Satin

Made in England by Solarfilm

Solartex

PRE-PAINTED, IRON ON, FABRIC COVERING

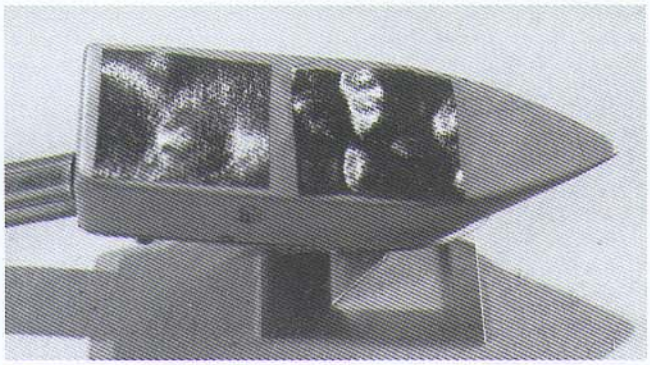
READY PAINTED with a two-pack fuelproof paint – resists glo, diesel, petrol

SUPERSHRINK with heat to a drum-tight finish that won't sag

LOW HEAT ADHESIVE is safe to use on sheeted foam parts

EASY TO APPLY and mould easily round wingtips and complex shapes

EXTRA STRONG woven fabric base – suitable for the largest models

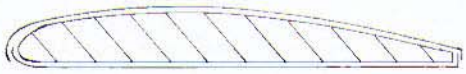


1

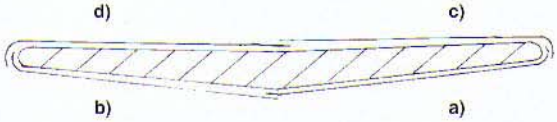
iron at LOW
fabric wrinkles slightly

iron at HIGH
fabric deep wrinkles

2

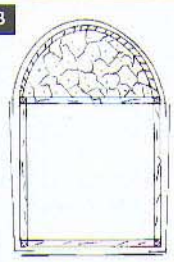


Do bottom first, then top, overlap on bottom.

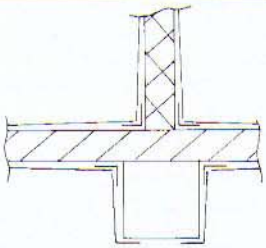


Wing – covered with four pieces of Solartex
a) first, then (b), (c) and (d)
note the overlaps at the centre

3



Fuselage – cover top then sides and bottom using four pieces of Solartex



Note – strips applied in corners before main covering

SATIN SOLARTEX is a superlight, extra fine, woven fabric that has been painted at the factory with a special two-pack paint that is resistant to all fuels – glo, diesel and petrol (gasoline). A special heatseal adhesive on the back of the fabric gives excellent adhesion to wooden surfaces and to the painted front surface of the Solartex. The adhesive is colourless so the airframe is not contaminated with colour – making repairs or re-covering very easy. When the model is in use, to keep the Solartex in 'as new' condition, it should be scrubbed gently with soapy water to remove grime and deposits of fuel or oil. Solartex is very strong and tough so it is suitable for covering the largest models.

MODEL PREPARATION. The aim is to provide a smooth, even level surface on which the Solartex will bond securely. Fill all cracks, dents or gaps at mismatched joints. Sand the model smooth and wipe away all sanding dust. Be sure the model is thoroughly dry by leaving in a warm dry place for several hours before covering. This is because any dampness (e.g. white glue joints not properly dried out) may 'steam ' and bubble with the heat of the iron. Pre-coating of balsa (with dope etc.) is unnecessary – a very strong bond is achieved by the Solartex adhesive just by ironing on to clean, dry, dust-free wood. Pre-coating with some traditional materials (e.g. sanding sealers, varnish type fuelproofer and two-pack fuelproofer) will reduce or prevent the bond between wood and Solartex leading to a slack and sagging covering. On plywood and similar hard wood surfaces a very thin coat of CLEARCOAT applied with a small pad of cloth, rubbed into the grain and allowed to dry, will ensure a very good fuelproof bond to the wood when the Solartex is ironed on. Always remove the clear plastic liner that protects the adhesive side of the Solartex, before applying the Solartex to the model.

Apply a coat of CLEARCOAT inside the engine and fuel-tank bays, and around the nose back as far as the wing seat. Allow the Clearcoat to dry for at least 24 hours and then apply the Solartex. After covering apply another coat of Clearcoat (or Solarlac to match the fuselage colour) inside the engine bay and over the edges of the covering.

FUELPROOFING is not necessary except as above. Solartex is resistant to all fuel – glo, diesel and petrol (gasoline).

IRON TEMPERATURE is the key to easy covering with Solartex. **Correct iron temperatures and slight changes in covering technique to suit different types of component construction are essential to achieve perfect results.** A 'modellers covering thermometer' is the best way to check iron temperature. Without a thermometer, a simple test using pieces of Solartex placed on the iron is the best alternative. Most modellers use iron temperatures that are too high.

The iron temperatures are:
LOW – for bonding Solartex to the airframe – 100°C to 120°C
HIGH – for shrinking Solartex and for stretching it over wingtips and other domed shapes – 130°C to 150°C
Without a thermometer place a 50mm square of Solartex (without clear liner and adhesive side up) on the sole of the iron and watch how the heat affects the Solartex
LOW – the Solartex slowly wrinkles slightly
HIGH – the Solartex wrinkles more and quicker see Diag. 1 for the appearance of the test squares at the above temperatures.

WARNING DO NOT USE IRON TEMPERATURES HIGHER THAN ABOVE. HIGHER TEMPERATURES DO NOT TIGHTEN THE SOLARTEX MORE BUT WILL CAUSE IT TO WRINKLE OR SLACKEN OFF AS THE MODEL AGES. THE DAMAGE CAUSED BY EXCESSIVE TEMPERATURE IS PERMANENT. HEAT GUNS ARE NOT RECOMMENDED – AIR LEAVING THE NOZZLE CAN REACH 180°C SO OVERHEATING IS INVEVITABLE

Some Solartex colours are matched by a SOLARLAC paint shade.
Other Solartex colours may be matched by mixing SOLARLAC colours to the following recipes

Antique & Linen	–	Antique (J)	**Olive Drab**	–	7 Black, 7 White, 2 Yellow, 3 Orange
Yellow	–	4 Yellow, 1 White	**Dark Green**	–	7 Black, 4 White, 2 Yellow, 3 Orange
Cub Yellow	–	Dark Yellow		–	the above is PC 10 used on World War One aircraft
Orange	–	1 Yellow, 1 Orange	**Light Blue**	–	Lux Blue
Light Red	–	5 Red, 1 Orange	**Red**	–	Red