for it, 6.85kg A model that can fly where 7kg+ models cannot! Many thanks to Glen's Models.



Flying shots

Pilot: Mike Williams and photos courtesy of Gary Beaven

