

Top wing strake skin (apply over Part "O" of strake assembly). Fold along centerline before applying.

This edge of aft cockpit skin is positioned exactly opposite the seam of the fore cockpit skin. There is a thin black line printed on the forward skin that will align with this edge.

This edge applies to nosecone first. Cut skin from sheet. Peel back about "1" of the skin from the backing along this edge and cut a "1/2" strip of backing from this edge. Replace backing and press skin back down over backing to retain "1/2" strip. Dry fit skin (with backing in place) beginning by aligning this edge with the top molded seam of the nosecone and also aligning the "Linear Charge" centerline with corresponding groove that runs around the nosecone. When satisfied with positioning and while holding tightly in place with one hand, carefully remove "1/2" backing and press adhesive to nosecone. Remove remainder of backing and adhere rest of skin in place.

Cut nose skin apart along this curve to apply nose skin in two pieces (makes application easier)

Remove 1/4" backing from this edge after cutting out skin

This mark on top centerline of nose cone

Opposite skin edge overlaps its tab

4

Cut blue area away for cockpit after applying to nosecone

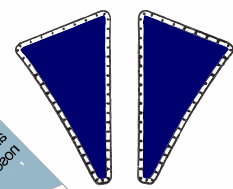
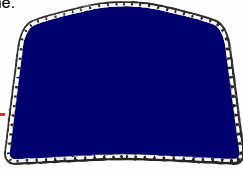
Caution: Linear Charge

Spray light coat of clear (such as Blair 500 Digi-Finish) to sheet before using **29**  
Before starting, make copies of all sheets as instruction reference

Apply thruster (right) to the top centerline of the nosecone (over skin seam)

Use these optional cockpit coverings for an enhanced appearance with a more pleasant blue color and "riveted" frame around the windows. Cut around each window just along the outer edge of the line around the window frame.

31



Apply glare shield over top centerline skin seam ahead of canopy

5



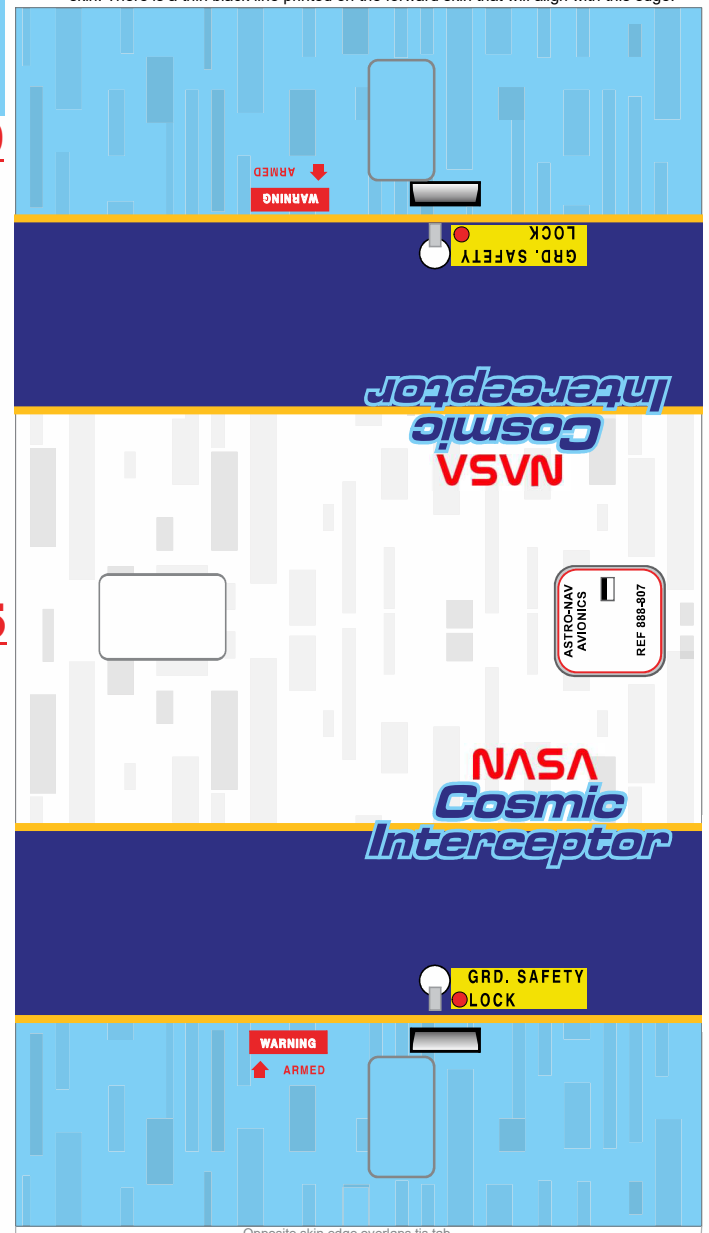
Apply glare shield over top centerline skin seam ahead of canopy

The red centerline of the "Linear Charge" band lines up over the groove in the nosecone just behind the raised portion of the cockpit and about 3/4" forward of the transition from cylinder to cone. This alignment assures the correct fore and aft positioning of the conical forward cockpit skin.

If after applying skin you encounter unacceptable or difficult to remove wrinkling along this edge, cut along this line and remove wrinkled strip. The appearance of the model will not be severely impacted by exposing the painted surface of the nosecone.

29

Top wing strake skin (apply over Part "O" of strake assembly). Fold along centerline before applying.



Opposite skin edge overlaps its tab  
Cut away approx 1/4" of the backing from this edge and replace. Tightly wrap around nosecone so that the forward edge of this wrap butts against the aft edge of the forward nosecone wrap. Once in position, lift this edge and remove 1/4" backing. Press the exposed adhesive to the Bottom centerline of the nosecone. Follow the instructions to complete the wrapping process for the aft nosecone.

Accur8  
SPACEMODELS

Sheet 1

If the nosecone skin seam has a slight mismatch, it can be "camouflaged" by wrapping this "gold" band around the seam

Before starting, make copies of all sheets as instruction reference

Apply this body tube wrap last

3

Cut around landing gear door

WARNING

WARNING

WARNING DO NOT REMOVE THIS STRIP

WARNING DO NOT REMOVE THIS STRIP

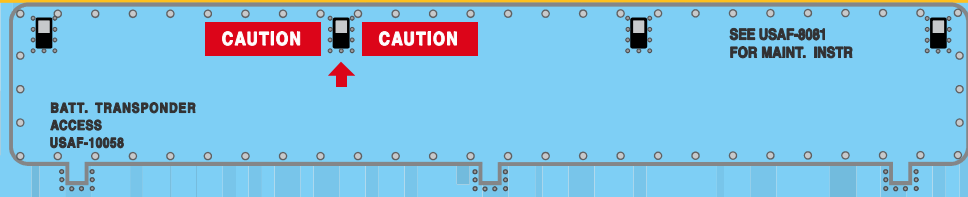
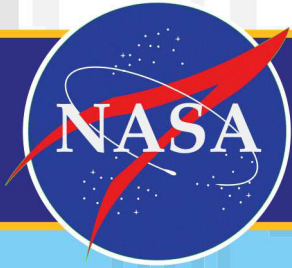
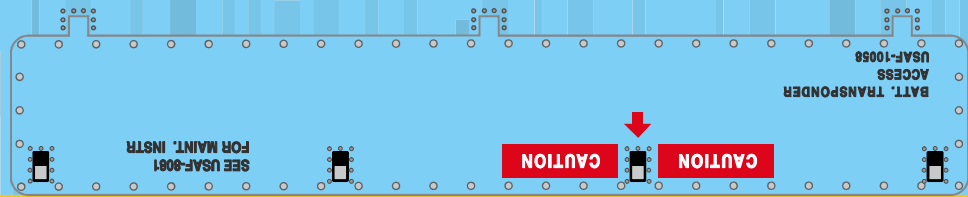
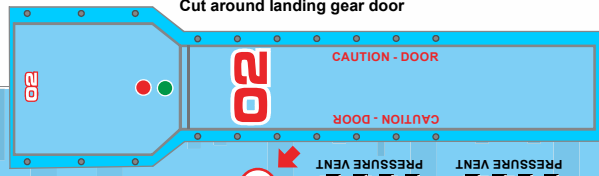
WARNING DO NOT REMOVE THIS STRIP

WARNING DO NOT REMOVE THIS STRIP

Forward edge of body tube

Star Tracker

Apply to top of cockpit seam



Opposite skin edge overlaps tis tab

Opposite skin edge overlaps tis tab

For All Body Wrap Sections: After you cut each body wrap and its backing from its sheet, place it face up on a clean flat surface and peel about 1" of the skin back along the length of this edge. Cut away approximately 1/4" of the backing from this edge and replace...seal the skin back over backing to hold the 1/4" strip in place. Pre-fit and dry-wrap (don't remove backing) around body tube so that the aft edge of the first wrap is either flush with the aft end of the body tube and each succeeding wrap butts perfectly against the previous body wrap, depending on which skin wrap you are working with. Once you have aligned the wrap and while still holding tightly in place with one hand, lift this edge and remove the 1/4" backing strip. Press the exposed adhesive to the bottom centerline of the tube, starting by pressing down from the middle of the wrap edge to the rear and then midway of the wrap edge to the front. "Swing" the wrap away from the body and partially remove the backing so that you can smoothly adhere the remainder of the wrap to the body. Work smoothly and slowly, avoiding wrinkles or air pockets.

▲ Apply this edge to body tube first ▲

Spray light coat of clear (such as Blair 500 Digi-Finish) to sheet before using

Inside left underwing strake skin (apply to strake assembly after applying outside strake skin)

Accur8  
SPACEMODELS

10

Apply this body tube wrap second

Spray light coat of clear (such as Blair 500 Digi-Finish) to sheet before using

Apply this edge first

Opposite skin edge overlaps its tab

Opposite skin edge overlaps its tab

**2**

Before starting, make copies of all sheets as instruction reference

**Accur8**  
**SPACEMODELS**

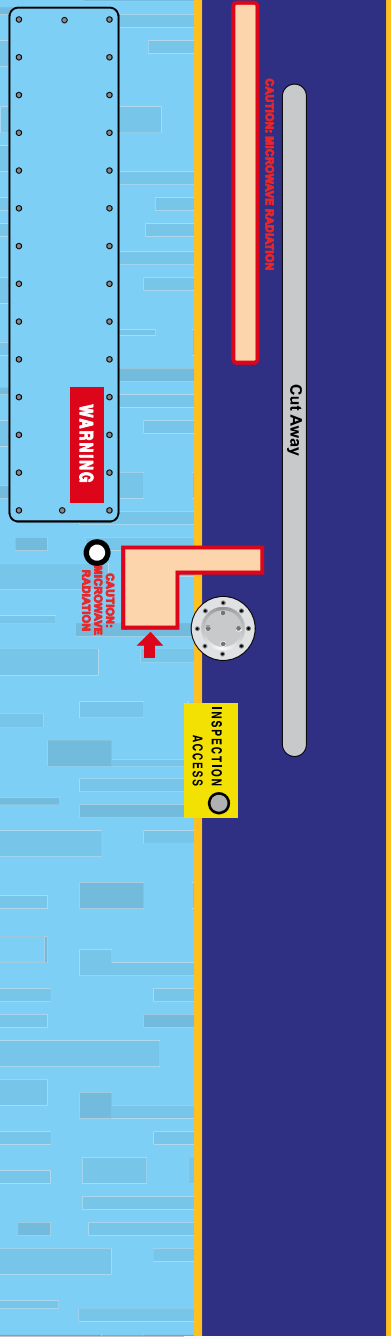
ACCUR8.COM

Sheet 3

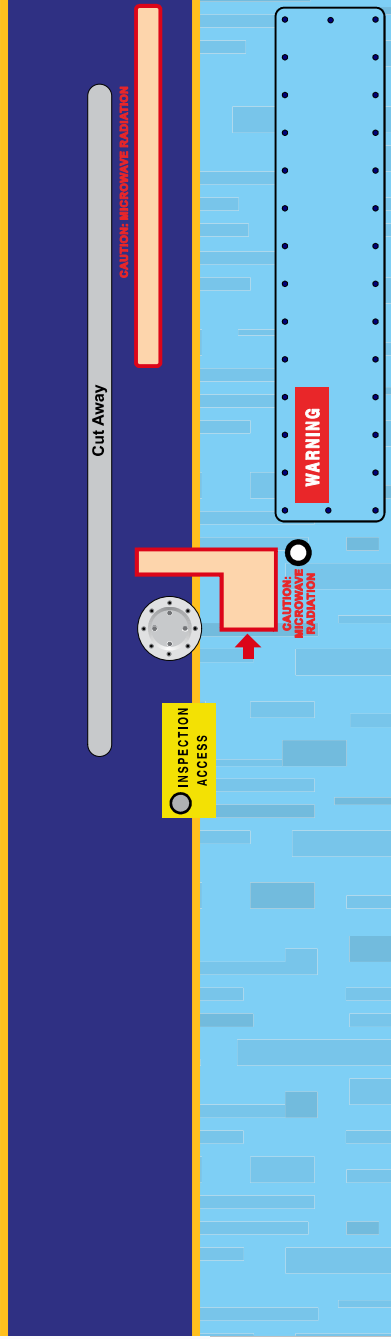
Rev 12-20-16

“NASA”  
Cosmic  
Interceptor

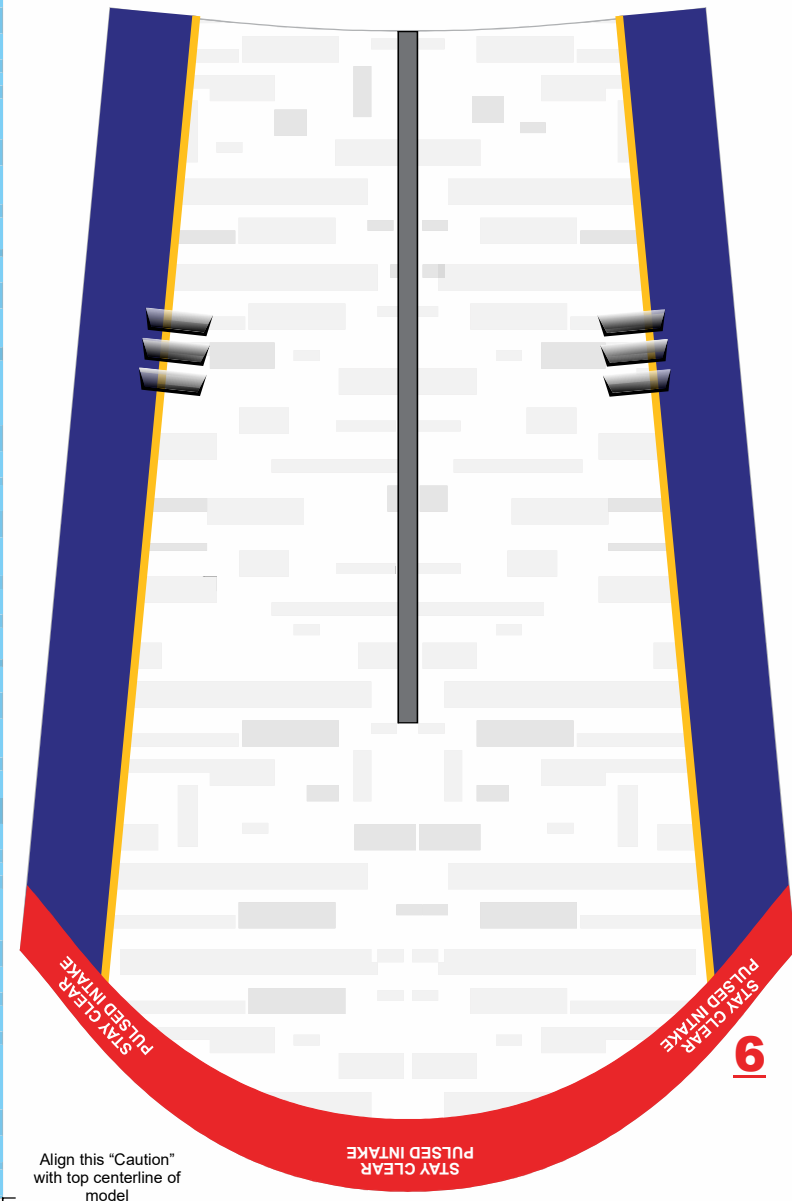
**31**



This edge butts against forward edge of aft body tube skin

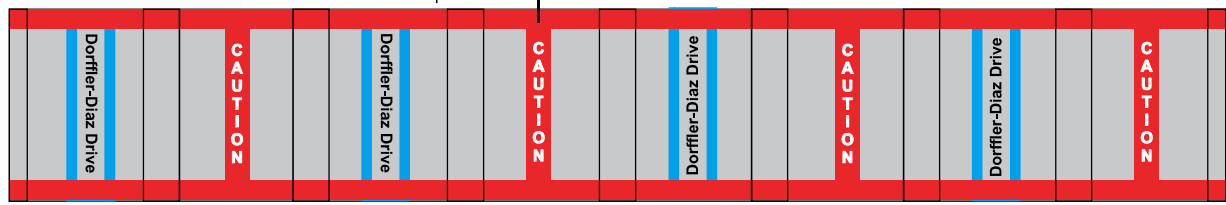


Apply air scoop skin to the supplied body tube in kit. Use the outline of the skin as a pattern for cutting the scoop from the body tube. Rather than installing the air scoop flush with the aft end of the body, the air scoop is installed approximately 1/8" forward of the end of the body to expose the yellow "Magnetic Field" stripe on the skin at the aft end of the body. It is also advised that the air scoop be installed after the main wings are installed to make installation and alignment of the wings easier. Alignment of the sides of the air scoop is also made easier by installing the air scoop after the main wings. If you have properly cut the air scoop according to the pattern, the left and right edges of the scoop should just touch the tops of each wing root.



Align this "Caution" with top centerline of model

**6**



ACCESS BY AUTHORIZED PERSONNEL ONLY

CONTROL CONN.

CAUTION

CAUTION

AUX REACTOR CONNECTOR



LANDING GEAR DOOR

cut away white area to expose body tube

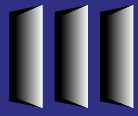
WARNING

Lower Fin Root: Cut Away

M-Z-P-10 M-Z-B-R-C-1

This edge is flush with rear of body tube

N1351X



Wing Root: Cut Away

Before starting, make copies of all sheets as instruction reference

**Air scoop and Wing Installation:** The air scoop, wings, and upper and lower fins all assemble to the body tube 1/8" forward of the rear of the body tube...leaving the yellow "Extreme Magnetic Field" caution band fully exposed. I recommend leaving installation of the air scoop as a step AFTER installing the wings. With the wings in place it is much easier to align the air scoop. If you have properly cut the air scoop according to the kit pattern, the left and right edges of the scoop should just touch the top of each wing along their root edges.

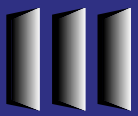
After applying this wrap and installing the wings, peel away this white area (bearing these instructions...you might want to copy this sheet or stick the peeled away instructions to a blank piece of paper so that you have them for reference) so that the body tube is exposed at the contact points for the air scoop as glue does not stick well to the vinyl skin. Also be sure to cut away all the areas on the body and wings to expose the body tube and wood where parts and assemblies glue together.

**Fillets:** Because of the very long root edges of the wings and fins in relation to the span, large glue fillets at the root edges of these parts is not necessary for strength if you fly the model on the recommended engines. As such, you can skin all the wings, fins, and body tubes as separate subassemblies and then glue them all together as a final step. If you DO wish to use significant fillets make wing in fin root skin cutaways about 3/16" wide (they are currently 1/8" wide) as well as cut about 1/32" to 1/16" of the skin back from the fin/wing root edges for the fillet to properly adhere to. Once the fillet is dry, you can use a White Sharpie Fine Point Paint Pen and run it along the fillet to hid the joint. From a couple of feet away it will look like the skin bridges the fillet.

**Preparing Wood Surfaces For Skinning:** The skin material will not adhere will to bare wood. A single heavy coat of spray clear with the high spots sanded away makes for a pretty good bonding surface. You don't have to fill the wood grain. I have a fairly quick "3 coat" method if you want to take a little extra time. 1) Spray on one heavy clear coat, 2) spray on one heavy coat of Duplicolor Filler Primer (#Fp101 at many auto parts stores), dried and then sanded smooth, 3) followed by one more medium coat of clear (with any necessary sanding to remove "zits" or irregularities). In a nutshell, the skin sticks MUCH BETTER to a slick, painted surface though you don't have to spend a lot of time on "perfection."

Wing Root: Cut Away

N1351X



Stay Clear During Operation

CAUTION

CAUTION



PRIMARY REACTOR CONNECTOR

LANDING GEAR DOOR

cut away white area to expose body tube

WARNING

TURBINE PLANE

Lower Fin Root: Cut Away

Opposite skin edge overlaps tis tab

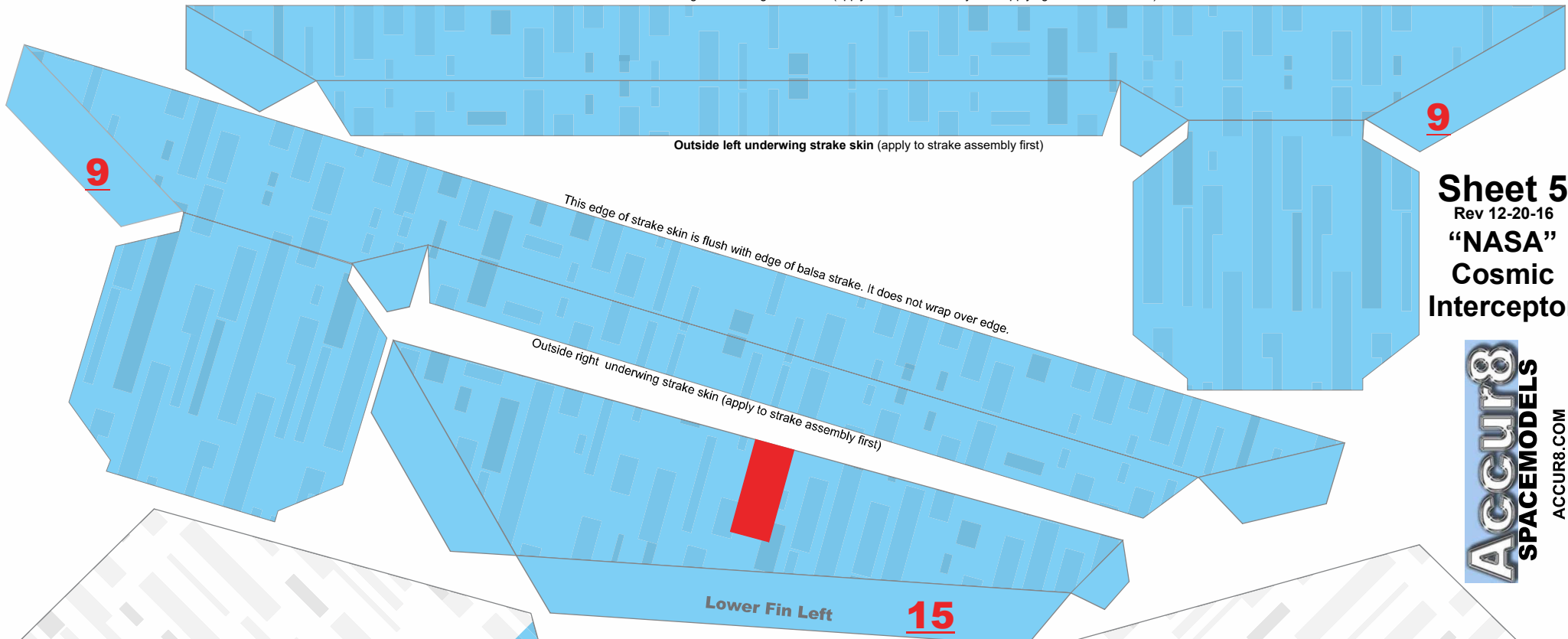
Opposite skin edge overlaps tis tab

Apply this body tube wrap first  
Sheet 4  
"NASA"  
Cosmic  
Interceptor

▲ Apply this edge to body tube first ▲  
**1**  
Paint model subassymbies with a glossy White before applying skin. This will provide a good surface for the skin to adhere to and camouflage small gaps you may have after covering.

**For All Body Wrap Sections:** After you cut each body wrap and its backing from its sheet, place it face up on a clean flat surface and peel about 1" of the skin back along the length of this edge. Cut away approximately 1/4" of the backing from this edge and replace...seal the skin back over backing to hold the 1/4" strip in place. Pre-fit and dry-wrap (don't remove backing) around body tube so that the aft edge of this wrap is either flush with the aft end of the body tube or butts perfectly against the previous body wrap, depending on which skin wrap you are working with. Once you have aligned the wrap and while still holding tightly in place with one hand, lift this edge and remove the 1/4" backing strip. Press the exposed adhesive to the bottom centerline of the tube, starting by pressing down from the middle of the wrap edge to the rear and then midway of the wrap edge to the front. "Swing" the wrap away from the body and partially remove the backing so that you can smoothly adhere the remainder of the wrap to the body. Work smoothly and slowly, avoiding wrinkles or air pockets.

Inside right underwing strake skin (apply to strake assembly after applying outside strake skin)



**9**

Outside left underwing strake skin (apply to strake assembly first)

**9**

This edge of strake skin is flush with edge of balsa strake. It does not wrap over edge.

Outside right underwing strake skin (apply to strake assembly first)

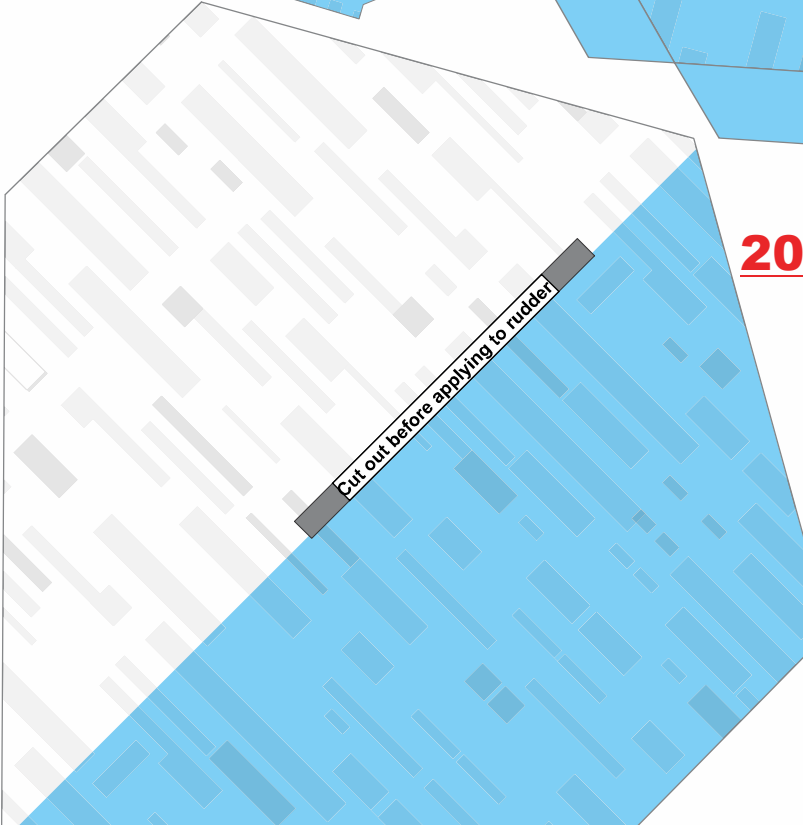
Lower Fin Left

**15**

# Sheet 5

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SPACEMODELS  
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Cut out before applying to rudder

**20**

### Underwing Strake/Brace Assembly:

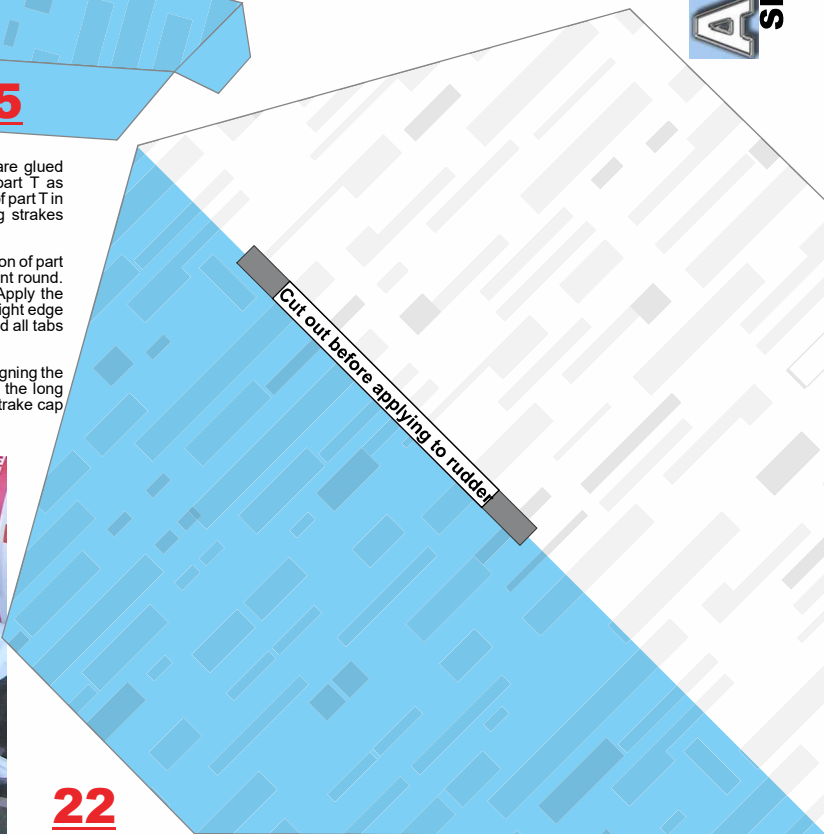
The underwing strake (part S) and strake brace (part T) are glued together as an assembly before gluing to wing. Shape part T as indicated on page 7 of Estes Instructions. Then glue the tab of part T in the slot on part S and let dry. Repeat for both underwing strakes making sure you have a "left" and "right" Strake assembly.

Once both assemblies are dried sand off the protruding portion of part S where it joins part T and round the outside edge of the joint round. Prep all the exposed wood surfaces for skin application. Apply the outside underwing strake skins first aligning the longest straight edge flush with the long straight edge of the strake assembly. Fold all tabs over to the opposite sides of the strake assembly.

Apply the inside left and right underwing strake skins last, aligning the longest skin edge with the long strake edge. The wood of the long strake edge remains bare for gluing to wing and gluing to strake cap piece (part O).



**22**



Cut out before applying to rudder

Left Rudder Inside

**Right Rudder Inside**  
Before starting, make copies of all sheets as instruction reference

Spray light coat of clear (such as Blair 500 Digi-Finish) to sheet before using



# "NASA" Cosmic Interceptor

All wing and chine skins are applied to the top surfaces of the assembled wings. DO NOT install the PART S pieces to the wings before the wings or PART S is skinned.

Install the main wing skins (top and bottom, left and right) before installing the chine skins. The bottom wing and chine skins overlap and cover the tabs of the upper skins which have been folded around the various wing and chine surface edges.

Spray light coat of clear (such as Blair 500 Digi-Finish) to sheet before using

Apply rudder plate skins before gluing rudder plates (Parts R) to main rudders. Glue rudder plates to main rudder after main rudder is skinned.

## Left Rudder Plate

**NASA**

**25**

**28**

Cut away skin on area A before applying skin. Cut away skin on areas B after applying skin.

**24**

Bottom Left Chine

Top Right Chine (apply to chine first)

Top Left Chine (apply to chine first)

### Wood Prepping Alternative

Most of us have our favorite method for preparing wood surfaces. One quick and easy method, especially for the Cosmic Interceptor, is to spray all wood surface subassemblies (before skinning or gluing to the model) with two heavy coats of **Rustoleum Painter's Touch 2X Ultra Cover Gloss Clear**. Let dry at least 15 minutes between coats and 1-2 hours after final coat. Then sand with 160-220 grit Open Coat sandpaper and apply a final coat of gloss spray in the color of your choice as the coat that the skin will adhere to. Use only the **Rustoleum Painter's Touch 2X Gloss Clear** as it dries quickly, it sands easily and without gumming your sandpaper, and it significantly increases the strength of the wood that you apply it too, especially balsa and Basswood.

**27**

**NASA**

Cut away skin on area A before applying skin. Cut away skin on areas B after applying skin.

**26**

Bottom Right Chine

**Before starting, make copies of all sheets as instruction reference**

**Spray light coat of clear (such as Blair 500 Digi-Finish) to sheet before using**

Outside Rudder Skin

**Rudder Skin Application:** After gluing two piece Qs together to form a rudder panel, round all edges and prep all exposed wood surfaces for skin application. Apply this skin first to one side of each rudder, aligning the wing tab cutout in the inboard skin, then apply the the inboard Rudder skin, aligning the wing tab cutout in the inboard skin with the cutout on the rudder. After both sides are covered, cut around the edges of this white area on both rudders and peel the white area away.

Outside Rudder Left

**16**

Bottom Fin Right

Top Wing Right

**11**

NASA

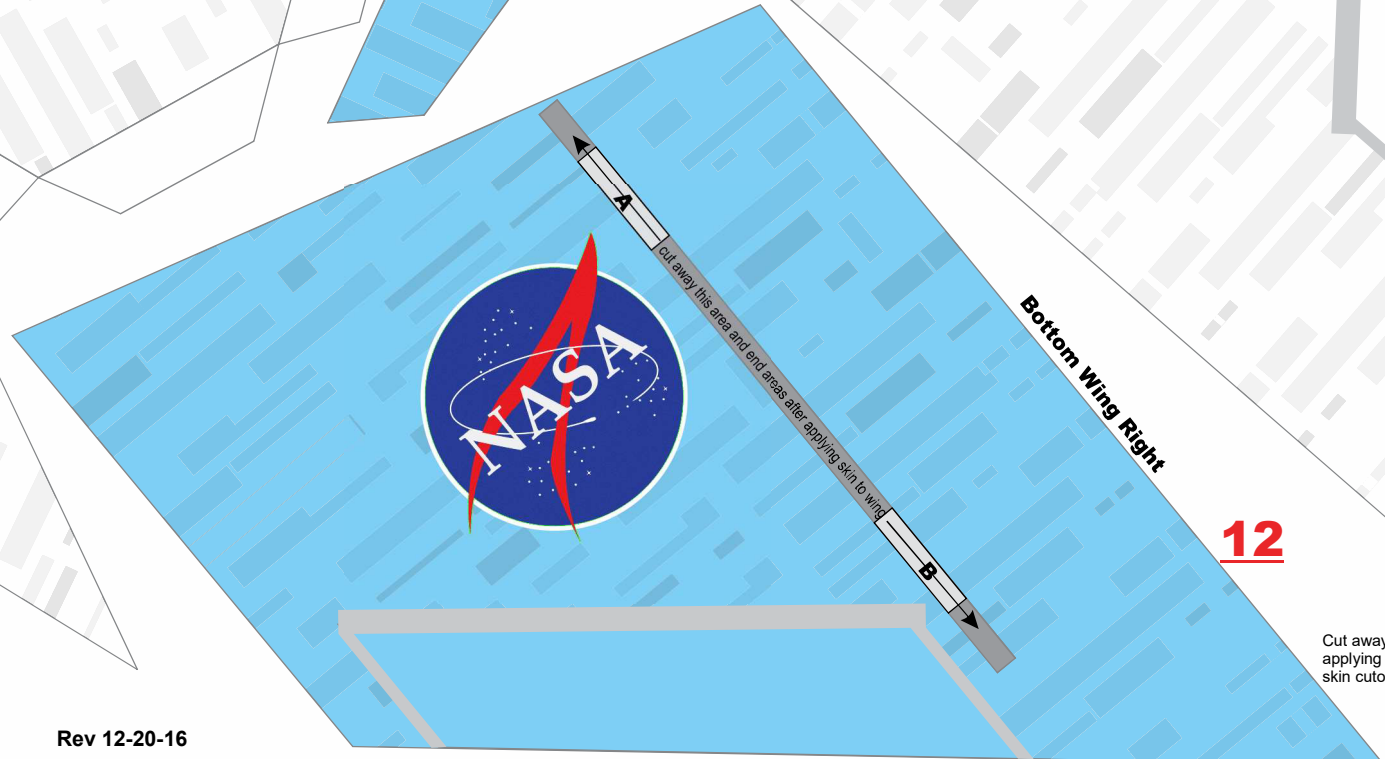
**19**

**18**



Air Scoop Rudder Left

Sheet 7  
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Interceptor

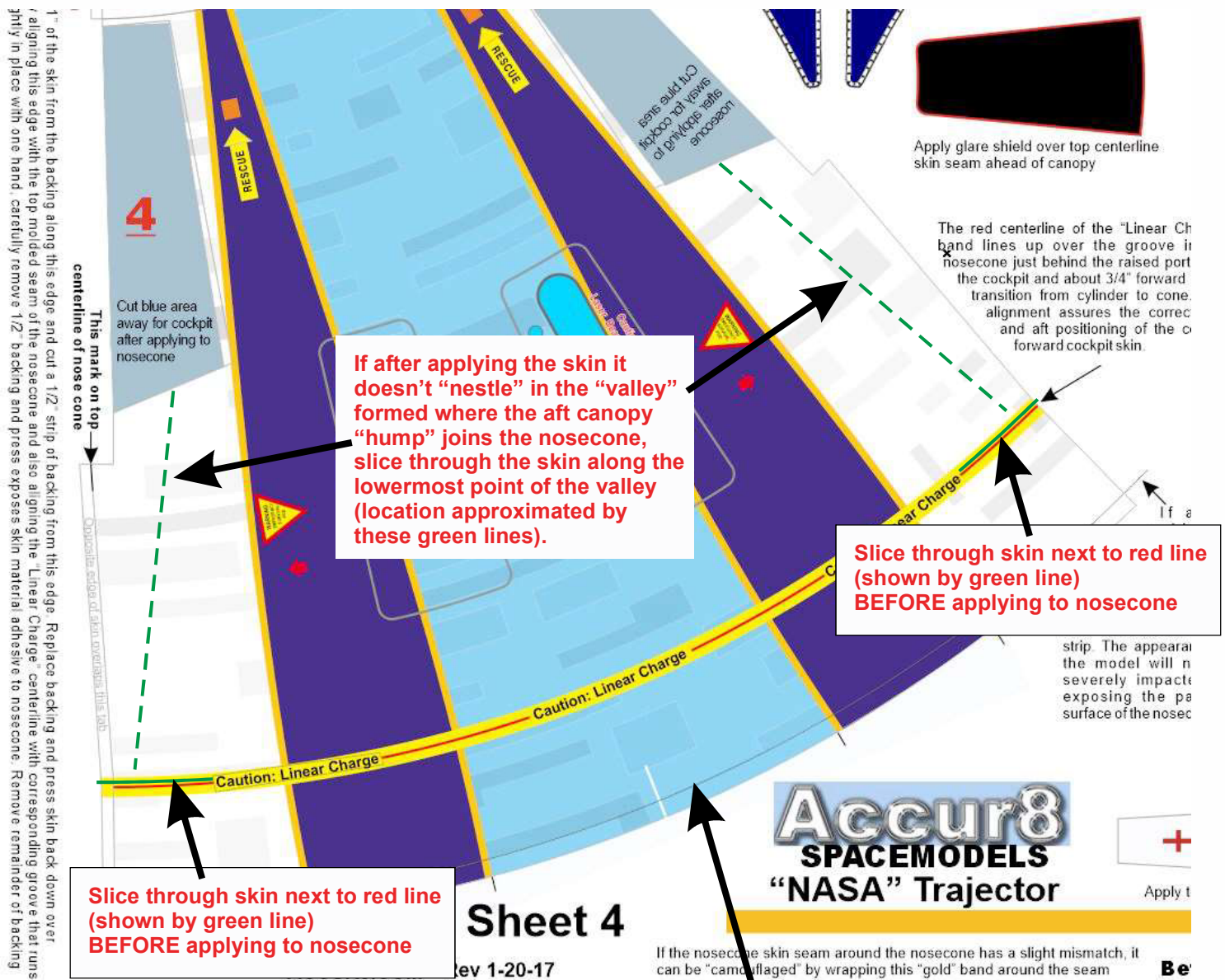


Bottom Wing Right

**12**

Cut away areas A and B before applying bottom wing skin. Align skin cutouts with cutouts in wing.





**If after applying this skin section you can't satisfactorily remove wrinkles at the compound curve, cut along this line and remove wrinkled strip. You should be able to remove remaining wrinkles by rolling (don't slide!) a warm clothes iron or covering iron over the remaining wrinkles. Then apply the aft nosecone skin, butting it against the aft edge of this nosecone wrap. Its forward edge will also have wrinkles that you should be able to "iron out". This is the most challenging part of skinning the nosecone. Take your time and be patient!**

The biggest challenge in applying the skin to the Trajectory and Interceptor nosecones is making the skin conform to the curve where the conical section of the nose meets the cylindrical aft section. The skin material WILL heat shrink to a slight degree by using either a clothes iron or, preferably, an iron intended for applying plastic coverings to model airplanes (typically called a "Monokote Iron"...an invaluable tool to have in your toolbox for many uses). I set my "Monokote" iron to half max and slowly "roll" it over the wrinkle (don't slide the iron on the skin or you risk damaging the skin). Apply only light pressure as you roll the iron over the affected area. Only apply the iron to the surface 2-3 seconds at a time so that you don't heat the underlying plastic of the nosecone enough to deform it.

With a clothes iron, due to its size, it may be easier to rest the iron in its "parked" (standing) position and roll the affected area of the nosecone over the stationary surface of the iron.

A few minutes of work with the iron and a bit of patience will go a long way.

If you can't get all the wrinkles out of the forward skin section, cut along the line indicated above and remove the wrinkled strip. Then, apply the aft skin, butting it against the edge of the forward skin. It will likely have wrinkles so repeat the "ironing" process for the aft skin.

Sometimes you just can't satisfactorily get all the wrinkles out. In such cases, you can carefully cut the middle "V section" out of the wrinkle and get the edges to lay flat. Then, you can use the provided "camouflage strip" provided to wrap around and cover the excised wrinkle areas.