

and the supplied reinforcing plate for the wing bolts, and the wing is complete. Before gluing the wing bolt plate in place I bolted the wing in position and checked the alignment with the fuselage and tail. Bolting the wing on using the pre-drilled bolt holes in the trailing edge of the wing, I measured from each wingtip to the rudder post at the rear and was very happy to find that the dimensions were less than 2 mm different, again showing that the airframe has been built very straight. Following a tiny position adjustment to get the two dimensions the same, I tightened the wing bolts, re-checked and then ran thin superglue around the bolt reinforcement plate.



Optional West Eurotech 52 T1 'Curare Special' engine with matching Genesis tuned pipe and manifold

### Body Work

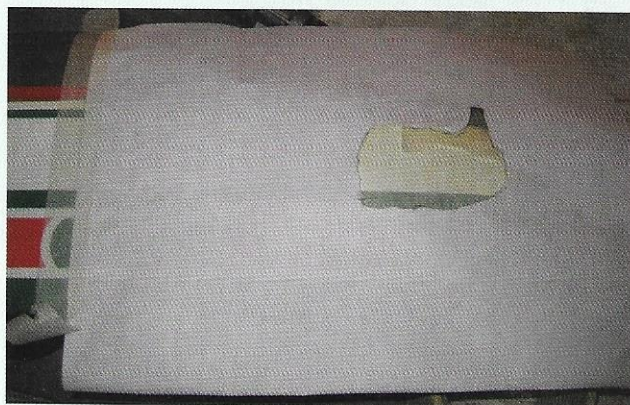
Moving on to the fuselage assembly, I started with installing the nose leg retract unit. Using a sharp blade, I cut the film away around the opening and ironed down the edges. I then sealed the exposed wood and film edges with laminating epoxy; it had already been sealed with something at the factory, but I wanted to make sure no oil got in under the film. Hardwood bearers are pre-installed to take the retract unit so it was a simple job to screw the unit into position, cut the leg to the correct length and attach the supplied axle and wheel. The model sits on the undercarriage with a pronounced nose down attitude, which is very helpful to prevent bouncing on landing, but it can produce issues with take-off, requiring a lot of elevator to un-stick, resulting in a sudden jump into the air. I reduced this as much as I could by adjusting the leg lengths but I was restricted by the wheel well locations, needed to enable the undercarriage to fully retract. One other issue encountered was that the nose wheel will not fully sit within the depth of the wheel well, protruding below the fuselage underside by a few millimetres. There is nothing that can be done about this other than fitting a smaller nose wheel, which would increase the nose down stance and give problems in use, particularly if flying off grass as I do. The depth of the wheel well is restricted by the tank bay above it so it could not be increased. This is not a major issue for me, and I suspected that it probably wouldn't be noticeable in flight anyway.

I decided not to set up the nose wheel steering but to fix the nose leg to centre by tightening up the centre grub screw. I have never been a fan of nose wheel steering as I fly off grass, which tends to give the steering mechanism and servo a battering. As it turned out the model steered perfectly adequately on the ground with just rudder.

Next, I installed the engine. Two 'T' bar plastic engine mounts are supplied which fix with bolts and blind nuts pre-installed in the front bulkhead. Side thrust and engine offset are all then preset. I then measured the cowl length to determine the required dimension from front bulkhead to motor prop driver and bolted the motor to the motor mount to suit.

As mentioned earlier, if you choose electric power there is a supplied pre-assembled motor box that bolts to the same bolt positions on the bulkhead.

To fit the cowl, a cut out will need to be made to clear the cylinder head, carb and exhaust manifold. This can be a tricky



Cutting out a neat hole for the engine and carburettor using a paper template and transferring the shape developed to the glassfibre cowl





Take your time and you'll get a neat result like this!



Radio fit using some pre-digital but good quality coreless JR servos



Fully assembled and ready for retro F3A flying

While the Curare can be fitted with optional electric power parts, the tuned pipe glow engine really evokes the true spirit of this classic R/C design

job to get a neat result, and I use a piece of paper taped to the side of the fuselage and then mark the engine position, cutting the paper to clear. Once done, remove the motor, position the cowl and transfer the cut out position using the paper template. It will still need some adjustment and probably additional clearance to get the cowl on and off, but with a little time and patience you will end up with a nice neat fit. Once fitted and positioned, and lined up with the spinner, the cowl is fixed with four screws into the edge of the ply front bulkhead. A spinner wasn't supplied, so I used an Irvine plastic spinner with an aluminium backplate, which suited the nose profile well. With the cowl on, the exhaust manifold is bolted on.

The supplied fuel tank is then installed under the removable canopy and secured with cable ties and bedded on silicone sealant to prevent movement. This would be the battery location if going with the electric power option. The canopy is fitted with dowels at the front and two screws at the rear. This is one area that slightly let down the quality of the rest of the kit. The pre-drilled holes in the fuselage sides didn't quite line up with the captive nuts on the canopy lugs, which meant slotting the holes by around 2 mm on one side. Using rubber-backed washers covered this up, but it wasn't up to the high standard of construction found elsewhere.

With the silicone fuel tube connected and the supplied throttle snake installed, there's just the recommended 11" x 9" prop to add and the motor installation is complete.



F3A models old and new – 35 years of model evolution!



### Anhedral Tail

The horizontal tail is supplied in two halves and is joined with a short ply brace and carbon rod incidence peg installed into pre-formed slots in the fuselage. The tail has very pronounced anhedral, giving the Curare that characteristic '70s look that was fashionable in the day.

The tail was fixed using 30-minute epoxy and held in place with sticky tape from fin to tail tip to fuselage underside while curing, giving time to check and set the alignment relative to the fin and wing. This was easily achieved without any major adjustment, again demonstrating the straightness of the airframe.

Hinging to the rudder and elevators was done as with the wing, using the supplied Mylar hinges in the pre-made slots. Again there was no drama here, with everything fitting as required. Linkages to all three surfaces are done with solid wires running in plastic snake outers. As with the flaps, the two rods to each elevator half were joined together at the servo end to form a forked arrangement. Again collets and grub screws were supplied to join the rods, but I substituted binding and soldering the two rods, just for my own preference. There are some laser cut parts supplied that are assembled to form a front support for the three snakes driving the tail. These are easily assembled and then glued into position. I'm not normally a fan of snakes

for flight controls but I must admit that the supplied ones, using piano wire inner rods, does produce a good solid, slop free linkage. The elevator, rudder and throttle servos are screwed into the pre-installed servo tray and the linkages are then completed with the supplied hardware. **rcmw**

*Jon continues his review in the November issue, with setting up and flying of the Curare.*



*Get the next issue to read Jon's notes on setting up and flying the Curare. Paul Higham picture*

## RC MODEL WORLD DETAILS

### MODEL INFORMATION

<b>NAME:</b>	Curare 60 Hanno Prettner Edition
<b>MANUFACTURER:</b>	Modellsport Schweighofer
<b>MODEL SUPPLIED BY:</b>	Sussex Model Centre
<b>PRICE:</b>	£281.50
<b>ADDITIONAL SUGGESTED PARTS:</b>	Jetcraft Curare Electric Retracts £119.99 West Eurotech 52 T1 'Curare Special' w/Genesis Pipe & Manifold £183.81
<b>MODEL TYPE:</b>	ARTF Retro F3A
<b>CONSTRUCTION:</b>	Built up balsa & ply
<b>WINGSPAN:</b>	1640 mm (64.5")
<b>LENGTH:</b>	1400 mm
<b>EMPTY WEIGHT:</b>	1250 g
<b>SERVOs:</b>	5 off (Spektrum S6040, Savox SC-0253MG or SC-1258TG recommended)

### OPTIONAL ELECTRIC POWER

<b>MOTOR:</b>	LiPolice LP-4025 /12T-510KV Brushless
<b>ESC:</b>	85 Amp Opto
<b>PROP:</b>	12 x 10E APC
<b>LIPO:</b>	5 or 6S 3200-4400 mAh

### LIKES

Classic retro looks • Build quality and lightness • Perfect colour match of paint and film covering • High quality covering  
Detailed set up instructions • items supplied for both I/C and electric power • Flying qualities

### DISLIKES

Fit and securing of the canopy not up to the standard of the rest of the kit • Nose wheel well too shallow for nose wheel, but not really noticeable in flight

### CONTACT

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