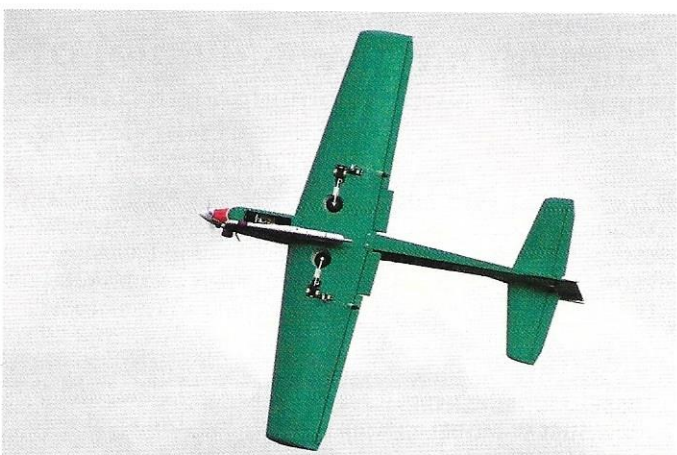




Rear view showing the anhedral tail



Sustained knife-edge flight benefits from the higher speeds that Curare is best flown at. Photo by Paul Higham



The underside may be plain but it contrasts nicely with the bold colours on top

all the time other than for landing, where I use the landing flap setting. With the snap flaps selected, the take-off is improved as the model breaks ground more easily and in flight it gives a really positive elevator response without being twitchy. And it doesn't appear to adversely affect snap rolls and spins.

The landing flap setting makes landings simple. Even at six and a half pounds the model floats on pretty well with no flap, but the landing flap setting allows you to come in with a bit more power and touch down at your feet at low speed every time. The recommended down trim compensation with flap also proved to be spot on.

The Jetcraft retracts have been great, working reliably throughout and, being electric, they retract and extend at a nice slow speed, which always looks good when climbing away from take-off. They have an auto cut off function if they jam before completing their full cycle, so I have had no concerns with powering them from the receiver battery as designed.

The model has attracted a lot of attention at my club, both from long term modellers who remember the Curare from the first time around, but also from newer and younger flyers who just love the look and performance of it. I keep hearing the comment 'that goes really well' after I have flown it.

I have let a few of my club mates have a go with the Curare and all have enjoyed it as much as me, most commenting, as I have said previously, that it seems to fly unlike other aerobatic models they have flown.

I haven't really flown glow for probably four years. These days I am very much an electric convert for anything up to around 80" size and I use petrol engines for larger sizes, so initially I would have preferred to review this with the electric power option. However, the glow set up just feels like it suits the model. And because I like to fly it fast, with electric power there is a tendency to want to be a little more conservative with the throttle to maximise duration, but flying with the throttle stick fully forward is not an issue with a 2-stroke! The downside is definitely the oily mess to clean up, but to be honest I can put up with that for the other benefits. And, of course, this model is from the '70s, so a revving 2-stroke just seems more appropriate.

I have found that a good maintenance regime is important as the original colour scheme is made up of many small pieces of film, with many 'points'. So with the exhaust residue it needs regular cleaning and going over with a sealing iron to keep it in good nick.

You might be thinking that I seem pretty enthusiastic about this model, and you would be right!



With the West 52 on the pipe, Curare blasts past. Photo by Paul Higham



At the other end of the speed range, this sleek model floats well when landing. Photo by Paul Higham

Go West!

With reference to my comments earlier regarding suffering initial engine cuts with the West 52, I had a series of engine cuts early on, always when increasing throttle from mid range to high.

Following a few conversations with Alan Greenfield of Weston UK, it transpired that there have been some issues with the originally supplied carburettor exhibiting a rich mid range when used with this specific motor, which is a new version. At the time of writing Weston are still investigating the problem, but they are currently supplying the motor with an alternative ED AMC Multi-carb, which fits straight to the engine with no modification required other than requiring additional clearance for the cowl, and this has completely solved the issue. They have also sent this replacement part to their existing customers. Alan has been extremely helpful in identifying the cause of the problem and acting swiftly in resolving it.

Now the engine is running well, I can confirm that it is an impressive bit of kit, turning an 11" x 9" propeller, which is a big load for an engine of this size, with great authority, which I suspect most standard 60 motors would struggle to match. The matching pipe and manifold and large propeller give very reasonable noise levels with excellent, linear throttle response, easy starting and lots of power! **RCMW**

RC MODEL WORLD DETAILS

MODEL INFORMATION

NAME: Curare 60 Hanno Prettnr Edition
MANUFACTURER: Modellsport Schweighofer
MODEL SUPPLIED BY: Sussex Model Centre
PRICE: £281.50
ADDITIONAL SUGGESTED PARTS:

Jetcraft Curare Electric Retracts £119.99
 West Eurotech 52 T1 'Curare Special' w/Genesis Pipe & Manifold £183.81
MODEL TYPE: ARTF Retro F3A
CONSTRUCTION: Built up balsa & ply
WINGSPAN: 1640 mm (64.5")
LENGTH: 1400 mm
EMPTY WEIGHT: 1250 g
SERVOs: 5 off
 (Spektrum S6040, Savox SC-0253MG or SC-1258TG recommended)

OPTIONAL ELECTRIC POWER

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

CONTACT

SUSSEX MODEL CENTRE
WWW.SUSSEX-MODEL-CENTRE.CO.UK
01903 207 525



The West 52 and matching pipe, manifold and large propeller give very reasonable noise levels with linear throttle response and lots of power!