***-Carbon + Vacuum Bagging:***

------- Original Message --------

Subject: Re: [c-a] Vacuum bagging shopping list [html][bcc][faked-from][mx]

Date: Mon, 11 Jun 2012 15:46:54 -0400

From: David Froble <davef@tsoft-inc.com>

Reply-To: davef@tsoft-inc.com

To: lisnion <lisnion@yahoo.com>

CC: canard-aviators@yahoogroups.com

lisnion wrote:

> Hi everybody,

> At work we've adapted the wet layup system for making tooling for (non > aircraft) stuff. Several years ago I remember talk about cheap vacuum > bagging supplies. I can't find the list of best / cheapest vacuum > bagging supplies but I'll try to recall it from memory:

I've got most of my stuff from Air Tech. I thought the prices were reasonable.

> -Wide shrink wrap (where to get & how wide?)

It's not shrink wrap, it's just plastic film, usually clear, like you find at Home Depot or Lowes.

> -1/2 oz Nylon cloth for the release ply.

Air Tech

> -paper towels for the bleeder ply.

Big roll of bleeder stuff, again, Air Tech.

> -I can't remember what to use to seal the edges of the shrink wrap.

It's sort of like a tape of putty or caulking stuff. Comes in rolls. Might have got it from Composites One (another good supplier). I bought a big box of it. Had big plans. If this is a one time job, and you need some, let me know, perhaps I can ship you a roll or two. Colorado, right?

> We're laying up a 40" dia x 5" thick flying saucer type thing & I'm > thinking of just using a shop vac for the vacuum, I have a real vacuum > pump but I've had trouble getting a good enough seal for it to work well.

Use the "right stuff", you'll get a good seal.

...

David Froble Tel: 724-529-0450

-------- Original Message --------

Subject: Re: [c-a] Vacuum bagging shopping list [html][bcc][faked-from][mx]

Date: Tue, 12 Jun 2012 07:47:32 -0500

From: Thomas Mann <tmann@n200lz.com>

To: <canard-aviators@yahoogroups.com>

I get all my Vacuum Bagging materials from ACP, with the exception of Bleeder/Breather material, peel ply & perf-ply which I get from Aircraft Spruce.

ACP Composites Inc.

Phone: 1-800-811-2009

Fax: 1-925-215-2501

URL: www.acp-composites.com

ACP also has a good instructional DVD that will help you get started right. The bags I get from them are tubes that you seal with a plastic "C" channel and rod. I've done everything on my plane this way including the wings.

-------- Original Message --------

Subject: Re: [c-a] Vacuum bagging shopping list [html][bcc][faked-from][mx]

Date: Tue, 12 Jun 2012 08:31:12 -0700

From: Bob Holliston <bob.holliston@gmail.com>

To: Thomas Mann <tmann@n200lz.com>

CC: canard-aviators@yahoogroups.com

Aircraft Spruce sells all that stuff too. If I was bagging something 3' in dia. I'd make a beg out of visqueen and ductape, shove the whole thing in there and tape shut. No messing around with that stick-down gummy stuff. Also, Rob Martinson sells really nice vac. pumps cheap - I have one. Those pumps are not high volume so always use a shopvac to get out 99% of the air. You could use a shopvac for the whole operation, but man, are they noisy. Robs pumps are pretty quiet. Bob LongEZ Nx666DV.

-------- Original Message --------

Subject: RE: [c-a] Making Glass vs Carbon Gear Leg Fairings

Date: Mon, 09 Jul 2012 19:57:02 -0400

From: Ken <kenezmiller@optonline.net>

To: 'Charles Tomes' <cptomes@hotmail.com>, 'Ryszard' <ryszardzadow@att.net>

CC: canard-aviators@yahoogroups.com

...been working with carbon for many years...trick for wetting out carbon: Don’t use a brush or squeegee except for the first laminate. After that use your hands to rub or massage the bubbles out. You will gain a feel for whats wetted and what’s not, then use paper towels to wick out the excess. Bagging is better, but you can get some sooper light laminates with just your hands.

Ken Miller

-------- Original Message --------

Subject: Re: [c-a] Making Glass vs Carbon Gear Leg Fairings

Date: Mon, 9 Jul 2012 08:59:46 -0500

From: Ryszard <ryszardzadow@att.net>

To: <canard-aviators@yahoogroups.com>, "cptomes" <cptomes@hotmail.com>

...made many cowlings out of both and the weight savings on carbon is worth the effort ...helps dramatically if you vacuumed bag it ...Instead of piling on plies for stiffness I use the “soda straw rib method” which saves huges amounts of weight and money. ...last two cowlings I built ...used only 2 plies for the skin... IO-540 on my Acroduster, ...BIG cowling...pic...with a fish scale... 3.7 lbs ...NOT vacuum bagged!



Ryszard

-------- Original Message --------

Subject: RE: [c-a] Making Glass vs Carbon Gear Leg Fairings

Date: Wed, 11 Jul 2012 18:47:33 -0400

From: Ken <kenezmiller@optonline.net>

To: 'Ryszard' <ryszardzadow@att.net>, canard-aviators@yahoogroups.com, 'cptomes' <cptomes@hotmail.com>

... I used to make my cowls out of two plies BID and one carbon in the middle with four more around the perimeter of BID. I used Dacron coat lining to peel ply them and they came out light light light. The Sanders style top cowl only weighed five pounds.

Ken ‘Carbon Fibber’ Miller

***-Carbon & Aluminum Corrosion:***

-Brian Alley [carbonfibercomposites.net](http://carbonfibercomposites.net) Feb 2012: Carbon fiber and aluminum are a corrosive combination. All carbon Lancairs use brass inserts. Aluminum or brass is good with glass airframes.

-James Redmon Feb 2012: A ply of glass as an insulating layer between the aluminum and the carbon, then cover the block with glass and micro (per plans) (as related to above discussion for phenolic fuel sump hard points with carbon aircraft).

-Don Jones Berkut FG Feb 2012: All aluminum in my plane was first bead blasted, quickly coated with epoxy, and insulated with a glass layer when positioned next to Carbon fiber.