

In the former sections on priming, you could see that in my previous home, I had a separate small garden house where I could do the priming of my parts.

Since I moved, I have a bigger workshop now but no more paint booth.

Now that it's time for priming again, I had to invent something new so I decided to build a paint booth in my workshop.

After disassembling the fuselage and putting all parts aside, I went to the garden house to get some old party tent where the cover could be removed and only the tube system remained.

Installed that and covered the hole place with plastic. I just hope that it will stand the suction power of my air suction engine. We'll see that soon on the first attempt this weekend.

The disadvantage of this new booth is that I will have to build it and break it down each time I prime.

The advantage is that the surface area is much larger then in the previous place and also that it is inside the house so that I'm less dependent on outside temperature.

Here's a shot of the paint booth.



As I started scuffin parts for priming, I found a couple more locations where I forgot to do thing.

Had to countersink to #30 on a hole I missed on the side aux longerons. Previously I messed up a hole and enlarged it to #30 on the aux longerons. I countersunk all #40s but forgot the one of #40.

Just took a couple of minutes to countersink this sucker.



Category: 3.9. Forward and Center fuselage

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Another missed thing was countersinking #40 for the nutplate ears on the fuselage F-685 gussets.



I also forgot to dimple the nutplate ears on F-902 L and R ribs for the nutplate ears. These will hold the vent line later on. No picture of that.

Scuffing will go on the next days and hope to have a first primer session on saturday.