

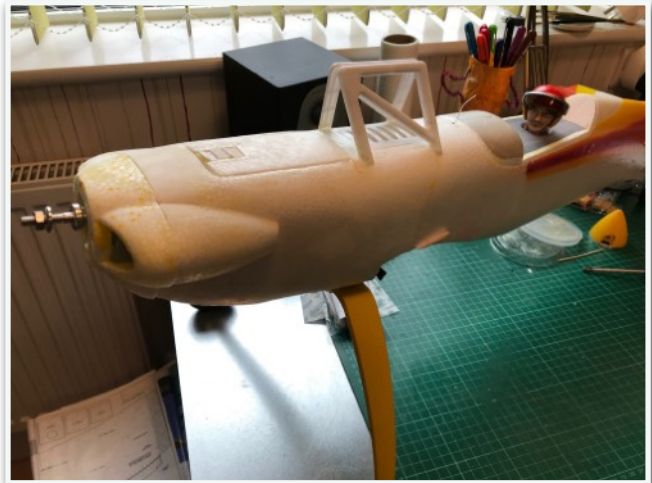
Ian McDowell - WotsWot foam-e repair, Update

I decided I had better get this recorded before a very cautious re-maiden, scheduled for tomorrow.

As she was, I thought, the end of the repairs.

The weather wasn't willing, but I had time and inclination so I kicked the fan heater to life in the garage and prepared to slap some paint on.

After a bit more filler and a lot of rubbing down, she was cleaned up with meths. The typical crocodile skin resulting from steam treatment was, and remains evident, but the bits that concerned me were very fuzzy patches when the foam had just become hairy from the abuse.



Previous attempts had not been terribly robust, with paint regularly flaking off. So I tried a little harder to prepare the surface this time.



The previous repair had been sprayed with Vallejo Premium acrylic paint, followed by a coat of Wilco 'Ultra Tough' quick drying varnish for protection (!). I assume the varnish is polyurethane based as it yellows relatively quickly.

This time the same varnish was applied over the forward part of the body to stabilise the surface and prime it ready for Vallejo Premium airbrush paint. This was rubbed right back and again cleaned with meths.

She was then treated to Vallejo white primer; a freehand attempt at stylised flames in red and yellow and some lines to join to the red/orange/yellow at the rear of the body, and then Vallejo gloss varnish over the whole. The gloss worked well over the layer of colour. Less successfully over the white filled areas.

Putting her back together, I discovered some more hairline breaks in the foam - on either side of the fuselage, off the lower wing mounting point. These have been carefully prised open, holes bored along their length and glued with 15 min epoxy. I added a cocktail stick on each side, inserted close to a right angle with the cracks, also glued with 15 min epoxy.



And finally, a new spinner plus the ragtag replacement windscreen.

Ready again for a, cautious, day in the sun.