

Polyester

LIGHT, TOUGH, HIGH-SHRINK COVERING FILM

For details of all Solarfilm Products visit: www.solarfilm.co.uk

- HIGH SHRINK** – so wrinkles disappear 'by magic'
- DURABLE** – won't sag or wrinkle in any conditions
- FUELPROOF** – resists all fuels – glo, diesel, petrol, gasoline
- EASY TO APPLY** – hot stretches easily round wing tips & cowls

USING SOLARFILM POLYESTER Covering is done using separate pieces of SP-film for each surface of the model. Do not try to cover a whole fuselage or wing like a parcel by wrapping in a single piece of SP-film. Cut the SP-film larger than the surface being covered, remove the clear plastic liner that protects the adhesive side of the film. Lay the film, adhesive side down on the surface and iron in place using a modellers covering iron.

WINGS Diagram 1 – each panel is covered separately, bottom first and a second piece of SP-film for the top surface, overlapping them at the leading and trailing edge.

Diagram 2 – a two panel wing uses four pieces of SP-film in sequence a), b), c), d).

FUSELAGE Diagram 3 – four pieces to cover in order – top, sides, bottom. Note overlaps.

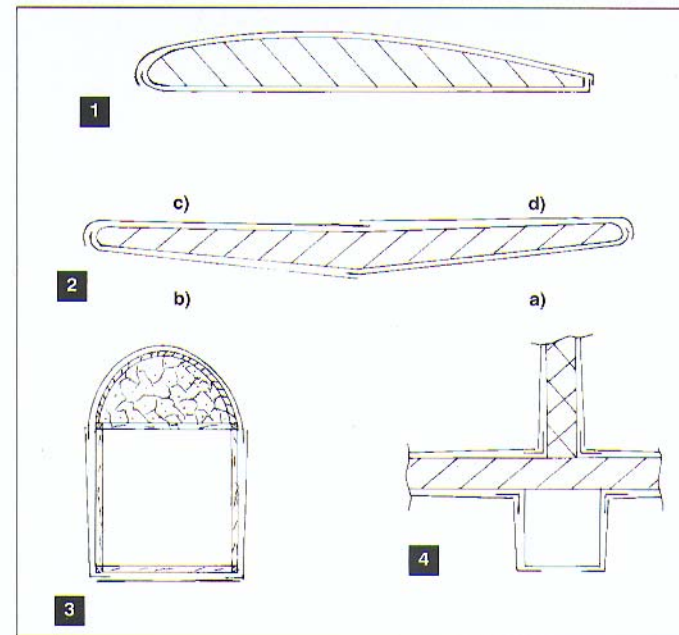
CORNERS Diagram 4 – 'inside' corners, such as the joint between fin and tailplane, are covered by a strip of SP-film (20 to 30 mm wide) and the main covering is then overlapped on to the strip.

PREPARATION FOR COVERING. Extra time spent in preparation will pay off in a better appearance of the finished model. Aim to have a smooth even surface all over the model before starting to cover it. Fill all holes, cracks and dents and sand smooth. Bumps and unevenness in the surface will show through the covering. Surfaces other than wood (fibreglass, epoxy, plastic) should be sanded smooth and given a thin coat of CLEARCOAT, then allowed to dry. Finally, brush off any sanding dust and wipe with a tissue dampened with thinners or alcohol. On engine powered models the following areas should be given a coat of CLEARCOAT:- engine bay, fuel-tank bay, nose back to wing seat, landing edge of fin and tailplane.

Allow the Clearcoat to dry for at least 24 hours before covering. When SP-film is ironed on to these areas, it makes a fuel-tight seal with the dry Clearcoat. Even if fuel gets under the edge of the film or between an overlap between two pieces of film the dry Clearcoat prevents fuel soaking into the wood.

Note – traditional fuelproofers (varnish, polyurethane, or two pack types) should not be used in place of Clearcoat. SP-film does not adhere properly to these fuelproofers.

FUELPROOFING is not necessary except as above. Solarfilm POLYESTER is proof against all fuels – glo, diesel, petrol, gasoline.



APPLICATION of Solarfilm POLYESTER. Plan your covering so that the small, difficult areas (complex shapes, inside corners etc) are covered first, then finish with the larger, easier parts. For an easy and successful covering job there are two essential things you have to be able to do:-

1. set your iron to the correct temperatures. Using wrong temperatures creates difficulty during covering and often leads to disappointing results.
2. be able to use the three basic covering techniques that are used to cover areas on a model that consist of:-
 - a) frameworks, such as wings of rib/spar construction, fuselage girder frames from strips & crosspieces.
 - b) solid surfaces such as veneered foam wings, sheet balsa tailplanes & fuselages etc
 - c) complex 3-dimensional shapes such as wing tips, cowlings etc