

most pod and boom helicopters, there is no contest. This plastic material is virtually indestructible at the penalty of being virtually un-paintable without specialized and expensive automotive primers and paints. Consequently, there is also a very limited range of colors available. The reason you are reading this page is that you want to fly a model that looks and holds all the prestige of a real helicopter.

Flexibility

A wonderful attribute of fiberglass is in its flexibility. Century and Funkey are proud of the craftsmanship that goes into every fuselage. However, fiberglass parts may migrate while inside the shipping box. When two mating components are brought together and they do may not align or mate perfectly. Dealing with this is very simple using the following simple procedure. Using a heat gun, set at the high setting, at a distance of 1-2 feet away, evenly heat the warped part until the outside surface is hot to the touch and the part has become pliable (flexible). Using adhesive tape, mate the two fiberglass parts together and let both parts sit until both parts have reached room temperature. Remove the tape and now both parts are stable and match one another. In some instances, depending on the location of the warp, the part may need to be held in an over-extended position to achieve the proper shape when the part is finished.

Dealing with Fiberglass.

Fiberglass is easier to repair than you think. Using today's CA type of adhesives, a severe crack in a fuselage can be simply fixed and the repaired section is much stronger than in its original state. Add touchup paint and no one would ever know it had been damaged. There is a limit to the amount of work one may wish to do in order to repair extensive crash damage. At this time one can simply use the option to purchase the replacement fiberglass part.

The Paint Job.

There is no magic to a good paint job, the true secret is time, patience and common sense. A modeler who thinks that they can throw paint onto a fuselage Friday night before flying on Sunday is dreaming, the helicopter would be flyable but even that is a stretch. The average modeler will spend the better part of a month to apply a good clean paint job.

Preparing the fuselage for painting.

After opening the fuselage, examine all the fiberglass components to see where work needs to be done to allow a simple "bring up" of the fuselage. "Bring up" describes the necessary steps to complete all the jobs in order to start priming the fiberglass parts. Typical work that is done at this stage is rough sanding on seams and jointed components, filling of surface imperfections, adding panel lines and rivets, cutting required holes and preparation for priming.

Step 46.

Start by thoroughly washing all fiberglass parts in mild detergent and water, this will remove any residue remaining from the molding process. Next wipe down all the parts with Acetone (from the hardware store). The Acetone will remove all traces of oil or grease that will affect the adhesion of two fiberglass parts or between the paint and the fiberglass. Now using steel wool or an abrasive pad commonly used for scrubbing dishes, scuff all surfaces that will be joined or receiving paint. What is important to note here is that we are breaking through the topmost resin surface and creating the best surface for the adhesive or primer. The prepared finish will have very fine score marks usually seen when the part is held to the light at a slight angle.

Step 47.

This is the time to rough sand any accessories or small parts, using the 320 grit sandpaper, that will be assembled and attached at different positions on the fuselage. These can be marking lights, engine exhausts, scale fuel tanks, horizontal and vertical stabilizers, guns, antenna or any scale details being bonded to the fuselage. These accessories should be test assembled to make sure that all parts are prepared, and you will be able to see any problems that may arise in trying to paint these parts. Some thought should be put into how to hold the part as it is being painted. Go ahead and bond these parts at this time using slow CA glue.

NOTE: As the fuselage resin is epoxy, regular 5-30 minute epoxies can be used to bond two fiberglass compo-