

easier to apply. Its best characteristic is its ability to be applied to sheet surfaces—such as our stab, elevators, and flaps—without those irritating, trapped-air bubbles. Merely tack it every inch or so around the perimeter and then shrink it down flat. Finally, completely seal the entire perimeter.

Here's a hint for neatly covering areas such as the flat wing tips or the innermost flat edges of surfaces like the flaps and elevators. Cover them first, and separately from the larger flat areas. Trim the excess to within $\frac{1}{8}$ in., or so, and iron around the edges. Now apply the covering to the major surfaces, slightly overlapping the already covered area. Trim closely again and seal around the corners. Done properly, the seams will nearly disappear, and the joint will be completely sealed with no unsightly excess covering hanging around.

I always cover the wing and tail before installation. Neatly mark the eventual fuselage location on them and apply the Supercoat up to within $\frac{1}{8}$ in. or so of that line.

Once the wing and tail are covered, install them in the unfinished fuselage. Be extremely careful that they are installed square to the fuselage and to each other. Remember, in Stunt straight is great, and crooked is the pits. Use either epoxy or aliphatic resin for the very important wing/fuselage joint. It must be extremely strong and not brittle. If there are any gaps in the joint—especially at the leading edge—fill them with scrap balsa to ensure a sealed joint.

Fillets! When the glue joint is dry, mask off the wing and tail so that only about $\frac{1}{8}$ in. of covering is exposed next to the fuselage. Cut the tip off a Sig glue gun and open up the hole to $\frac{1}{8}$ in. Mix up enough Sig Epoxolite to do the top and bottom of one wing or the entire tail at once. Don't try to do more than that at one time, as the material may start to harden before you are done modeling it to shape!

Using the modified glue gun, carefully apply a uniform $\frac{1}{8}$ - to $\frac{3}{16}$ -in. bead of Epoxolite. You'll need to experiment a little to learn how much is needed, but be forewarned! It will take less material than you think.

Keeping your finger wet with plain tap water, lightly mold the fillet to approximate shape. Use the tip of a round-bladed prop—again kept wet—to achieve a final, uniform shape. I use a Top Flite 7 x 3.

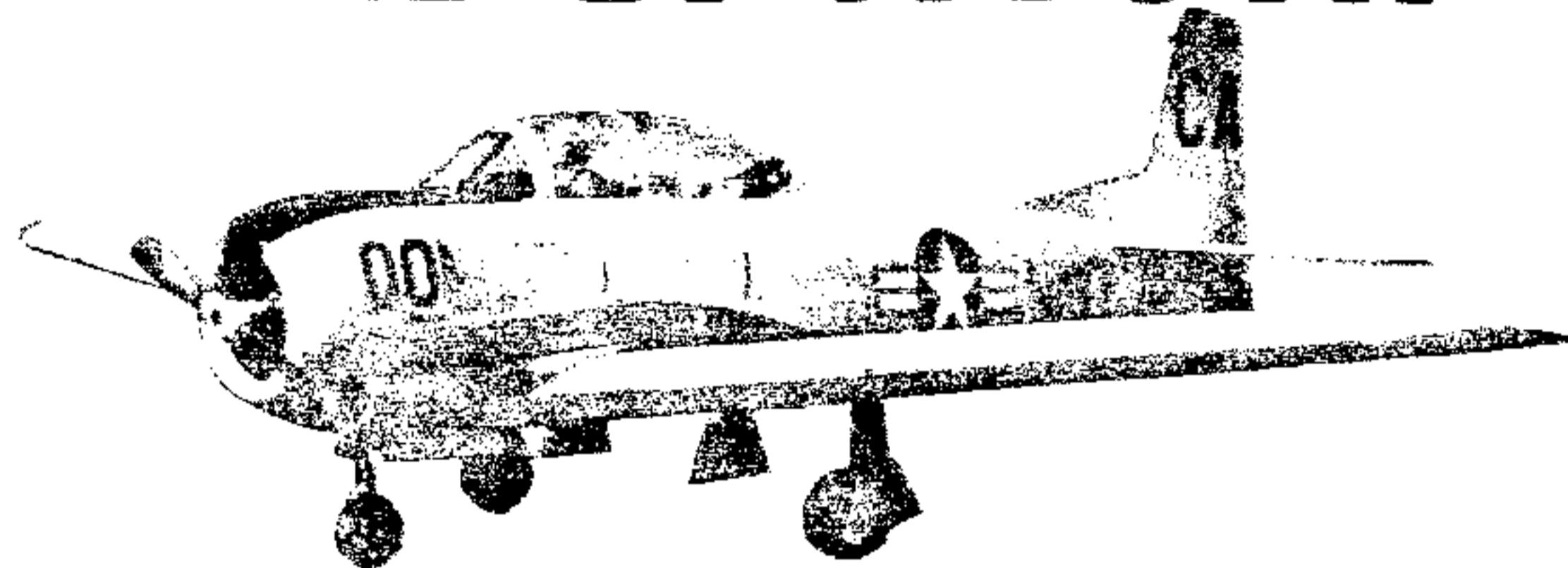
Carefully remove any excess Epoxolite, then lightly feather the edges of the fillet with a wet finger, and allow it to cure completely. The fillet thus applied should overlap the plastic covering on the wing and tail and will seal those joints securely in addition to further strengthening the wing/fuse joint.

After the Epoxolite cures, you will notice an oily feel to its surface. Remove this with either Sig Airplane Cleaner or dope thinner. Failure to do so may cause the paint finish to bubble over the fillets.

Pactra's Formula U can be applied over almost any filler material, so use your favorite. I covered the fuse with light silkspan applied dampened over two full-strength coats of Sig dope. I then applied a couple of coats of Sig Balsa Fillercoat. Sand the filler carefully between coats until a smooth surface is achieved. Seal the filler with a 50/50 clear-dope/thinner mix. After the dope dries completely, shoot one *very light* and a couple of medium coats of Formula U color of your choice, and stand back and watch it shine for a day or so.

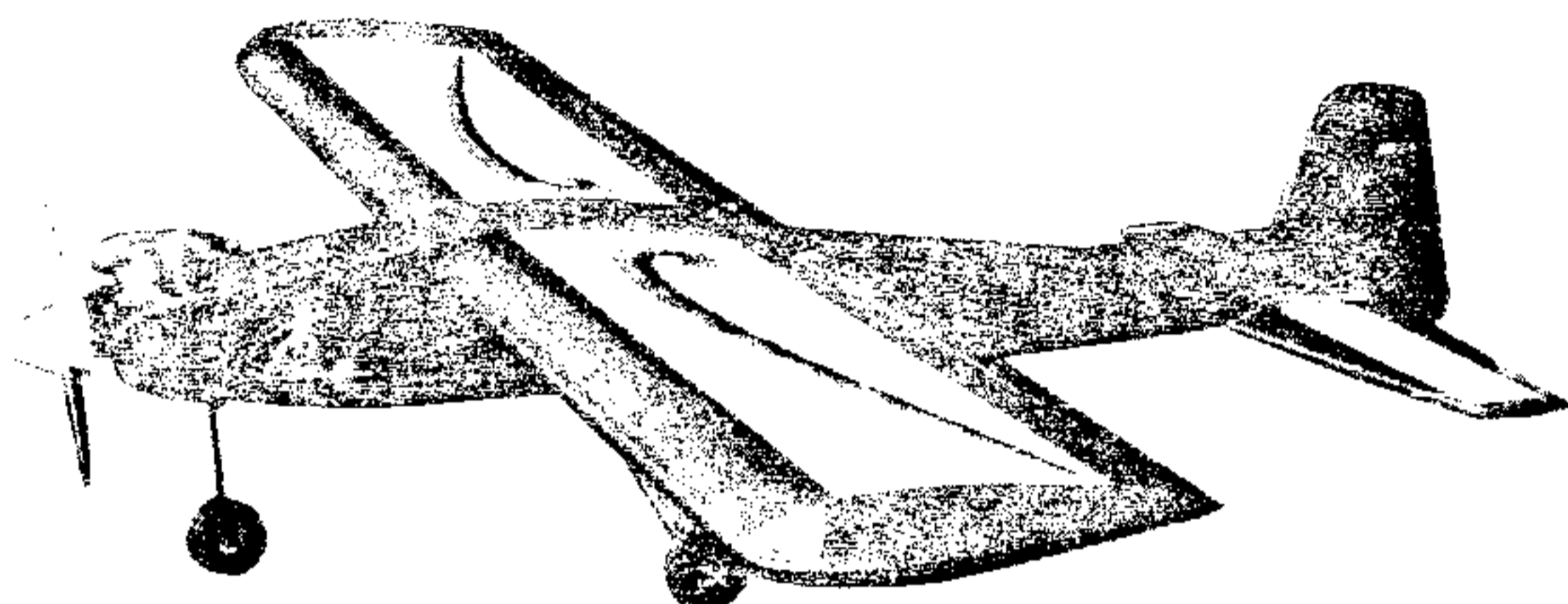
All of the trim on my ship is made from MonoKote Trim Sheets. To ensure identical shapes on both sides of the model, first cut the

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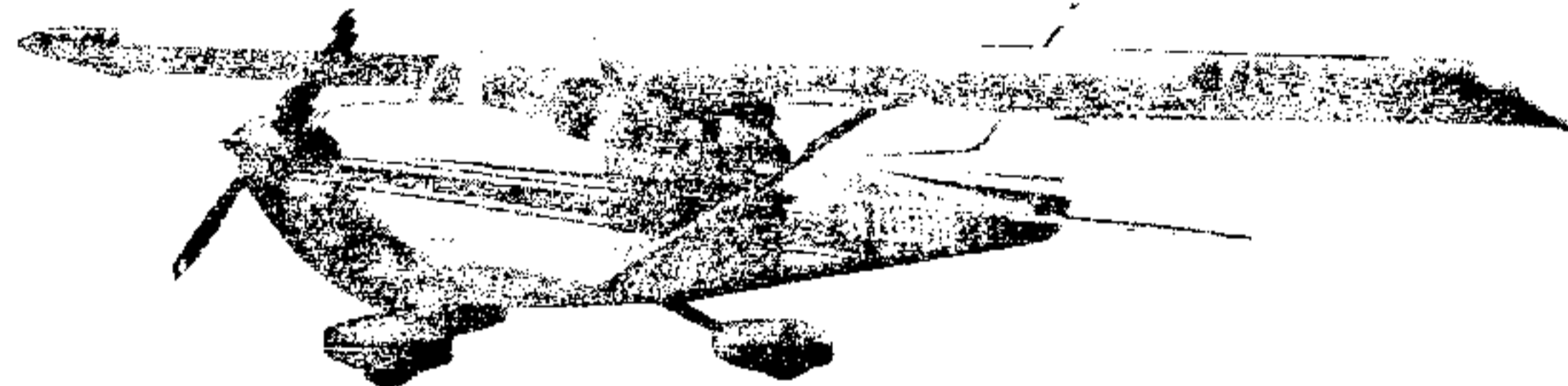
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design pattern from thin cardboard, such as department store gift boxes, and then use those patterns to cut the trim sheets. Make certain that you make right- and left-side designs!

The secret to applying these sticky critters exactly where you want them and without any trapped air bubbles is in your lady's cleaning cupboard: spray window-cleaner! I use Glass Plus or Windex.

Spray a liberal amount completely over the area where you intend to locate the trim. Remove the backing and locate the trim approximately where you want it. The spray will prevent it from sticking until you have positioned it exactly as desired. Hold it in position with one hand, take a paper towel and, working from the middle, squeegee the spray solution out from under the trim until all the bubbles are removed. Once the solution is all out, the trim is permanently affixed... right where you want it.

Now you can spend an afternoon finishing up the detail items. Glue in the hinges with epoxy. Mount the control horns securely so that the holes for the pushrod are directly over the hinge line. This will ensure equal up and down movement.

Bend the pushrod to shape and install it. I formed mine with a slight "Z" bend as seen in the photos. This allows the pushrod to be effectively lengthened or shortened, which is sometimes helpful in flight trimming. Don't forget to install the pushrod fairlead and the Du-Bro retainers. Use the pushrod holes shown on the plans to provide one-to-one control ratio on the flaps and elevators.

Mount the engine. In the photos you may see the Midwest thrust wedges used to provide 3° engine offset. These items are also available from Parma Company in the RC Car department. They come in sets of 1°, 2°, and 3°.