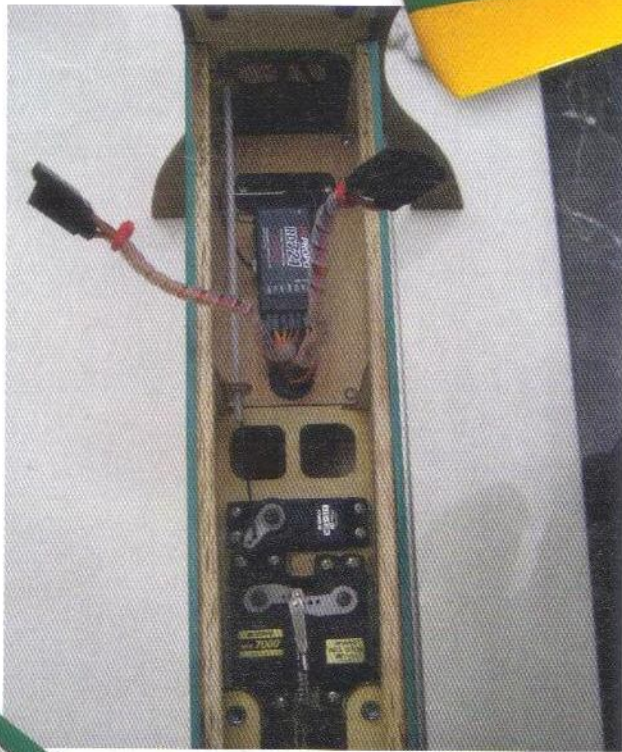




Take your time and you'll get a neat result like this!



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.