

POLYESTER THERMAL SHRINK COVERING FOR FLYING MODELS

Solarkote – A new high-tech polyester covering specially made to overcome the defects of earlier polyester coverings

EASIEST TO USE – has more shrink for easier wrinkle-free covering

EXTRA TOUGH POLYMERISED COLOUR LAYER avoids colour separation

EXCLUSIVE MULTI-TEMPERATURE ADHESIVE – safe at low temperature even on heat-sensitive materials such as veneered foam parts

BETTER HOT-STRETCH for easier contouring at wing tips

FOR THE BEST RESULTS – USE THE METHODS DESCRIBED ON THIS SHEET AND DO EACH PART OF THE COVERING IN THE ORDER LISTED IN THESE INSTRUCTIONS

1 Covering is done using separate pieces of Solarkote for each surface of the model. Do not try to cover a whole wing or fuselage by wrapping round a single piece of Solarkote.

WINGS – cover each panel separately, with one piece of Solarkote for the underside and a separate piece for the upper surface of each panel (diagram 1). Where pieces meet the last one is overlapped on to earlier piece by about 5 mm. Diagram 2 shows the sequence for covering a two-panel wing using four separate pieces of Solarkote. Pieces (a) and (b) on the bottom, overlapping at the centre. Then pieces (c) and (d) on the top, again overlapping at the centre. At the wing tip the coverings are shown continuing round the end and overlapping, but there are other methods for covering wing tips as explained later.

2 FUSELAGES are covered using four pieces, top and bottom first, finishing with the sides (see diagram 3).

3 CORNERS e.g. where a tailplane joins the fuselage or a fin joins the fuselage. The corner is covered using a narrow strip of Solarkote (20 mm wide). Then the larger pieces of covering for tailplane and fin are applied, overlapping on to the strips (see diagram 4).

4 PREPARATION FOR COVERING. A little extra time spent in preparation will pay off in the final appearance of your model. The aim is to have a smooth, even surface all over the model. Fill all holes and cracks with filler and sand smooth. Any lumps or unevenness in the surface will show through the covering. Surfaces other than wood (epoxy, fibreglass, plastic etc) should be sanded smooth. Hard non-porous wood surfaces (plywood, veneer) can be treated with a very thin coat of Balsaloc and allowed to dry.

Finally brush off any sanding residues and wipe with a tissue dampened with thinners or alcohol. See note on FUELPROOFING for engine-powered models.

5 FUELPROOFING. Polyester is normally not affected by fuels (glow, diesel or petrol/gasoline) but if fuel penetrates under the edges or between overlaps in the covering then it will soak into the wood and later cause the covering to loosen and wrinkle up. Also fuel soakage weakens and drastically shortens the life of any model.

To ensure a fueltight seal at edges and protect the model from fuel soakage – give the engine bay, fuel tank bay and nose back to the rear of the wing seat a coat of Clearcoat BEFORE covering the model. Allow the Clearcoat to dry for 24 hours. Any other areas which are subjected to fuel or exhaust will benefit from being Clearcoated before covering (e.g. leading edge of tailplane and centre section of wing).

WARNING. Clearcoat will attack plastics and plastic foam. On veneered foam wings always seal any cracks, holes or gaps in the veneer with epoxy before applying Clearcoat as the Clearcoat will destroy any foam it reaches. On plastic test for any bad effect by applying Clearcoat on a small area first. Note that

