

COVERING WITH AEROSPAN

Aerospan is a synthetic tissue (known as Polyspan) with a distinct grain and one shiny surface. When covering airframes, the grain must run along the longest dimension i.e. wing span and the shiny surface to the outside

Prepare the bare framework by applying at least 3 coats of dope, sanding with worn 400 grit wet & dry paper between each coat. Cut and apply the **Aerospan** by brushing dope thinners (acetone) through it around the periphery (reactivates the dope), rubbing it down with a finger to adhere it, and pulling out the wrinkles.

*Tip1:- On wings and stabs, I have found it easier to start at the main spar and secure the **Aerospan** for the full length of each panel (stretching the covering along the spar) then work out to the Trailing edge first, then the Leading edge.*

Tip 2:- For undercambered wings, use tip1 to start and if you have enough dope on the rib, work from the main spar out to the Trailing edge using your finger to rub the tissue to the rib, yes, it does work.

On large compound curves, such as large surfaces of wing tips, **Aerospan** can be worked with a combination of stretching and heat shrinking. The best technique is to pull out as many wrinkles as possible as you work around the periphery, doping the material down. **Aerospan** can be stretched a bit as you pull it, taking out the larger puckers. With the material doped down all around, you can now apply heat (use a Solarfilm iron or equivalent) to shrink out the wrinkles.

Remember, **Aerospan** cannot be shrunk with water. When you are finished with covering, lightly run the Solarfilm iron (set at about 100°C) over the surface then apply a minimum of 3 coats of dope thinned 60/40 with thinners, sanding lightly with either very well worn 400 grit or new 800 grit wet & dry paper to remove the slightly rough surface between each coat.

Tip3:- Have trouble with the covering blushing? (White blotches, it is moisture trapped in the dope) Add Butyl Acetate to your dope or brush it directly on to the covering and watch the blushing disappear. Try the better paint outlets and ask for thinners (I think it's Watty!) with at least 75% BA in it.

Tissue trim can now be applied at this point. Likewise for high visibility of free flight models, fluro spray paint can be lightly dusted on wing tips as this area is unaffected by engine exhaust or fuel.

For control line and radio models, fuel proof coloured paints can be sprayed or brushed directly onto this material but please observe the note below about sagging.

Tip4:- I use Tamiya spray lacquer available from hobby shops that stock plastic kits. It is not fuel proof but effective on wing tips or decorative trim on non engine powered models.

Fuel proofing may cause covering to sag. Simply apply the heat iron (with the shoe covered with a pure woollen or cotton sock) to retighten.

Tip5:- I recommend Watty! 7008 two part polyester floor finish as a fuel proofer, it's all I use.

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