

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – June 2010

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Meeting Notice

**Tuesday, June 8th, 7 PM
CAP Building, Thun Field**

Program: Cross Country Planning: John Brick. Everyone can contribute to this topic. Bring your own strategy, tips, experiences to share.

Refreshments: Lee Woody

From the Secretary

May 11th, 2010 - EAA Chapter 326 monthly meeting.

Kevin called the meeting to order

Tonight's program is about aircraft avionics wiring by John Atchison

Treasurer report \$3301 is in the bank

Tool crib. Joe Andre is going to house all of the chapter tools in his hangar. Give him a call if you need to use a tool.

Chapter officers. It's time to start thinking about elections at the end of this year. Remember that it's our chapter and we need to volunteer for these positions to keep the chapter going and growing. Please be thinking of some good choices for President / Vice President as they are two key positions that need to be filled.

Young Eagles. We need more help to run Young Eagles day! Everyone can help in some way or another. Dave has the signup sheets so drop him a note if you can help that weekend. Shooting for 300+ this year! June 26th is the date! We are expanding the schools that we are advertising with to reach more kids so it should be a good year.

Saturday, May 22nd, Kevin is having Stuart Systems come to his hangar and demo their waterborne paint systems. This is a hands on event to teach how to use the paint system.

Visitors

Darrell Sams returning old friend of the chapter.
Philippe friend of Jim Triggs - Europa and CH701.
Randy lives at south prairie - Murphy Rebel.

Andy

Stewart Paint Workshop Report

Over 20 of our chapter members attended the paint workshop that was taught by Jason Gerard from Stewart Paints. The workshop consisted of some good old fashion hamburgers and brats to fuel our learning and some great hands on training on applying primer and top coat. I believe everybody left with a much better understanding of how to use the Stewart System and the skill, or lack thereof, necessary to have a good outcome.

Personally speaking, I was very impressed with the product and the ease of applying. Having some experience way in the distant past and some fairly current on PPG products, I can say you definitely use a different technique than used for PPG. Once you give in to that and accept it, it's actually much easier to use and the results can be fabulous. As a group, we painted a few items with top coat with everyone contributing. Some did good, others have another calling. In the end, the pieces came out looking pretty darn good and certainly compared to some of the high dollar paint jobs I've seen in the past few years.

If you are interested in the system and did not attend the workshop, please get a copy of their free DVD or simply download it from youtube.com. They demonstrate painting a C-150 wing from beginning to end and the narrative is very complete.

Here is a summary of what I learned at the workshop:

Setup and supplies

Air supply is key to proper atomization of the paint. You really need a compressor that is capable of supplying 700cfm of air. You'll need between 22-23psi to the gun without any fluctuation in gun pressure. Generally, you would set your regulator to 80psi and then adjust it at the gun to 22-23psi while pulling on the trigger. Also make sure that you can still maintain that pressure even when the compressor turns on and starts recharging.

You need to use 3/8" airline. Do NOT use 1/4". Also change out your 1/4" couplers for 3/8". If you think you already have 3/8", I can assure you that you are using 1/4", which is standard. All the paint shops use 3/8" and you have to buy the couplers at a good paint supply store. It'll set you back close to \$20, but it's worth it and helps guarantee the volume of air that you need for your HVLP gun. Also, make sure your air hose is new and has not been used for anything other than painting or else you risk contamination from oils from your air tools, etc.

You'll need to spend \$80-\$100 for a good water separator and filter. You can buy these as separate units or combined. Again, check with you local paint supply store.

Avoid contamination by using only new, clean cloths for wiping and cleaning. Do not use old tee-shirts or towels that have been washed. New 18" Terry towels work great. Also, never use "tack" cloths as most contain some sort of wax that will

contaminate your work surface. ChemTek wipes are a great alternative.

When mixing paint, always use new filters and wood stir sticks. Jason told us of a customer who contaminated his paint by simply using a plastic ("silicon") spoon to stir his paint.

Paint gun. Stewart recommends the DeVilbiss FinishLine III gun, setup with a 1.3mm nozzle and costing about \$140.00. This is the gun that was used on the DVD and at our workshop. It worked okay and sprays a 6-7" pattern. This certainly represents the minimum in quality of guns that are recommended. Jason let us use his Sata 3000 gun with a 1.3mm nozzle. This is an awesome gun, but rather spendy at \$600+. However, the atomization was better while also spraying a 14" pattern. That's really nice in that you have half the passes thus allowing for a greater area to paint for the 10-15 minute time limits.

Prep and Primer

I won't go into detail on prepping as the DVD goes into great detail.

Priming is pretty straightforward and consists of 1-2 coats depending whether or not your first coat is smooth with adequate coverage. If you tend to have some orange peel and are dealing with round headed rivets, it's a good idea to shoot a second coat so when you scuff using 320 open-face sand paper you will less likely sand to bare metal on the rivets. If the primed surface came out smooth, simply scuff with red scotch-brite.

Gun settings include adjusting the fan to full and opening the fluid valve by 1 to 1.5 turns.

Spraying the top coat

This is where majority of people will fail. You will likely shoot a heavier coat than what is needed. If the paint is immediately glossy, it's too heavy. You probably won't see any gloss until shooting the second coat and it should trail behind you.

Top coat is applied in 4 coats, also known as 2 cross coats. Each coat's pattern is 90 degrees from the previous coat. After opening the fluid valve $\frac{3}{4}$ turn for the first coat, you will open the valve an additional $\frac{1}{8}$ turn for coats 2, 3, and 4. You will have 10 minutes from the time you start to spray until applying the next coat on coats 1 - 3. You will have 15 minutes between coats 3 and 4 as the paint in getting heavier and slower to get tacky.

After applying the first coat, you will most likely feel like you are doing something wrong. With the fluid valve setting of $\frac{3}{4}$ turn and using an appropriate spray movement, you will likely see paint coverage somewhere around 50%. That is correct. You will see that coats 2 & 3 will start to flow and fill in and the fourth will finish it up.

If you are getting orange peel, it's most likely that you are letting the paint dry. If you are using 10 minutes between coats, it's possible that you are dealing with warmer temps and may have to reduce the time. Should the paint dry, don't panic. Simply start the process over again by resetting the gun back to the $\frac{3}{4}$ setting and start the 1-4 coats all over again.

Support

Jason and Stewart Paints are available by phone should you have any questions. If painting is too much for you or you need some help, Jason is willing to paint for you for \$60 per hour and he comes with that high priced Sata gun!!

If there is enough interest left in the chapter, I would consider hosting another paint workshop.

Kevin

North American Eagle Afterburner Test

Ed Shadle

Some really good news.....We conducted the engine afterburner test at Sanderson Field in Shelton, Washington. Early on, we struggled with the engine startup because the fuel controller was empty from previous work we had conducted. Once the air was purged, the engine came up to an idle at 66%, right on the numbers. We did have a hiccup in the Percent of RPM gauge as it stuck and need a tap on the glass for the needle to move. Looks like we'll be looking for a replacement gauge in the very near future!

All indicators were positive for engine throttle up so I inched it up to 100% then on into afterburner. Man what a change in attitude from that S&S turbines J-79 with a new 4 line burner! That thing came on like gangbusters. The first thing I noticed was the Eagle moving forward a couple feet. I backed off the power and back to an idle then back up into burner again. Once the chains and cables had all the slack pulled out of them and the 1800 lb buried blocks had been firmly seated into the earth, the next move was to see if we could increase the speed of the earths rotation so back into burner again. What a thrill? I shut down the engine and got out of the cockpit to discuss any issues with the crew.

All looked good so I asked Bill Eckberg, our crew chief, if he would like to get into the cockpit and run the engine. He hadn't run a J-79 from the cockpit since his days in the Air Force as an engine mechanic in F-4 Phantoms so he was very eager to give it a go. After Bill took it through a few burner runs, we wrapped things up and headed for home. The whole team that was on site, 22 in all, was really high in spirits.

Thanks to John Dobson, executive director of the Port of Shelton, we had a great place to conduct runs with no interference or unwanted spectators. Sanderson Field in Shelton is a perfect place to do our testing. Thanks goes out to the entire team plus a few new team members. Next, we haul back to Shady Acres, unload the Eagle and get started on the next phase, aerodynamics and fairings for our runs, hopefully, at Edwards AFB, this summer.....Ed

New Projects

Curt Bryan started an RV-12

Dick Migas started a RANS S-19

Cawley's South Prairie Fly-In

A little history on the SP fly in. This was started many years ago by the airport founder, Glen Cawley as a grassroots get together called the "corn roast". It is traditionally held on the day before Mother's Day. Glenn and family would provide the corn and other folks would bring other dishes. Flying was the order of the day and rides were freely given to anyone and everyone interested. Over the years it has gotten bigger and bigger with hundreds of airplanes flying in from as far away as SoCal. Also antique cars, steam engines, and classic motorcycles have been added to the venue. The antique and classic aircraft still take center stage though with some beautifully restored examples dating back to the 20's and 30's.

At one time the fly-in was by invitation or you had to know someone. I think it is now open to the general public but courtesy begs that you introduce yourself to the "airport committee" usually found near the barbeque pit on the southwest corner of the strip. To my knowledge it is not advertised and probably needs to remain that way.

Flying usually starts in the morning and lasts all day with the pattern getting quite busy in the middle of the day. The well manicured grass runway is oriented N-S with a road cutting across the north 1/3. The south portion is still about 2000' long x 150' wide with a good approach over the river. CTAF 122.9, standard left hand pattern with preferred landing and takeoff to the north.

Kerry and I would sooner miss Arlington than this one.

Randy Albritton

BTW....Glen steered me into buying the property that later would become 9WA7

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Mar. 18, 1945, TBM (#68423, Bataan CVL -29) was hit by AA fire and crashed in the shallows near Izumi Naval Airbase, Kagoshima-ken. Ens. David C. LOOMIS (pilot) and ARMI/c Glen P. CAWLEY got out of the plane and were taken prisoners by the sailors run to the scene from Izumi Naval Airbase. On Mar. 22, they were sent to Navy Ofuna POW Camp, then moved to Omori POW Camp in Tokyo, whence returned to the US after the war.

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Another note: This was the first time I attended, and the first time I landed my RV-4 on a grass strip... in 800 hours. Cawley field is the home of Jim Moss and his QED project. Randy led us into Jim's hangar and we got a thorough tour of the project by Jim himself. Awesome. jb

Frederickson Elementary Presentation

On **Friday, June 18th**, we will present the formation flyover picture to the Frederickson Flyer, 6th graders. At 1 PM, we will be given a tour of the school. At 2 PM, at the beginning

of the 6th grade graduation ceremony, we will make the presentation. All the parents will be there so that will be the perfect time to invite them to Young Eagles Day, a week later.

Everyone is invited and I hope a lot of us can be there for the presentation. This is a big deal for the school and our picture will become a permanent part of its heritage.

And most importantly... no, we will not be stuck there to suffer through the graduation ceremony. The principal assured me we would be excused immediately after the presentation. So be there at 1 pm and expect to be out by 2:15.

From Meridian and 176th, go west on 176th for 1.8 miles. Turn north on 74th. Go 0.1 miles, on your left.

Fournier RF4D Motor Glider

Never heard of it? Neither did I. But if you looked at EAA Experimenter Magazine, it has been featured in the last two issues. And to read testimonials, it is "widely regarded as the finest single-seat light aircraft ever made..." It is aerobatic, tested to +13 g's without failure. Look at the video of a three-ship doing formation acro line abreast and close... very beautiful.



It is a French aircraft and RF is for the designer Rene Fournier. The RF4D was actually built under license in the 1960's in Germany... 155 in all. Mira Slovak flew one from Germany, across the Atlantic to Santa Paula, CA... **on 36 horsepower**. You can read of this incredible flying adventure on the pdf link below. And you can see the aircraft hanging in the Seattle Museum of Flight.

Mira Slovak is something of a legend himself. Less than 10 years after defecting (via borrowing a CSA Airline DC-3) from Czechoslovakia to Germany, Mira moved to the US. He flew crop dusters, then raced unlimited hydroplane boats for Bill Boeing. And in 1964 winning the Reno air races in Bill Stead's Grumman F8F-2 Bearcat. Mira was a 747 Captain for Continental Airlines. He is in his 70's and still delivers airplanes over great distances.

<http://members.cox.net/motorglider/RF4.html>

http://www.eaa.org/experimenter/articles/2010-04_fournier.asp

http://www.eaa.org/experimenter/articles/2010-05_fournier.asp

http://www.cfiamerica.com/images/Thirty-Six_Horsepower_over_the_Atlantic_Mira_Slovak2.pdf

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