HELPFUL HINTS AND PRECAUTIONS

It is important to have the entire work area including tables, foam, tools and working materials thoroughly warm before commencing. This may take 3-4 hours. An electric hair dryer may be used to warm local areas, being careful not to overheat the part or epoxy. When, due to cool temperatures, a part is slow to wet out, a few quick passes with a hair dryer will greatly speed the layup time. Do not use a hair dryer to heat a cup of epoxy. This can give local hot spots and ruin pot life.

The epoxy system components should be stored at room temperature. Never keep resin or hardeners in a cold place, even for long-term storage. If the resin appears to crystallize and settle out it should be returned to its normal state as soon as possible, even if prompt usage is not anticipated. Placing the container of resin in hot (160-190°F.) water for several hours will usually decrystallize it and return it to a clear state. Mild agitation will accelerate the process. Leaving the resin hot for 3-5 hours after it clears will reduce its susceptibility to recrystallize. Securely close containers after use.

Never attempt any layup below 70°F. since the higher viscosity of the resin will make it more difficult to wet out the cloth. Ideal working temperature is 85°F. Keep epoxy at 75° to 85°F. Never work outside in sunlight. It's acceptable to work in a shop with radiant heaters, as long as:

1.) The heat is diffused and the heat source does not become much hottr than the ambient.
2.) The heat is not provided by a source that generates particulates or aerosol hydrocarbons.

Never make a glass layup over a core that is not straight and smooth. The glass panel cannot take the loads if it has bumps or depressions in excess of the allowable values. A wrinkle, depression or bump in a layup which is greater than 1/16" high or low and which is more than 20% of the chord length or 20% of the spar chord is not acceptable and requires repair. A depression can usually be repaired by filling with flox to level and laying over the entire depression the amount of glass that is underneath, lapping outside the depression a distance equal to one inch per ply. Care should be taken not to lay up a depression or bump in the thick main spar caps. The transition of the spar caps into the wing fittings must be smooth and without joggles. These precautions apply only to the flying surfaces. The fuselage and fuel tanks can have relatively large depressions or bumps without affecting structural safety. Care should be taken in the finishing process not to sand through more than one ply on the structure.

Joining foam blocks - (1) Paint a coat of epoxy (no micro) on the joining surfaces. (2) Trowel a wedge of dry micro on the center of one surface. (3) Squeeze the joining surfaces together, wiggling them back and forth to obtain a thin micro joint less than 1/16" thick. It is desirable to have the micro about 3/8" low in the joint (not squeezed out). The low joint is filled with micro before glass is laid over the joint allowing a wet bond between the micro and the glass. If some does squeeze out, wipe the joint low with a mixing stick. Do not try to fill large voids with micro, as there is a possibility of exotherm damage. For a void larger than about 0.1", fill with a sliver of foam with micro on each side.

- A paper cutter is excellent for measuring and cutting the many little squares of glass cloth.
- Epoxy should be removed from metal tools or parts with acetone, MEK or soap and water before it cures.
- Micro slurry should not be applied to glass surfaces being bonded. This weakens the joint.
- Do not use Bondo on styrofoam, It has a polyester base which will dissolve the foam. Bondo will not attack urethane or PVC.

Precaution - Be sure layups are not dry, with air present (small flecks of white). Inspect thoroughly before leaving a wet layup. A cured layup that is too dry must be rejected.

Make sure that ample micro slurry is applied over the foam, particularly the urethane. Inadequate slurry allows air to remain under the first ply, decreasing laminate peel strength and surface durability.

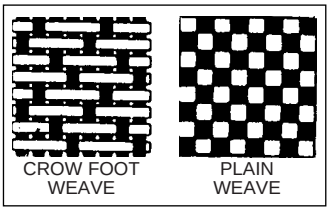
Hot wire cutting - A good method to use for judging wire temperatures is the appearance of the cut foam surface. A cratered or rutted surface indicates the wire is too hot. A very light "hair" of plastic strands on the surface is just right. Always adjust the temperature so that the wire will cut one inch in 4 to 6 seconds with light pressure.

Exotherm foam damage - Care must be taken to avoid heavy buildups of epoxy/micro down inside a joint that is insulated by foam, such as the assembly of the wing cores. The gap to be filled by micro when assembling any foam cores should not be thicker than 1/16". In filling a gap greater than 0.1", excessive weight is added and, more importantly, the large mass of epoxy/micro insulated by the foam can exotherm. Heat resulting from the exotherm can be as high as 450°F., which will melt away the foam locally and destroy the joint. White is the recommended color for composite aircraft since it absorbs very little of the sun's heat (10%) while a black surface will heat up tremendously (95% absorption). Trim colors in noncritical areas are acceptable. Any good quality automotive enamel, lacquer, acrylic or polyurethane is acceptable. A primer-surfacer with an ultra-violet radiation barrier is recommended as an undercoating.

Caution: Do not ever wipe paint thinners on any part of the structure. Minute pin holes in the epoxy/glass skin can allow the thinners to penetrate down to the styrofoam,which dissolves in thinners.

QUALITY CONTROL

One of the unique features of the glass-foam-glass composite construction technique is the ability to visually inspect the structure from the outside. The transparency of the glass/epoxy material makes it possible to see all the way through the skins and even through the spar caps. Defects in the layup take four basic forms: (1) resin lean areas, (2) delaminations, (3) wrinkles or bumps in the fibers and (4) damage due to sanding structure away in finishing. Resin lean areas are white in appearance due to incomplete wetting of the glass cloth with epoxy during layup. The presence of minor white (lean) areas up to about 2 inches in diameter is not cause for rejection of the piece. Delaminations in a new layup may be due to small air bubbles trapped between plies during the layup. Small delaminations or bubbles up to 2" diameter may be filled by drilling a small hole into the bubble and filling the void with epoxy. Major wrinkles or bumps along more than 2" of chord are cause for rejection in the wings, canard and winglet on the VE, particularity on the top. In most cases the rejected part can be repaired by following the basic rule: Remove the damaged area and fair back the area at a slope of at least one inch per ply with a sanding block in all directions. Count the number of plies removed while sanding and replace with same, plus one more ply of BID over the entire patch.



WEAVE PATTERNS

The weave pattern describes the manner in which the warp yarns and the filling yarns are interlaced in the fabric. Plain Weave consists of one warp end woven over and under one filling pick. Plain weave is generally characterized by fabric stability with minimum pliability except at low fabric counts.

Crowfoot Weaves are constructed with one warp end weaving over three and under one filling pick. It is characterized as being more pliable than either plain or basket weaves, having conformability to complex or compound curved surfaces and making possible the weaving of higher counts than plain or basket weaves.