



# North San Diego County Vernon Payne Chapter 286

*President: Bob Wilson Vice President :Mike Talmadge Secretary: Dave Leedom Treasure: George Pruitte*

The February 2008 meeting was called to order by President Bob Wilson at 1900 hours.

### **Three guests were present:**

Luke Helm, whose ambition is to fly a Kit Fox.

Joe Vaccaro of Spring Valley (619-894-2852), who plans to build an RV or a Zodiac and would like to hear from anyone who has built or intends to build these models.

Joe Martin, a former EAA member who is now rejoining.

The minutes of the January 03 meeting were moved and approved.

Bryan Evans, our technical advisor, was present and described the yellow amphibian he refurbished and flew out last October.

Bill Irvin has now taken over the job of mailing out the newsletter to those members who prefer the printed page to e-mail.

Gregg Butler and George Pruitte reported on the flight of Young Eagles out of Oceanside Airport the previous Saturday. Sixteen Young Marines in combat uniform participated. Both Gregg and George expressed admiration for the professionalism displayed by the Young Marines and gave tribute to John Alling for his role in direction of the Young Eagles and maintaining the high quality of the program.

### **New Business:**

President Bob Wilson called attention to the availability of airport watch posters. These are reminders of the need to watch for and report any suspicious activities that might indicate a terrorist or criminal threat to the airport, aircraft, and personal property.

George Ray raised the possibility of parking in the next-door lot formerly used by the helicopter folk. An inquiry will be made to see if parking will be compatible with ongoing construction activities at the site.

A date for the field trip was set. Members will meet by Tom Aberle's hanger at Fallbrook Airpark on Saturday, March 8th at 10:00 a.m. Several members have projects at the airpark and adjacent areas. The hanger is the farthest structure at the bottom of the hill. Gregg Butler (cell phone No. 760-822-4019) will be on hand to give directions. We will give out the airport gate code at the meeting

Bryan Evans called attention to an upcoming Palomar Airport Association breakfast in the planning and suggested members check the current KRCQ news for details.

George Pruitte brought up the fly-out and it was decided to discuss the event at the March meeting.

Speaker:

The speaker was Ken Scholey, a professional painter for the Fallbrook School District, the second largest

school district in the state. Ken is a master painter of aircraft as well as a skilled aircraft builder. His talk encompassed all stages of painting, beginning with surface processing and ending with the final coat of paint.

Ken emphasized the importance of surface cleanliness prior to painting. Even traces of silicon from kitchen clothes dried along with fabric softeners can seriously degrade paint adhesion and result in very serious surface spotting.

Ken then gave a detailed discussion of commercial products, the proper use of polymerization catalysts, and the control and determination of viscosity for optimal spray application. Ken emphasized the carcinogenicity of the product and the desirability of breathing air furnished by a compressor with an air intake far enough away so that no aerosolized paint droplets will be inhaled.

The paint application begins with a fine misting that is allowed to dry and form a foundation for subsequent heavier coats. Allowing the initial misted coat to dry decreases the likelihood of paint running, sagging, or orange peel formation by subsequent coats. Temperature and humidity are critical variables that are difficult to control. Stress was placed on the need for thorough drying and curing of the painted surfaces before application of wax coats.

The importance of U.V. blocking for paint application to fabric and composite upper surfaces was also discussed. In general this is accomplished by adding a compound that is sufficiently dark to block the illumination of a 100 Watt

light bulb directed at the under surface. Generally three coats of U.V. barrier are given to the top, two coats to the side, and a single coat to the bottom.

For very light craft the added weight of paint is significant and paint is frequently omitted on metallic surfaces not requiring protection.

Ken described a variety of spray guns and patterns of application. Because viscosity will vary with temperature, humidity, and the time of day, Ken recommended trial applications on scrap material in order to obtain a dilution yielding an optimal spray pattern.

Compressed air has a tendency to release moisture. Therefore, Ken recommends the use of water traps to keep moisture from infiltrating the spray mixture.

Ken further recommends that painting should be done under a canopy to shield the work from the sun. Even better is a shade shack sufficiently screened to keep out insects that would invariably land on freshly painted surfaces.

Masking tape should be removed as soon as possible and pulled at a sharp angle to avoid lifting of paint. The freshly painted craft should be taken in at night to avoid loss of gloss from exposure to moist air.

Cleaning of spray equipment is a less demanding procedure. Thinner sprayed repeatedly through the gun will be perfectly adequate to remove all traces of paint. The spray gun can be stored with a load of thinner. There is no need to take the sprayer apart for cleaning.

Ken stressed that aircraft painting is an art that requires painstaking attention to detail and years of practice. The very finest finishes remain the province of the professional.

The meeting was adjourned at 2100 hours.