



I spent a lot of time setting control surface deflections to make sure not only that they were as per the manual, but also that they were equal on each aileron and elevator half, and that each elevator half tracked equally across the entire range of movement. This is something that I always do as it ultimately saves time during the trimming process; unequal elevator throws in particular will cause the model to screw out during pitching manoeuvres.

With the supplied decals applied and photos taken the Curare was ready to go.

First Flights

At the field everything was again checked for security and for correct direction of the controls. A successful range check was carried out from all directions, so I was ready to go.

The West 52 engine is a non-ringed ABC type and it was initially very tight at the top of compression, which is normal for a small high performance two stroke, so initial starting was tricky. But after some running it got much easier. At the time of writing I have had two gallons through it, and it is still tight at TDC when cold but it now starts very easily by hand.



Smooth aeros are what this model does best



Flying with the throttle stick fully forward is not an issue with a two-stroke!