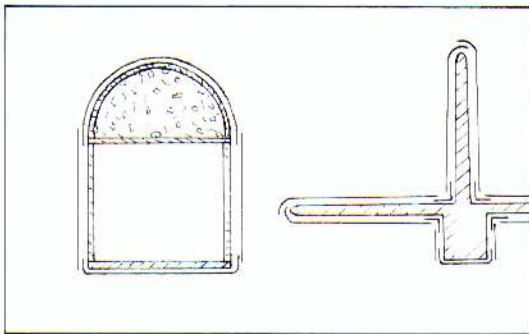


GlossTex

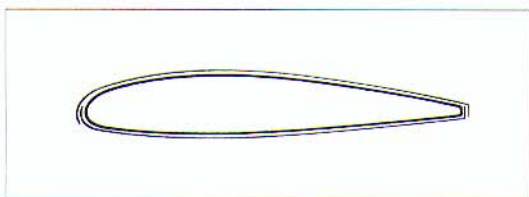
IRON-ON, SELF-ADHESIVE FABRIC COVERING
WITH A HIGH GLOSS PAINT FINISH

SUPER LIGHT with immense strength and toughness
EASIEST TO APPLY with fantastic ability to mould to complex shapes
TERRIFIC SHRINKAGE with heat to a drum-tight finish that won't sag
LOW HEAT ABILITY so GlossTex is safe to use on sheeted foam
AIRTIGHT AND FUELPROOF when ironed in position

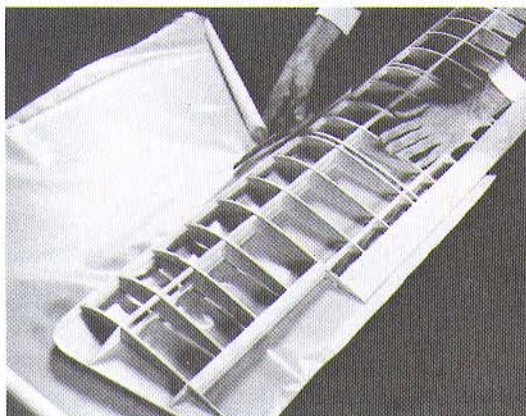


FUSELAGE Cover top and bottom overlapping on to sides, then cover sides

TAILPLANE Apply narrow strips in corners before applying main covering



WINGS Cover underside first, then top surface - overlaps at least 5mm (1/4 inch)



Cutting - 1" oversize at edges and 3" oversize at wing tip

GlossTex is a super light, extra fine woven fabric covering material which adds immense strength and toughness to an air-frame. GlossTex is coated with a powerful adhesive exclusive to this product. The material is an excellent covering for all types of model construction. The adhesive is active over a wide temperature range and gives GlossTex the unique advantage that it can be used at low temperatures on foam/veneer or other heat-sensitive materials. It has an amazing ability to mould around compound curves. GlossTex is fuelproof and airtight as ironed on. The painted surface is resistant to glowfuel, diesel fuel and petrol (gasoline).

MODEL PREPARATION. The aim is to provide a smooth level surface on which to bond the GlossTex. Fill all dents, cracks or gaps at mis-matched joints. Sand the model smooth and wipe away all sanding dust. Be sure the model is thoroughly dry by leaving in a warm dry place for several hours immediately before covering. This is because any dampness (e.g. white glue joints not properly dry) may 'steam' and bubble with heat of the iron. Pre-coating of balsa (by dope etc.) is made unnecessary by the extra strong bond achieved by the GlossTex adhesive. On plywood, veneer and (similar non-porous surfaces) a very thin coat of Balsaloc applied with a scrap of plastic foam, rubbed into the grain and allowed to dry, will ensure a very good bond to the wood. Always remove the clear liner before applying GlossTex.

FUELPROOFING. Apply Clearcoat inside the engine and tank bays and around the nose back to the wing position. Allow to dry at least 24 hours and then apply the GlossTex. After covering apply another coat of Clearcoat (or Solarlac to match the fuselage colour) inside the engine bay and up to the edge of the GlossTex. No further fuelproofing is necessary - some fuelproofers applied on top of GlossTex may cause the covering to slacken and wrinkle.

IRON TEMPERATURE is the key to easy covering with GlossTex. Correct iron temperatures and slight changes in covering technique to suit different types of model construction will allow you to achieve perfect results. A 'modellers thermometer' is the best way to set iron temperatures - we strongly recommend a thermometer as the way to a big improvement in anyone's covering skill.

The iron temperatures are:

LOW - for bonding GlossTex to the airframe - 90°C to 100°C.

HIGH - for shrinking GlossTex, stretching round complex curves and final sealing of all edges and overlaps after the covering has been shrunk tight - 100°C to 120°C.

Without a thermometer to test your iron temperature, use some 1" squares of GlossTex. Start with the iron at low and place one square (glossy side down) on the sole of the iron and watch its behaviour:

below 80°C the square will lie flat with very little movement

at 80°C the square will slowly bend up into a V-shape

at 100°C the square will slowly fold over on itself

above 100°C the square will fold over quickly

Mark the thermostat dial so you can easily reset your iron temperature.

IMPORTANT WARNING Do not use a higher temperature than recommended - it will cause marring of the glossy surface with the hard edges of the iron and also cause the GlossTex to bubble or wrinkle later on.