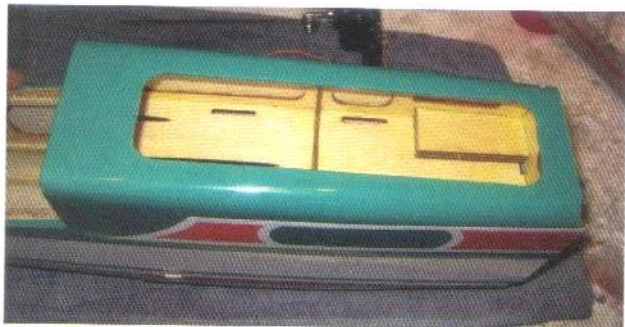


*Retract and aileron servo installations*



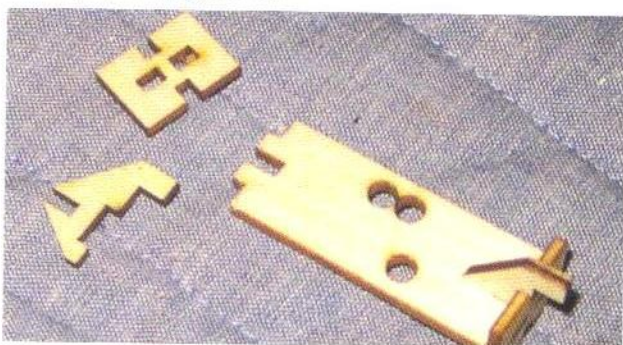
*Front wheel well depth is restricted by the tank bay above so it cannot not be increased*

incidences are the same. This way the effect of any minor warps in the wing panels will be minimised. This can be done using jigs at each tip, or an incidence meter. With the tips set at equal incidence, I bring the roots together at the leading edge and look at the relative positions of the trailing edges at the root. My rule of thumb is that anything within 2 mm is acceptable. The Curare wings lined up perfectly, and this was an early indication that this was a very accurately constructed model. So far, so good!

My next task was to install the pre-cut parts to make the flap servo mount. This was my first error as I later realised I needed to make a hard point to install the tuned pipe mount. This would have been much easier with access inside the wing root. Installing the servo mount blocked the only access point.

The flaps are driven with a forked pushrod via torque rods. The hardware supplied used collets with grub screws to clamp the individual rods together. While this would give a perfectly good result, I decided to go with the more traditional method of binding and soldering the joint. This was one of the few areas where I deviated from the instructions, as it seemed to be a more permanent solution. Just my personal preference.

The flaps on the Curare serve two purposes. The first is to slow the model on landing. An accurate spot landing was judged in '70s F3a, so flaps gave much better control for these fast flying and slippery models. In addition the flaps can be coupled to move opposite to the elevator to tighten the looping radius, called snap flaps in the day. This is easily set up by transmitter programming later on.



*Laser cut parts are assembled to form a front support for the three snakes driving the tail*

With ailerons, flaps and electric retracts, you end up with five leads at the centre section. With multiple leads, I like to secure them with a length of spiral wrap with the leads slightly staggered in length. Doing the same with the leads from the receiver ensures they are neatly secured and connected in the correct order when attaching the wing. I separated the five leads into a two and a three either side of the flap servo mount, with the aileron and retract one side and aileron, retract and flap on the other.

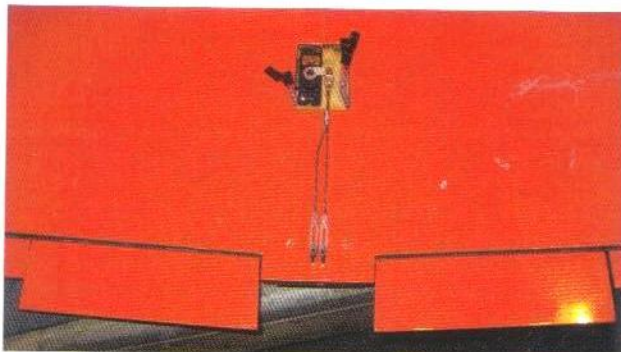
With just the two front dowels to glue into the wing leading edge and after installing a ply hard point for the pipe mount,



*The anhedral tail is joined using a short ply brace and a carbon rod incidence peg fitted into pre-formed slots in the fuselage*



*Connecting up the tail linkages using good quality parts*



*Jon's only deviation during the build was to bind and solder the Y shaped flap pushrod*