



HINTS & IDEAS

Using CA the Right Way

By Jerry Smith

You know, CA is getting to be down right expensive. Especially when you are building a big airplane. But, with a little management on your part, you can hold the usage to a minimum and get a little more mileage on a bottle.

One good way is to use it for pinning a part in place, that is to hold it in place, and then apply the cheaper white glue or epoxy to do the real holding. I have done this many times in the past with great results. When applying white glue use it sparingly. Most modelers apply too much adding unnecessary weight to the model.



"YA KNOW GUYS..... I'M BEGINNING TO THINK THIS GLUE DOES WIERD THINGS TO ME!"

Here are a couple of helpful hints I ran across that will make things go easier when using CA:

- Once opened, always leave the cap off the bottle. Why? The cap is not made of the special thermoplastic the tip is made from and CA will stick to it gluing it in place.
- When a blob of CA forms across the end of the bottle tip, knock it off with the back edge of an X-Acto knife. Bet you didn't know this: for worse clogs, take a rag and hold it against the tip until the CA bonds to the rag. Hold the rag tightly against the tip and twist the bottle while pulling it back. Grab on to the blob with a pair of pliers and twist it off. This will also work.
- Never stick a pin or anything else into the tip of a CA bottle to open it or to remove a clog. This will introduce foreign material into the bottle and scratch the inside of the tip, which will cause more clogging. It is better to replace the bottle top with a new one if

this becomes a problem. Keep a small bottle of acetone handy and placed your clogged tips in it. Next time you need one it will be free. Always open a bottle by cutting off the tip with an X-Acto knife. Don't squeeze the bottle when doing so and have it pointed at your face. Bad news!

- Use accelerator sparingly and only when needed. Don't flood the joint with it. A light mist is all you need. Too much accelerator will weaken the glue joint.

These are some of the tips I have run across and hopefully you can add them to your idea folder, making CA more cost effective and agreeable with your modeling dollar.

Cutting holes in your covering job

Why would anyone want to make a hole in a nice new covering job? Holes for wing bolts, switches, hatch screws, and pushrod openings come to mind. You could cut the opening with an X-Acto knife or a razor blade, but then you have to adhere the fresh cut covering to the surrounding wood. The solution: get an old soldering iron tip (preferably pointed) and cut the opening with it. I use a 25-watt Weller, and it cuts through the covering with ease, making a perfect seal. Once you try this, you won't want to do it any other way. One word of caution: clean the tip after each cut. You can use a wet sponge. If you don't clean the tip regularly, the burned covering will cake on, and not only will it smell, it will inhibit future cuts because it will not use maximum heat.

From Thundervolts Newsletter, Albany Thundervolts R/C Club, Albany OR

MonoKote® Tip

To put MonoKote® over MonoKote® without bubbles, try this. After you're done with the under layer of MonoKote® clean it with Windex® with Ammonia D. Get all the dust and fingerprints off.

Spray another light coat of Windex® and place your trim pieces down. After the position is correct, use a card to squeegee the Windex® out from between the two layers. Soak up the excess with a paper towel.

Continue to squeegee and soak up the excess until the trim layer is perfectly flat and all the bubbles are gone. Set the part aside for several hours, preferably overnight.

When the Windex® is dry, use your iron set on a low temperature to set the adhesive around the edges of the trim piece. Do not heat the center. Only heat 1/4 inch to 1/2 inch around the edges.

From Smoke Signals, Joe DiPrima, Editor, Franklin Square NY