



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!