

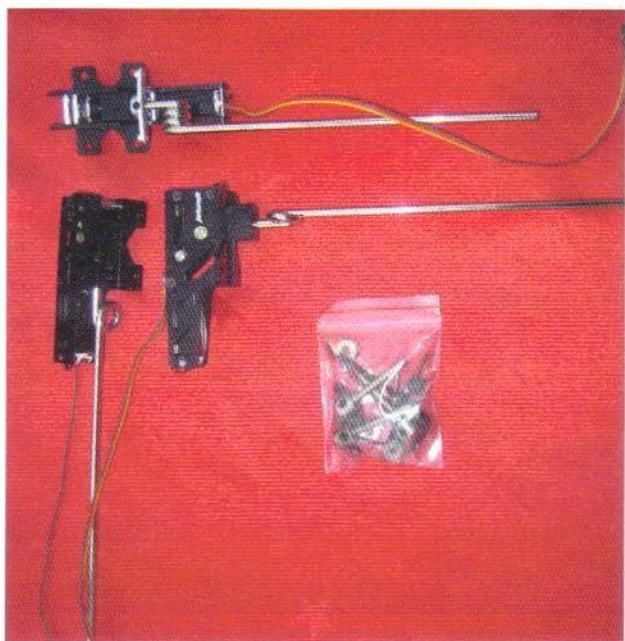
Aileron installation was simple. The position of the control horn needs to be marked on the aileron from the servo arm connection position, and the supplied horns are the threaded rod type, which makes fine manual adjustment of throw on each side easy. The horns are fixed with three screws through



Neatly poly bagged parts in the bottom of the box



Parts unwrapped and ready for assembly



Optional electric retracts add a nice touch

the triangular base into a matching plate on the top of the surface. I always cut the film away beneath the horn base and soak the surface with thin cyano as I tighten the mounting screws up. This reinforces the balsa at the horn position and makes for a very secure fixing. Fibre faced Mylar hinges are supplied and the surfaces are accurately pre-slotted for them. I found a minor issue in that the fibre layer was showing signs of separating from the Mylar layer, but with care, when inserting into the slots, this did not cause a major problem. Once thin cyano was wicked into the hinge slot they were very secure. The trick here is to make sure plenty of glue is used. I keep adding a drop at a time while folding the hinge backwards and forwards until no more cyano will run into the slot. Be very careful that the glue doesn't run onto the underside of the surface when you do this,

as having a run of glue harden on the other side of the surface will definitely spoil your day!

Aileron servo mounting holes are revealed by cutting the covering film away. The servo is then screwed into position. A draw thread is pre-installed in the wings to pull the servo lead through the wing to the root position, a handy feature that makes the servo installation simple.

I have a collection of 'old school' JR coreless non-digital servos from my F3A days in the late '90s. They are not old enough for the '70s era, but I wasn't sure I wanted to go quite that 'retro', so they seemed appropriate to use for the Curare.

I used the supplied linkage hardware of 2 mm pushrods with plastic clevises. The only addition was to add silicone fuel tube retainers around the clevises to ensure they did not open up under load. It's not strictly necessary, but it's an easy to do mod for added security.

Flaps And Retracts

The flaps are actuated with torque rods to a central servo. The flaps were hinged and the torque rods installed, and the servo would be added after joining the wings.

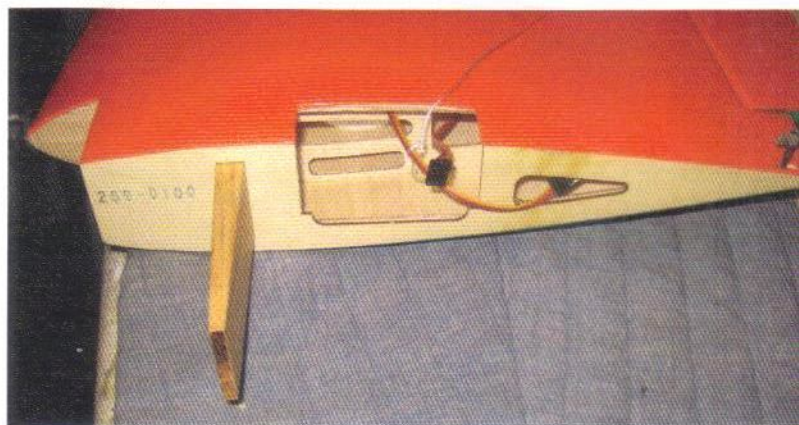
Next was the retract installation, which was very easy with the supplied Jetcraft electric retracts. They fitted perfectly in the pre-installed hardwood bearers. I had to remove a little of the plastic wheel well liner to clear the retract body, but otherwise no mods were required. The retract lead was threaded through to the wing root using another pre-installed draw thread.

With the ailerons and retracts done it was time to join the wings. The joint is reinforced with a hardwood brace that is glued into a box at each wing root. The brace looked surprisingly small to me, but I can confirm, on completion that the wing was plenty strong enough.

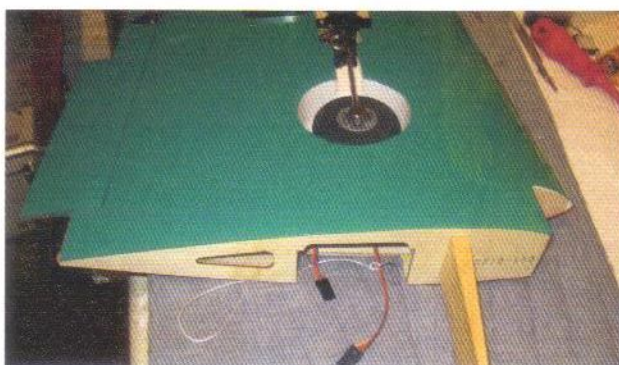
When joining wing panels I always make sure that the wingtip



The chunky wooden wing joiner



Tapered joiner in place at the wing root



Be sure to check the joiner fit on both sides before gluing