

Finishing, Painting





Previously filled portion of tail was joined to fuselage, and access port in bottom of fuselage was built. Now micro filler is applied and sanded to contour to fill seams. September 2016





Micro fill is applied over reinforcing plies on front of tail section and to fill seams and contour of aileron root fairings. September 2016





Build-primer applied to tail section using a roller. Several coats are alternatively sanded and reapplied. September 2016





Primed and sanded tail section is fit to the remainder of the plane to test for fit.
September 2016.





Tail is primed (spray Stits epoxy primer), then wet-sanded and final painted with PPG OMNI MTX VOC single stage gloss finish coat.
November 2016



The build primer used for filling, after application of Micro, is Poly Fiber UV Smoot Prime. This product is water based, and can be applied with a roller to build thickness. It can be sanded within 12 hours of application and goes on in multiple coats, with sanding to fill pin holes. The product should be allowed to dry for at least a week in dry air, to avoid any evolution of water under the finishing coats of hard (epoxy primer, previous page).

After application of multiple coats of epoxy primer followed by wet sanding, the final finish white paint is a two part single stage Automotive Urethane by PPG called OMNI MTK Acrylic Urethane. Using a Slow Topcoat Hardener MH168, shown below. Part number and color are shown on receipt for purchase below.



Bill To:
CASH BODYSHOP - 8993CASH 1
81501

Ship To:
Same As Bill To

P: CASH 1

INVOICE NUMBER	INVOICE DATE	SLSM CODE	PURCHASE ORDER NUMBER	TAX CODE
12031102	11/16/2016	9918		3751

H	M	ITEM NUMBER	ITEM DESCRIPTION	T
X		MH167/8OZ	FAST TOPCOAT HARDENER	T
X		*MTKA/QT	904049 brt white	T





Origin of the “bird” logo: My son Carl, when in grade school was riding in the car and bored. He sketched up a little cartoon bird from his imagination on one of my sticky pads. My friend, the talented Rocky Smith asked me “what’s with that bird?” when he saw it on my dashboard. He suggested that I put that on my plane. I asked him if he could paint it on my rocker covers, and he did this. I later asked him to paint it on the tail. Beautiful work!





My son Carl's cartoon bird is hand painted on both sides of the tail, then coated with clear coat. Then vinyl N-number is applied to lower portion of tail on both sides. March 2017





To paint interior panels in cockpit, Rust-oleum filler primer is applied, then Krylon “Stone” (color travertine tan) textured paint, then the textured paint is sealed with Rustoleum Ultra Cover Matte Clear. July 2017





Exterior of fuselage is masked, then prime-texture-clear coat regimen is applied to interior cockpit bulkheads, side panels and overhead structure. July 2017





Textured paint regimen is sprayed on interior panels including seat back and center console. July 2017





Remove masking, verify fit of console covers, and install EXPERIMENTAL vinyl lettering on upper portion of seatback bulkhead.





Paint textured paint on console closures and verify fit. Cut FAR 23.853 compliant fire resistant carpet panels and install on side panels and seat bottoms. July 2017





Stretch duct tape over seat back bulkhead and opening in seat back. Use peel ply to isolate area for seat back stiffener. Lay up 4 BID tapes over lower lip of opening to serve as seat back support and alignment ledge. Lay up 2-BID over tape and 4-BID ledged then trim to match contact area. Cut 5/16" urethane foam stiffener to fit peel plied area (same vertical dimension as seat back opening).





Bond black pliable 1-inch thick closed cell foam to front of trimmed seat back, then glass 1-BID over foam stiffener panel (attached to seat back with micro), and bond 1 BID tape around the perimeter of the seat back and roll the edge over the outside edge of the black foam.





Peel ply and tape is used to retain the glass to the outside shape of the foam and seatbacks are positioned in place on seatback bulkhead to cure. When tape and peel ply is removed seatbacks have a wrap of one ply of glass. Seat black foam will be covered with one layer of memory foam and be closed out with quilted leather.





View of seat backs in position in cockpit. July 2017





Fit all panels and cowling in position over engine to test for fit of all panels and ducts.





Start filling and contouring with micro. Starting in front of fuselage and moving rearward. April 2017.





Build support/pivot assembly for supporting fuselage with nose wheel removed for filling, priming and painting. July 2017.





Fill to match seam of cowl and fuselage. Flox bead next to cowling edge, then micro fill behind. Contour fill and sand. Repeat as necessary to achieve desired contour. July 2017.





Continue filling and sanding aft. Build contour to match outline of door panel with flox bead next to door and micro behind that. August 2017.





Continue filling fuselage aft of cockpit, sanding to contour and re-filling as necessary. August 2017





More filling, sanding, re-filling and sanding micro to achieve desired contour.
September 2017.





Apply thick layer of micro to top of right main wing. Drywall trowel ensures uniform thickness. September 2017.





Rough sand right wing top to contour and then apply thick micro to left wing and start sanding to contour. September 2017.





“Poly-Fiber
Smooth Prime”
build
filler/primer
applied to top of
right wing, then
sanded.
September 2017





Apply Poly Fiber Smooth Prime Fill Primer to contoured fuselage areas. September 2017.





Tilt fuselage back and apply micro fill to upper left canard. September 2017





Apply thick micro fill to the upper right canard surface. September 2017.





Sand upper canard surfaces to contour and apply Poly Fiber Smooth Prime build primer.
September 2017.





Invert aircraft to prep for finishing underside of fuselage, wings, canard and landing gear legs. September 2017





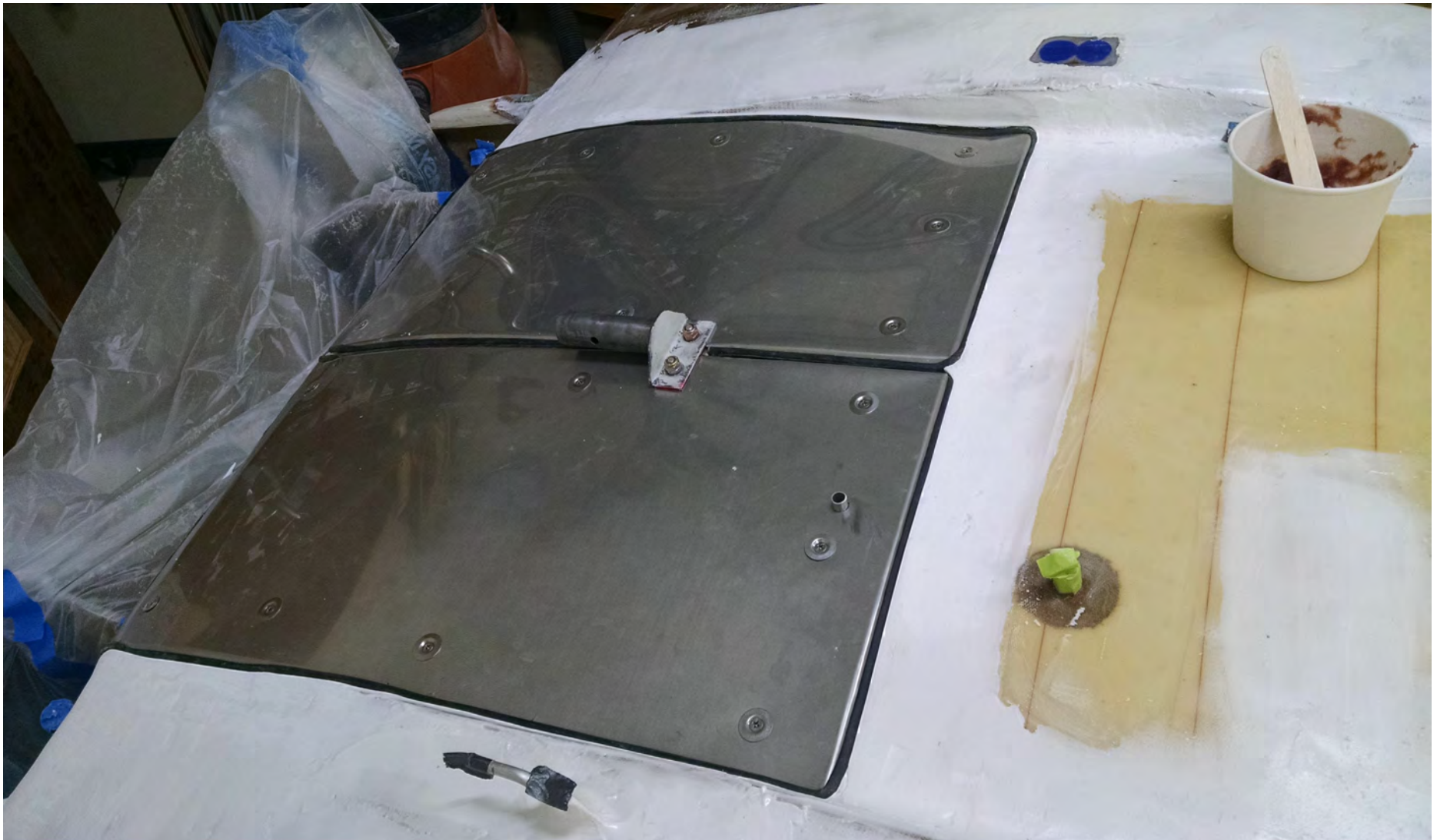
Fit landing gear closeout in place and verify fit and security. September 2017





Fill around gear closeout and strakes. October 2017





Fill and contour around the heat shields and strakes. October 2017





Sand and contour strake and fuselage junctions, then fill bottom of left canard and intersection with strake. October 2017.





Fill top and bottom of the gear legs. October 2017





Apply micro to bottom and tip of the right canard. October 2017





Fill and start contour sanding the bottom of the right main wing. October 2017





Pinhole filling with
West System epoxy.





Sand and contour shape in landing gear legs, strakes and fairings. October 2017





Apply fill primer on lower part of fuselage. October 2017





Load plane on trailer for transport to Mack Airport for prep to paint. November 2017





Plain arrives at scenic Mack Mesa Airport. November 2017





Refit tail section to forward section of fuselage and layup narrow lip on overlapping joint between front and rear sections of fuselage.





Fill rudder. Top and bottom with micro and sand to contour. November 2017





Fill ailerons top and bottom and sand to contour to prep for primer. November 2017





Fill top and bottom of elevators and fill and contour ends of elevators.
November 2017





Sand and contour elevators and
sparrow strainers and ends of
control surfaces. November 2017





Fill intakes on lower cowl.
November 2017





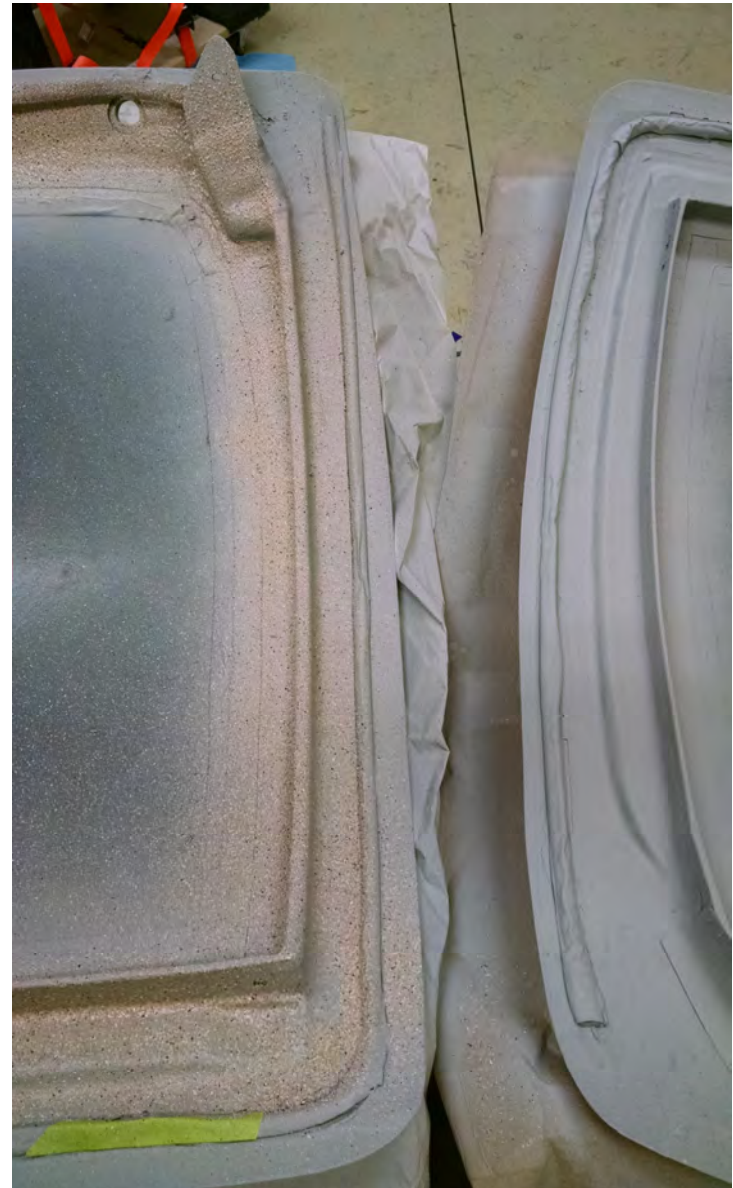
Fill rear edge and around access doors on upper cowling.
November 2017





Fill sand and smooth rudder fairing and check for fit and free motion of rudder. November 2017





Mask, prime and apply textured paint coats to cockpit door frames. November 2017.





First epoxy spray primer followed by local filling and contouring. December 2017.





Final sand and spray final color single stage white on gear legs. January 2017





Mask off landing gear, apply additional epoxy primer and wet sand again. January 2017





Full fuselage is wet sanded for final time. January 2017





Final single stage color coat is painted over entire airframe. January 2017





Begin removing masking, cleaning up edges of Plexiglas, minor cleanup of small runs and blemishes on final coat with 1500 grit sanding and buffing. February 2018.





Final color coat on top and bottom of fuselage, including stainless steel heat shield.



Fuselage tail is refitted to the forward fuselage after final color coat. All clearances verified. February 2018.





Refit Cowling top and bottom and verify fit of fasteners. Fit doors and trim to match final paint thickness on fuselage. March, 2018

