



## Upcoming Event

Mt. Hawley Airport will be having an open house at 3MY on Sept. 14, 2013. The Chapter has supported this event each year by preparing the hot food and cold drinks for the spectators.

If you have an airplane to exhibit, plan on moving it up to the ramp so the public can see the diversity of aircraft hangared at 3MY.

The Chapter will be flying Young Eagles that afternoon and need volunteers to manage the event. Both pilots with planes and a ground crew to handle the children and the paper work. It normally takes five or six people to keep up with the paper and kids.

## Painting

I am, by no means, a painter. I just know enough to get myself in trouble. But, since I haven't heard anything from the other contributors to this newsletter, I'm desperate for material to fill this space. I could do like the government publishers do and print in the middle of the empty spaces:

### **This Space Left Intentionally Blank**

But I have never done that and there is no need to start.

So, I'll tell you what I'm doing to start to paint the fiberglass parts of OneX 107.

No. 1. Buy your paint from a professional paint supplier like Born Paint. They will mix any color you want and give you the materials and data sheets for the mixing and spraying. I assume in this writing that you will spray the paint.

There are several different guns. The Low Pressure, High Volume guns good for keeping down the over spray caused by higher pressures at

the nozzle. But, they require larger inside diameter air hose and quick disconnect fittings, and a compressor that can supply the volume of air.

From the safety stand point you will need a good filtered mask for the type of paint you are using. This is important. Some of the volatiles in the better paints require a chemical filter, not just a cloth filter.

The preparation is the hard work. Sanding, filing, getting the surfaces ready, takes more time than the actual painting.



The area you work in should be free of dust and you want to cover everything that you don't want to get paint on. It helps to have an exhaust fan working in a window or door to keep the over spray moving out of the area. A furnace filter over the fan will catch most of the paint.

The primer paint I'm using is a two part epoxy grey primer over the fiberglass. Once it dries, it will need a little rub with a scotch brite or wet and dry 400 paper to smooth out the spray pattern and then on to the color.

The color paint is a three part paint. The shelf time after mixing, is about 70 hours.

Spraying is not rocket science. Test the gun on a piece of cardboard to get the pattern adjusted. Hold the gun six to eight inches away from the surface and move at a constant speed from one end to the other. Don't put too much on the first time. Dust it on evenly and give it a few minutes to flash off before putting the next coat on. If you get a run, don't try to fix it. Let it dry and sand it down, and repaint.

There, now you are as expert as I am. I expect my paint jobs to pass the 50 foot test. From 50 feet away they look real good.

## From Our Field Correspondent in Pahrump, Nevada

*Jack Frost has been a faithful member of the Chapter. even after moving to the far Western side of Nevada.*

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OVER THE HUMP SAVER

JULY 2013

# Police Radar Reads 300 MPH

Two California Highway Patrol (CHP) Officers were conducting speeding enforcement on I-15 just north of the Marine Corps Air Station at Miramar. One of the officers was a hand held radar device to check speeding vehicles approaching the crest of a hill.

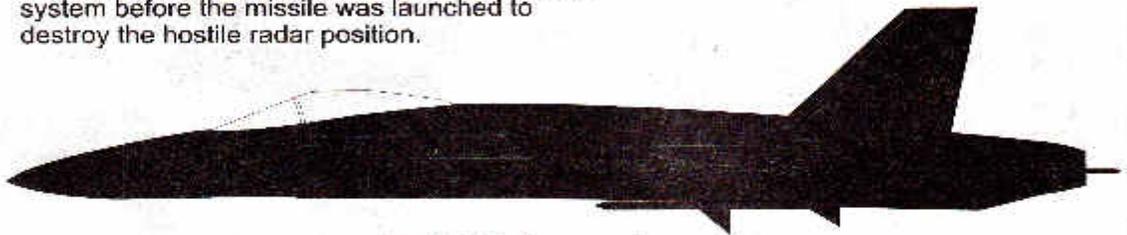
The officers were suddenly surprised when the radar gun began reading 300 miles per hour. The officer attempted to reset the radar gun, but it would not reset and then turned off. Just then a deafening roar over the treetops revealed that the radar had in fact locked onto a United States Marine Corps (USMC) F/A-18 Hornet which was engaged in a low flying exercise near the location.

Back at CHP Headquarters the patrol Captain fired off a complaint to the USMC Base Commander. The reply came back in true United States Marine Corps style: *Thank you for your letter. We can now complete the file on this incident. You may be interested to know that the tactical computer in the Hornet aircraft had detected the presence of, and subsequently locked on to your hostile radar equipment and automatically sent a jamming signal back to it, which is why it shut down. Furthermore, an Air-to-Ground missile aboard the fully armed aircraft had also automatically locked on to your equipment location.*

*Fortunately, the Marine Pilot flying the Hornet recognized the situation for what it was, quickly responded to the missile system alert status, and was able to override the automated defense system before the missile was launched to destroy the hostile radar position.*



The pilot also suggests you cover your mouths when cussing at them since the video systems on these jets are very high tech. Sergeant Johnson, the officer holding the radar gun should get his dentist to check his left rear molar. It appears the filling is loose. Also, the snap is broken on his holster. Thank you for your concern. Semper Fi.



F-18 Hornet

# OneX 107

Well folks, a waypoint in my OneX construction process has been reached. The fuselage has been moved to the EAA Hangar so I can build the wings in my garage. There wasn't much more I could do on the main frame. A little polishing, run the peito and static tubing lines, run the wire for the strobes that will mount on the wing tips. There is a lot to do like, calibrate the fuel tank, and do everything that's necessary to start the engine. But that's the work that will happen at the hangar after the wings are done and installed.



I've been running about a month behind on this page while building the OneX and I am catching up as I write this one.

Last week we moved the fuselage and I reconfigured the garage to build the wings. That involves moving the two desks back into the center of my half of the garage and getting out the parts to assemble the folding wings. I set up the main and rear spars on the desks and went back to the drawings that deal with the wing assembly.

The No. 1 ribs, next to the folding wing joint, must have 60 rivets in the face of each one. That's a lot of holes to up-drill and rivet, plus the first two ribs are bolted to the main spar and the rest are riveted. I also installed the paddle mechanism for the aileron push rods.

Once all this was done, I set the wings aside and commenced to get ready for painting the fiberglass components, namely the cowling, wing tips, and wheel pants. These are the largest pieces that require painting. The wheel pants are removable and I will bring them home to paint also. The tail tips will have to be painted on the airplane at a later date.



This catches me up to date for now so I will throw in a safety item which I experienced. This has to do with working on or around a battery. It doesn't matter whether it's 12 or 24 volts. I was getting ready to turn on my panel instruments for the first time. I think I told you about that last month. I was anxious to see the EXTREME work and when I found the main contactor was connected backwards, I removed the positive battery terminal to do the re-connecting. I was in a hurry and did not follow the method I know is the safe way to work with a battery.

I was tightening the positive battery terminal with an open end wrench in my right hand. I wear a ring on my right ring finger and in the process of swinging the wrench, my ring contacted the windshield aluminum bow and the ring was contacting the wrench. In an instant, the ring was red hot and I was burned badly. Imagine this. You have a red hot ring on your finger. How do you get it off?

The heating potential of a metal shape varies with the cross section of the item. In the case of this ring the outside portion that contacted the aluminum is the largest cross section of the ring and the inside is the smallest, or narrowest section of the ring. The smallest cross section got the hottest and burned me the worst.

The inside of my finger had third degree burns. It was actually bleeding. The outside had second degree burns but the skin was still intact.

Several weeks of antibiotic cream and bandages proved to be successful and it is healed today. I kept thinking about what happens when you cut the bark all the way around a tree.

I'm sure you all know how to work around a battery. You always remove the negative wire first and replace it last. I knew that but I was in a hurry and took a short cut.

Don't take short cuts with batteries. They have a lot of stored energy just waiting for a conductive path to release their energy. A wrench, a finger ring, a screw driver, or a piece of safety wire will satisfy the path. Take the negative wire off first so the airframe is not part of the circuit. Then there will not be anything out there to run into and release that energy and ruin your day.



**AUGUST 2013**  
AGOSTO

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
28	29	30	31	1	2	3 <b>First Breakfast</b>
4	5	6	7 <b>Regular Meeting</b>	8	9	10
11	12	13	14	15 <b>Directors Meeting</b>	16	17 <b>Second Breakfast</b>
18	19	20	21	22	23	24
25	26	27	28	29	30	31

The Regular Chapter 563 meetings will be held at the Chapter Hangar at 7:00pm on the second Thursday of each month.

All Chapter 563 breakfasts will be held at the Chapter Hangar from 8:00 am to 10:00 am on the first and third Saturday mornings.

The Chapter 563 Directors meetings will be held at the Chapter Hangar on the third Thursday of each month at 7:00pm.