

nents together or any other item to it - wood or metal to the fiberglass.

Step 48.

Once the detail parts have been built into the sub assemblies are ready to paint, use a filler in sections that have gaps or slight surface imperfections, occasionally there are voids (air bubbles in the resin) that occur near the surface that need to be filled. There are allot of good fiberglass fillers on the market, it is best to check with your local hobby shop to get a recommended product. Try to stay away from porous fillers designed for wood as they will shrink and are not a good choice for larger areas.

Step 49.

Most major windows and accessory holes have been precut by Century, leaving only those that have a user dependency like the type of exhaust system used on the helicopter or the exact exit position for the cooling fan shroud.

Step 49a.

When making cutouts or holes in the surface of the fiberglass the best procedure is to drill a pilot hole using the 1/16" drill bit at corners or along a curve. Start with using a permanent marker to draw the opening or window. The pilot holes serves to avoid leaving sharp corners which given the nature of a helicopter will be the focal point for stress cracking originating from the corner. Once the holes have been made, use the moto-tool for all other roughing cuts. The cut off wheel is the best for straight lines and either the sanding drum or the curved stone is used for smoothing edges. If the cut out is a window, do not use the moto-tool for the final work. Switch to a sanding blocks, square blocks of various sizes for straight edges and round dowels for rounded corners.

Step 49b.

The exhaust opening should be 1/8" larger across the outside diameter of the exhaust pipe that extends below the bottom of the fuselage. After drawing the circle, use grinding stone and move in small circles until the hole is at the size wanted.

Step 50.

Priming the fuselage accomplishes two tasks: firstly, the primer paint is designed to aggressively adhere to the surface being painted and provide the best surface for the colored paint to adhere to; secondly, all surface imperfections will become visible. Depending on the particular imperfection, light sanding and the second priming will take care of 90% of the highly visible problems. The remaining 10% need to be filled, let dry, sanded and then sprayed with the second coat of primer. The primer process will be repeated until the surface is as perfect as your patience and time permit.

Step 51.

Select your paint color and follow the directions on the particular brand of paint being used as each manufacturer has different requirements.

Step 52.

Spray cans vs Airbrushed finishes. The preference is left the to the modeler, many good paint jobs have been accomplished using spray cans. However, a good spray can finish requires more attention than using an airbrush. If you want a professional looking fuselage that does not have the extra weight resulting from an over application of paint, airbrushing is the choice.

As for selecting the type of paint there are two different schools. For beginners, visit your local hobby shop and ask their opinion on painting fiberglass. As a general note, polyurethane is always a very safe paint that is fuel proof. The key is the last point, a perfect paint job can be easily ruined by spilling raw 15-30% fuel accidentally. There is no paint manufacturer who will tell you that their product will resist 30% fuel for very long and for the most part the fuselage is only exposed to the oil residue from the burned exhaust. We all know very well that in tight, restricted fuelling areas like those encountered in most scale helicopter, fuel spills will result from time to time.