

WOODLAND/DAVIS AEROMODELERS



Prez Sez

Nov Newsletter 2022

Hello all, hopefully the fall weather has brought some enjoyable flying for you! Thanks to members who came out yesterday for the work party. The pits were blown clean, shade fabric at the lunch area and the south shade were stored and the shade fabric at the north shade had the remainder of its nylon rope replaced with cable so that it can stay up year round. Thank you to everyone who came out! Also thanks to Jim Dahl who cooked up some hot dogs and brought chips and drinks as well.

The November meeting will bring the opening of nominations for club officers and board positions. Please consider putting your hat in the ring for these roles. It would be great to see some new faces step forward and bring their talents/skills/viewpoints to the club leadership. I think that we have some things that we can improve on, in particular our events and community outreach, training, and in field maintenance/improvement. If you think you have something to offer, by all means get involved.

Website- Please, if you have any knowledge or interest I would like to find a local person to take on the website and help the club in that capacity. Its a great way to earn your points, and help promote the club as well. Please let me know if you have interest or know someone who has the ability to manage or improve our website.

Training- I spoke a month or two ago about investment in trainers. What we also need are some folks to step forward and serve as instructors. I have received a couple of calls recently from prospective members and one of the questions centers on how we handle training. With fewer new members coming in who needed training the last several years, our training program has fallen by the wayside and its time that we focus our energies on helping new members find success so that they become longtime modelers. The local communities Davis, Woodland and beyond would really benefit from having this feature of our club improved and expanded.

Meetings- We've been meeting at the Round Table in Woodland a few times now and it seems to be working out

Prez Sez

Jeff Lovitt

Board Meeting Minutes

Mike O'Kane

General Meeting Minutes

Mike O'Kane

Edwards AFB Tour

Jeff Lovitt

Modeler's Corner

Mike Radu

Upcoming Events

**The WDA General meeting will be
Monday Nov. 14th @ 7pm at the Round
Table Pizza Party room
421 Pioneer Ave, Woodland.
Check the website for any changes.**

wdarc.org

well. There's a chance to grab some food/beverages and talk about club activities, but also to show off some models. Thanks to Doug Barton, Danny Winter and others who have brought models in for a show and tell. It's been good to see some new faces at the meetings, and it really makes a big difference in the club to have that time together to see what folks are working on and what events they've been to.

I returned from the Scale Masters championships in Phoenix this past week. It was a fun event and we had a great time. Attendance is down a bit, I think due to the shutdown for two years. It's hard to bring events back once they are turned off. People start to find new events to take up their weekends. Could WDA host this event again? I'd say that if the club wanted to do it, we could get it. What do people think?

On the way back from Phoenix, I was able to get a tour at Edwards AFB/NASA Armstrong Flight Research Center. My friend Red Jensen has been working for NASA for a number of years and he has been offering for years to provide the tour. See elsewhere in this issue for photos and captions. What I thought would be a quick hour to see his shop turned into the majority of the day checking out history and hard to access artifacts of our aviation history. A great time.

Until next time... Jeff

Board Members Meeting October 8, 2022 Board meeting

Board Members present: Jeff Lovitt, John Eaton, Forrest Barton, Mike O'Kane, Chris Dellinger, Danny Winter and Doug Barton
Meeting was conducted prior to the General Membership meeting on October 8th at 6pm

Meeting called to order at 6:11pm, meeting place: Round Table Pizza on Pioneer Ave., Woodland.

Discussion

2022 Membership is at 96

Income for 9/12 thru 10/10 was \$195.04, expenses \$1,642.66 net income for the month after expenses is minus \$<1,447.62>.

Water pump the Department of Water Resources (DWR) has issued a Violation report for the Club using an existing levee flood control pipe, this allowed WDA to draw tail water from the slough stream. The violation among other things states the use of the existing flood control pipe was not authorized for the Club to use on a Federal Levee and we are required to cease and desist by November 10th.

All pipe, pumps and all other material associated with the complaint was removed on Tuesday the 9th, a picture record of the before and after was made and the landlord was provided copies as well as the DWR.

Water options with an adjacent land owner is being considered, more to come on this.

John Eaton has resigned as the Club Treasurer for personal reasons, if you have skills with Quick Books and would consider stepping up please reach out to Jeff Lovitt to discuss this position.

Signage for pet leash requirements is being looked into.

Donated tractors transportation cost: Amos Metz Rentals has an 18' tilt trailer (no winch) for \$100.00/day.

Trailer was rented on October 21st, both tractors are at the Field, cost was \$126.00.

Bill McGaughey brought up a plan to move the additional I beams onto the Conex roof to span the distance between to big Conex install trusses and cover the roof with salvaged metal siding. Discussion to be continued.

Tileston House is being emptied and prepared for sale (as is). When emptied John will contact Realtor and begin the sales process. Forrest Barton is co-executor of this estate and is assisting John Eaton.

Comments were made to upgrade the Porta-a-potties, suggestion came from an event leader. Replacement cost is approximately \$800.00, Jeff will respond to the person that made the suggestion.

Work Party on Saturday October 29th to winterize the Club, remove and store the padded chairs and remove the shade canopies, put up the cafeteria tables. Start time is 0800

Next Board Meeting is set for 6:00pm November 14 at the Pizza Hut on Pioneer Ave.

General membership meeting is at 7PM November 14th at the Round Table Pizza party room on Pioneer Avenue.

Meeting adjourned @ 6:58p

General Members Meeting October 8, 2022

Board Members present: Jeff Lovitt, John Eaton, Forrest Barton, Mike O'Kane, Chris Dellinger, Danny Winter, Bill McGaughey and Doug Barton

Meeting was conducted after the Board meeting on October 8th at 7pm

Meeting called to order at 7:09pm, meeting place is the Round Table Pizza on Pioneer Ave.

Discussion

New members present: Tom Curran and Jim Dahl

2022 Membership is at 96

Officer reports

President: nominations for the upcoming Board and Officer positions will open at the November meeting

Treasurer: Income for 9/12 thru 10/10 was \$195.04, expenses \$1,642.66 net income for the month after expenses is minus \$<1,447.62>.

John Eaton has resigned as the Club Treasurer for personal reasons, if you have skills with Quick Books and would consider stepping up to the treasurer please reach out to Jeff Lovitt to discuss this position. John will provide a one on one session during the handoff to familiarize the new treasurer with the books and our other Club contacts involved with this position.

Secretary: The long wait for FAA advisory circular for FAA-Recognized Identification Areas (FRIAs) AC95-57C has ended. The AMA has a blog posted, the AMA will start filing applications on AMA Clubs behalf once the FAA opens the process.

Show AMA and Club membership card while flying, display in a reasonable and obvious position on your body above the waist, i.e. hat, shirt.

Events: Minden Float event had excellent weather with great flying days.

Pattern Event Good flying weather, then flyers for this venue did an exceptional clean up at the end. Well done guys.

Sunday January 1st Chili-n-Chilly Open to all AMA members, good eats.

Open House date TBD, April time-line, swap meet, Jet demos, trainers and Gliders. Plan is to fall back to the venue theme in previous years at the last field.

New business: Water pump - the Department of Water Resources (DWR) has issued a Violation report for the Club using an existing levee flood control pipe, this allowed WDA to draw tail water from the slough stream. The violation among other things states the use of the existing flood control pipe was not authorized for the Club to use on a Federal Levee and we are required to cease and desist by November 10th.

All pipe, pumps and all other material associated with the complaint was removed on Tuesday the 9th, a picture record of the before and after was made and the landlord was provided copies as well as the DWR.

Water options with an adjacent land owner is being considered, more to come on this.

Comments were made to upgrade the Porta-a-potty, suggestion came from an event leader. Replacement cost is approximately \$800.00, Jeff will respond to the person that made the suggestion Item open

Old Business: Signage for pet leash requirements is being looked into. Item open.

Donated tractors transportation cost. Amos Metz Rentals has an 18' tilt trailer (no winch) for \$100.00/day.

Trailer was rented on October 21st, both tractors are at the Field, cost was \$126.00. item closed

Bill McGaughey brought up a plan to move the additional I beams onto the conex roof to span the distance between to big conex install trusses and cover the roof with salvaged metal siding. Discussion to be continued. Item open

Tileston House is being emptied and prepared for sale (as is). When emptied John will contact Realtor and begin the sales process. Forrest Barton is co-executor of this estate and is assisting John Eaton. Item open

- Work Party on Saturday October 29th to winterize the Club, remove and store the padded chairs and remove the shade canopies, put up the cafeteria tables. Start time is 0800
- Show and Tell: Carbon Z T-28, landing gear conversion using JP Electronics Gear controller. Search JP Hobby Multifunctional Electric Landing gear controller. www.jphobby.eu
- Next Board Meeting is set for 6:00pm November 14 at the Pizza Hut on Pioneer Ave.
- General membership meeting is at 7PM November 14th at the Round Table Pizza party room on Pioneer Avenue.

Meeting adjourned @ 8:20pm

Edwards AFB tour with NASA's Red Jensen on October 24, 2022

By Jeff Lovitt



This is the concrete ramp where the Bell X-1 that Yeager flew to break the sound barrier 75 years ago was rolled down and fueled before the B29 mother ship was rolled over this opening and hoisted the X1 into its belly. The plaque designates the historical significance of these locations. The concrete area is largely a parking lot for more modern facilities, but this incredible artifact remains. The second photo is me standing in the middle of this piece of history (with goosebumps), looking back at my host Red Jensen and our NASA chase vehicle which logged a LOT of miles around the base that day to reveal some of its history.



(above) The hulking remains of a B-58 Hustler parked in the middle of nowhere. It's been stripped of major parts for other museum pieces. It was part of a target in the middle of the base that was used for certain aerial targeting practice activities. It is currently sinking into the desert.

(right) This pedestal mounted F104 is actual the NF-104 which contains not only its standard jet engine, but the added boost of a rocket powered motor at the base of the fin. This aircraft type is depicted at the end of the movie the Right Stuff when Yeager takes it out and attempts to achieve an altitude record before stalling and falling into a



spin that resulted in him dramatically punching out and walking away from the crash.



This is the lake bed and main runways from a relatively high point on the base. The main lake bed is 7 miles wide and 14 miles long at their longest. This, combined with 300 days of perfect visibility are what make this heaven for test piloting.



This is the lowest time B-52 in the world. It was modified for NASA use to be able to lift test vehicles to altitude for testing. This aircraft is positioned at one of the gates of the base and is very cool, as it contains stencils on its starboards side of all of the aircraft that it help test. The entire side of the aircraft is stenciled with a variety of X15, lifting bodies, and other cool drops.



(left) Cool mural on the wall in the NASA Armstrong Research Center.

(next page) These photos are all from the inside of the subscale research laboratory where Red works. There's some history in there from past efforts, they have a range of tools at their disposal including 3d printers, lathe/mill tools, and they can do any fabrication that they need to in the foam/composite area as a result of Red's experience building models of all types in the course of his career.



This was truly a once in a life time experience and I tried to soak it all in. Unfortunately there's much to see and not enough time for it all. Maybe one day I will be able to return. I have to admit to a bit of jealousy at the coolness of Red's job. That said, I really appreciate his willingness to share the history and projects at the base, and I hope others are able to get to see some of it as well.

~ Jeff

One of the test vehicles used by Apollo astronauts to train for lunar landing.

This is located inside the museum on base. Currently they are building a new larger hangar just outside the main gate to house the museum. This will make their artifacts much easier to get to for the general public. As it was, I needed to submit my credentials the week before I came down and a background check was performed and then I had to be escorted on base by Red.

Modelers Corner

FINISHING YOUR MODEL - HOW TO

By Mike Radu

I like discussing, sharing and learning all I can about RC building and flying. I enjoy sharing my experiences and have found that the best lesson is trial and error.

The best learning for me has been when I attempt to make or do something myself. This is also called learning the hard way. However nothing gets done without trying first.

I listen to others on how they do it.

In this hobby there are lots of opinions and I have notice the better advice comes from others that I have actually done or created what they are discussing and the best advice comes from others who have seen their work and like it. So please take my advise with a grain of salt... :-)

STITS

This is a very strong covering and will last a very long time without any distortion after it has cured.

Without the proper personal protective gear applying a STITS finish can be toxic! The liquid compounds used for the application of a STITS finish are all M.E.K. based. This is not just at the time of applying the fabric and adhesive; this odor stays strong throughout the drying time, so leaving it in the garage to dry will cause the entire garage to be toxic for long period of times. Also you have to be careful not to over tighten the cloth as it can shrink to the point of creating warping and even breaking the model. Doing this correctly takes practice. In addition, keep in mind actually getting true MEK and or lacquer thinner in California is difficult to impossible due to the state's restrictions on these chemicals. In fact my local hardware store sells Lacquer Thinner and when I read the ingredients there is no lacquer, just MEK.

STITS has a weave that can easily become too smooth for WWI, even more so at 3rd scale when you paint a primer coat and then add a color. As you will need to from paint and colors that require a primer coat first, almost every STITS covering will require a primer coat of paint first. Also note when you use STITS the covering becomes hard or stiff so much so that there is little flex. This is a pro and a con... it is great for the flying aircraft, however sometimes the look can come out too perfect for WWI and realism is diminished. Using Latex paint over STITS will always require a primer as the different colors from Dope will cause the Latex color to have a different hue.

This sometimes is good and bad.

Latex Paint

This water soluble paint is great for getting all the colors you can imagine; Easy to clean-up and mix. This paint is not expensive and you can even have special colors made for a low cost. Latex paint is thick and must be reduced in order to use an airbrush. This type of paint has two different colors, one when wet and another when dry, so pre-testing is always necessary.

For example my deep dark red for my Stearman is Latex and out of the can and while spraying onto the plane the color appears bright pink. Only when it dries it turns to a dark red.

Latex paint is NOT fuel proof. Yes you can quickly wipe off spilled fuel without any damage. If done often in the same area, at a minimum, there will be color distortion and or damage. House paint (like Behr) has easy clean up and your local store will color match anything you bring in. However like acrylic it is not fuel proof.

To avoid this, a clear coat is best to fuel proof. However, doing this can create more issues and or problems!

Most any fuel-proof clear coat is more than likely NOT water-based. Solvent based clear will attack the Latex and cause it to bubble and crack and peal off, just as if using a paint remover. This is even more prominent in areas where the paint is not dry enough. Even if the Latex is completely dry you can still cause the paint to bubble, crack and peal if you use too much reducer (thinner or lacquer thinner).

All this is not an issue if you take your time and you don't want to see the weave in the fabric. Again my opinion is that this does not work for me on my WWI aircraft. This is not to be said it cannot be achieved for WWI aircraft you simply have to take your time (this is easier said than done).

When I say take your time let me explain...

When using Latex paint you must thin it out in order to use an airbrush. While thinning is not bad for Latex you must thin a lot. As this thinner is water it dose not dry or gas off fast. This means even in between coats you must wait a much longer time than with other solvent-based paints.

This also means while using paint masks, as I often do, you have to be even more careful not to use too much paint. If this paint is too wet and too heavy it will always bleed under the masks. To help this not occur you can use Windex or isopropyl alcohol as a thinner, however, you still need to be patient and go slowly, only using thin light coats of paint.

Another fix for bleeding while using paint masks is to use a clear first. This will fill in the masked edges and then when you paint your color, that color will not bleed. This is again more work and not always successful! Now all that said... I do it a little differently. The following is what I prefer to do.

Coverite is a fabric covering that works well, however, is no longer available. Also what I love to use is SolorTex and this is also no longer available (well kinda).

Currently Balsa USA sells a covering called Oratex to replace the out-of-business SolorTex and this is exactly the same as SolorTex. The differences are, the roll is narrower, there are not as many colors to choose from and the cost is much more.

This fabric covering is already fuel proof and I use the colors that are scale for my aircraft (if available). If I have to paint I use the fabric colors white and or linen as a base color first.

SolorTex, Coverite and OraTex are my preferred choice for covering WWI aircraft.

(Please note another article is needed about covering German WWI aircraft with streaks and lozenges. I can write about that too as I have done extensive research as well)

These coverings are easy to use and quick to learn if using for the first time.

My best advice while using SolorTex or OraTex is use low heat and move from the center out or leading edge to trailing edge. Then use a heat gun for open areas.

Only in special areas will I use "Stix It" on the wood first.

For paint I like (really love) using **Klass Kote paint**. This paint is an epoxy paint and is fuel proof. It is a lacquer base paint and for that I use a good expensive mask while painting.



Klass Kote part A (color) and part B (activator) are mixed 1 to 1 or equal parts and then lacquer thinner is used to thin out the mix for use in an air brush.

Klass Kote is easy to paint from an airbrush and easy to mix my own colors as I do this for weathering.

I use the scale colors from the can as color matching when repairing is an exact match. *Note* even from the same can Latex can come out a different color when patching (ask me how I know)

Klass Kote supplies scale military colors and even has the MonoKote colors, so you don't have to pay for custom colors.

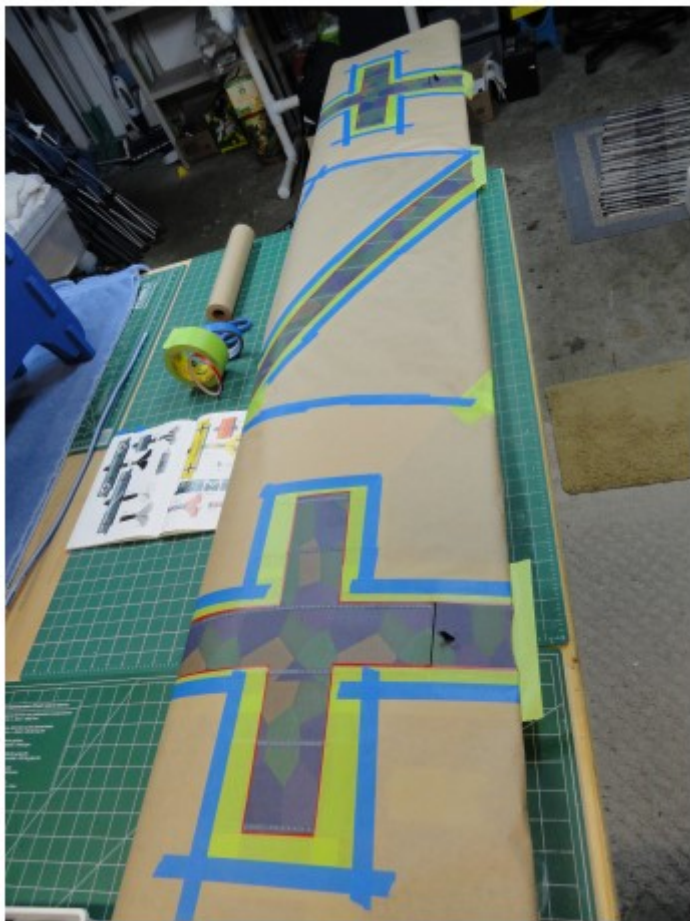
My experience with the color matching to MonoKote is the best I have ever seen.

Klass Kote is an A and B mix paint of color and hardener. The hardener comes in satin and gloss. These are mixed 50 /50.

There is even a powder that can be added to make

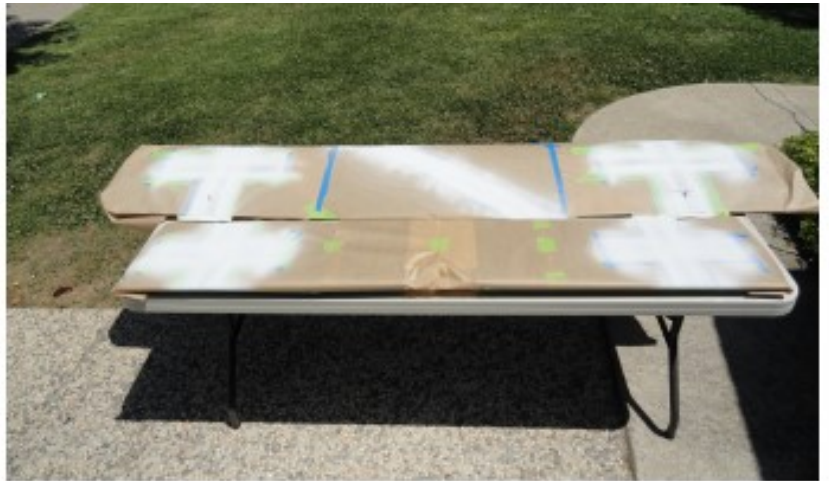


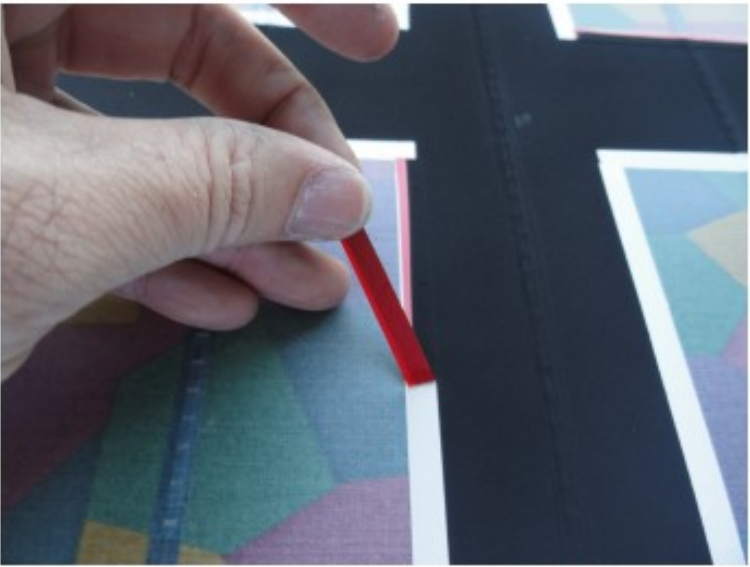
I'm using flex 3M tape to go over the stitching over each rib. The green is frog masking painters tape



the color more flat to the satin. I use this powder to make anti-skid strips on my planes.

The accompanying photos show some of the process of masking and painting as well as the scale finishes that can be obtained using Klass Kote and perseverance ;-)

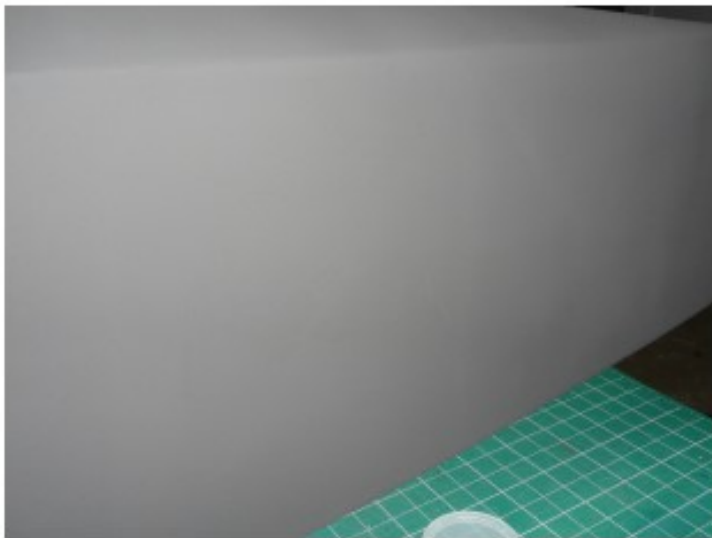




Here I used my vinyl graphic cutter to design this Elk and place the mask on the fuselage. The purple is the vinyl.



I paint the antlers and hooves first yellow and let dry.



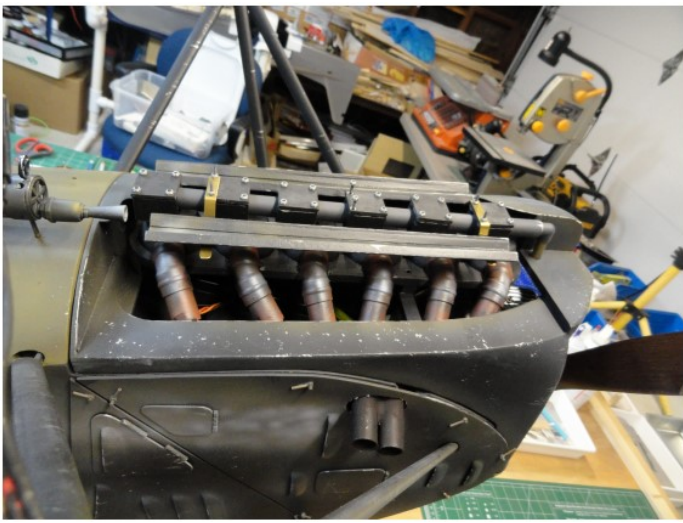
This is after painting the black all over the fuselage.





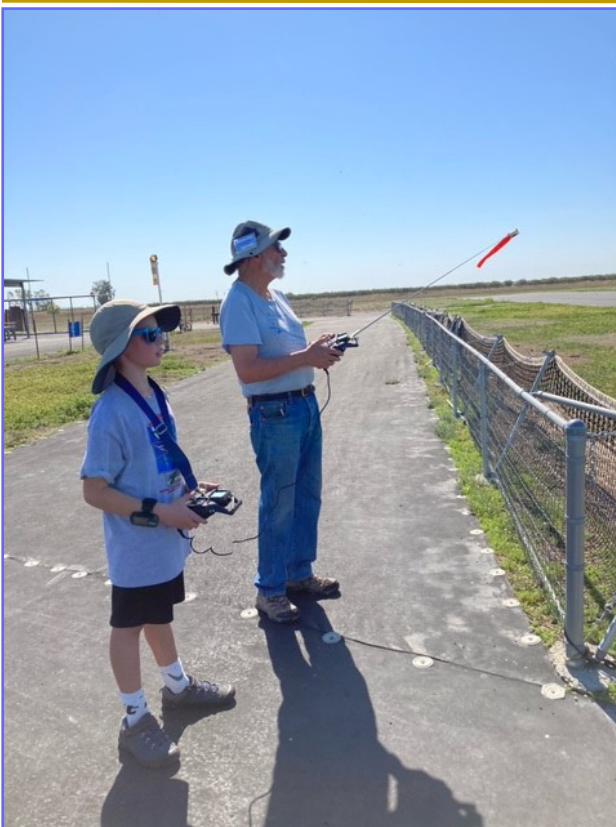
And here with final weathering added and no clear coat as even the weathering I used Klass Kote.





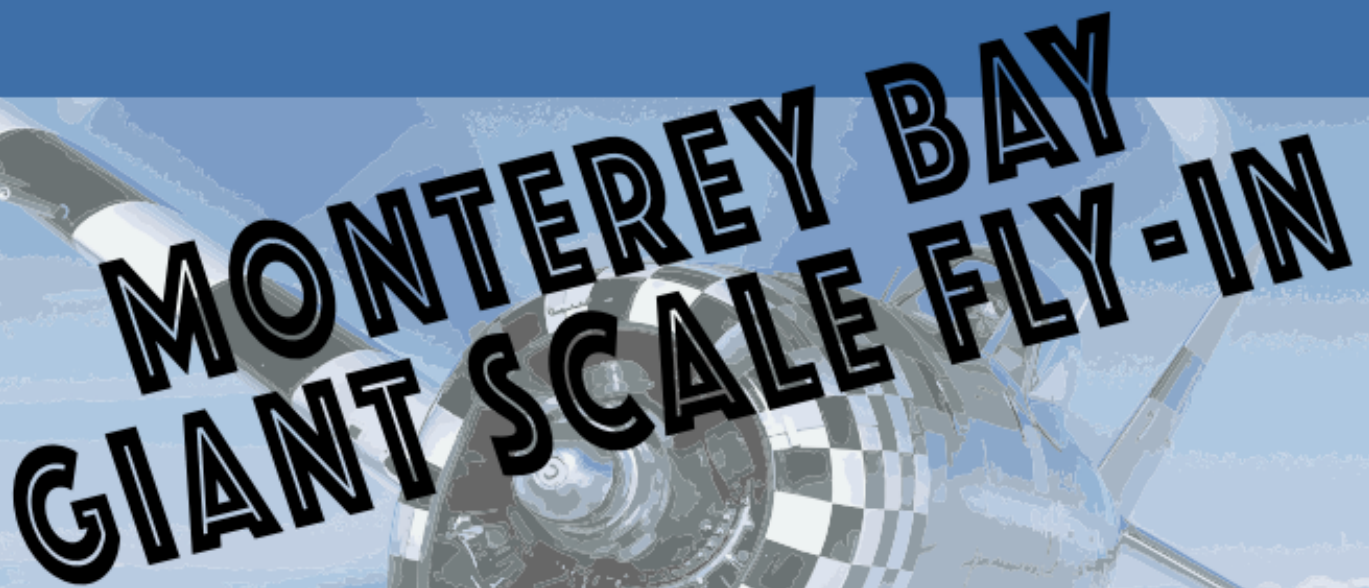
**Additional weathering of Fokker DVI engine
Compartment (above)
AND Michael's magnificently weathered CORSAIR**

Michael Radu (408) 504-6826



(left) Sheldon Berkowitz is guiding 9-year old Connor Beaudette, visiting from Sonora, CA, to an introductory flying lesson on October 8th at Woodland Davis Aeromodeler's Mavis Henson Field. Connor and his dad are now planning to join the AMA and the local AMA club in Sonora.





MONTEREY BAY GIANT SCALE FLY-IN

Salinas Area Modelers

November 4-6, 2022

- Open to all Giant Scale Aircraft (80in Monoplane and 60in Biplane)
- Dry Camping Available
- \$40 Registration (includes landing fee and Saturday dinner)
- Field open for arrivals Thursday, Nov 3rd
- Pilot's Raffle, Night Flying
- 30 minutes from Monterey & Carmel-by-the-Sea
- For more information:
 - Contact: James Collins (jamesjcollins@me.com or (831) 325-6391)
 - Visit www.salinasareamodelers.org
 - Facebook: <https://www.facebook.com/salinasareamodelers>

14th Annual
Jet Rally
in the Valley

**3 BIG
DAYS**

Nov 4-5-6



Sponsored By:
**Delta Valley
Modelers**

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Pilot Reg: \$65

(includes Steak Dinner
& Event Shirt)

Info: 209-464-5313

email: hiflyerjr@sbcglobal.net

web: deltamodelers.org

**vendors
welcome**

9:00 am Friday, Saturday, Sunday

Public Welcome | Food Concession on Site

Overnight Camping (No Hook-ups)

Tents for rent | Please call or email for confirmation

WDA Officers and Board

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⇒ Carlos Reyes (650) 243-8894
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Jet Turbine Instructors

⇒ OPEN

Multi-rotor Drones

⇒ Keith Young (530) 848-3666

Helicopter Instructor (Only):

⇒ OPEN



Next Club Meeting: Monday Nov. 14th, 7pm Round Table Pizza, Woodland



WOODLAND/DAVIS AEROMODELERS
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DIXON, CA 95620