

Joint Newsletter – August 2022



AMA # 4555



AMA # 2475
Silver Leader Club

Important:
This Saturday August 20th joint club event- Funfly Pilot's meeting starting 10 am at Kingston Field

Per landowner: Field Closed Sept. 14-19. Why? Music Festival at Kingston Downs

The Merger is On

Hello Everyone! First, I want to start off with a welcome to all our new friends from BCMA. It seems we had a pretty good crowd flying this past Saturday at Kingston.

I would like to think everyone has been staying on top of emails, but if not, both clubs held meetings August 6th, and both clubs voted unanimously to merge. This past Saturday, a welcome flying event was held at the field in Kingston with both clubs.

Starting at 9AM this coming Saturday, August 20th, there will be a cookout and a joint funfly event for "members only" of BCMA and NWGA at the Kingston Field. Come out, join in the fun. Members, if you don't want to fly in the events, still come out, check out the field, and watch the activities.

If you want to participate in the flying activities, we suggest you bring an airplane that is good for touch and go, loops, rolls, and spins. Details to be emailed out mid-week. **For all participants, a pilot's meeting will be held at 10 AM Saturday morning at the Kingston Field.**

Concerning the Merger

Both club's memberships will be extended to all members of NWGA and BCMA starting September 1st. NWGA will be members of BCMA and BCMA members will be members of NWGA. At that time, open flying privileges will be extended to all BCMA members at Kingston Downs. This allows the boards to work through the merger and complete it by December 31. There will be an election for new officers at the beginning of the year after the clubs have merged into one. Stay tuned for more details.

BCMA moving event on August 27th- August 29th.

We need your help to get the BCMA stuff moved. Send emails to your current club group emails. Let us know when you can help and what you might have to assist the move with.

nwgarc@googlegroups.com

BCMA2022-Members@googlegroups.com

Finding the field at Kingston Downs

Kingston Downs is a privately owned piece of land. Our landowner has specific rules that need to be followed.

A big one! Don't be wandering around on this property. You are only allowed to go from the gate, to the field, and back.

Follow the directions that were sent out. You enter this property from Bidy Road. Do not go to the main entrance. I believe we had a few people get lost on the way to the field and turn off the paved road inside the property before they got to the 3-way intersection. Please review the directions sent out.

ONCE YOU PASS THE GATE, DO NOT LEAVE THE PAVED ROAD UNTIL IT DEAD ENDS INTO A 3-WAY INTERSECTION. It is 1.1 miles from the gate to the 3-WAY intersection. Turn left at the 3-WAY intersection. Drive another 1/2 mile. As you pass the 25 mph speed limit sign, immediately starting look to your left for a gravel road. Turn on the gravel road. At this point you will have traveled a tick over 1.5 miles from the gate to the gravel road. Don't keep driving further on the paved road. Turn left and stay on that gravel road until you see the field in plain site another 0.3 miles. At this point you have traveled a little over 1.8 miles from the gate entrance.

If you see dirt roads and grass roads before the airplane pit entrance at the field, do not turn off into them. You will know the entrance to the field and pit area, **it is very obvious** and the whole pit area is wide open.

DO NOT SPEED: It's 25mph folks. Don't get kicked off the property permanently because you were speeding or wondering around.

ESCORT YOUR GUEST: If you choose to bring a non-member to the field, you need to escort them on and off the property.

MEMBERSHIP STICKER: Once you are officially a member of NWGA, you need to have the Kingston Downs membership sticker posted in the top left of your windshield. This requirement will continue once the club merges into one.

And now a word from our Club Presidents....

NWGA Prez comments

The weather was beautiful with just a light breeze for our first joint BCMA/NWGARC Kingston Downs weekend this past August 13th and 14th . The turn-out was great with an estimated 25-pilots on site along with some additional family members.

We had a very diverse collection of aircraft in the air for most of the day including some small foamies, EDF Jets, large gas airplanes and everything else in between (see the picture section). A big biplane made it's maiden flight very successfully and it's large 3-cylinder radial sounded great at any speed. There were some old friendships renewed and new friendships made, exactly the way things ought to be.

Please mark your calendars and don't forget the funfly and cookout we are planning for this coming Saturday, August 20th. It's rumored to also include some funfly type contests with prizes so you won't want to miss out.

I'm looking forward to seeing you all this coming weekend!

Mike Viscosi – Club President, NWGA

BCMA Prez comments

What an awesome day flying this last Saturday was during our joint BCMA / NWGARC get together! The weather was great, the field looked great and the flying was great (There were only a couple of mishaps on the runway). I also want to offer a special thanks for the hard work getting the field in such good shape... it showed. We were very pleased at the turnout of approx. 25 people flying between the clubs. Aircraft flying included anything from EDF Jets, training aircraft (2 youth members training) to Giant Scale warbirds / aerobats...I am looking forward to next weekend's joint cookout / fly-in and funfly at the field and hope you can all make it.

The officers are excited about the progress we are making towards the merger of the two clubs. There will be lots of activity in the next two weeks between the funfly next weekend and BCMA moving over their club assets the next weekend, August 27th-29th. Please let any officer of either club know if you can help with the move... it would be much appreciated.

Jeff Holland – Club President, NWGA

This past weekend....



And some more from this past weekend.....



It's nice to see people at the field.....



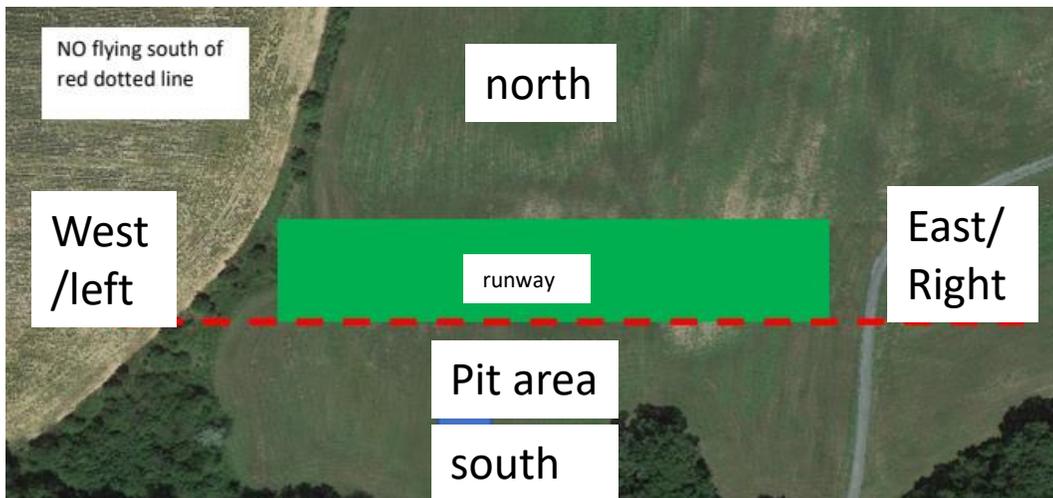




Field Etiquette

I think it is important to follow up here based on the current field rules. I could probably just stop now and say folks, "Just communicate what you are doing." Common Sense that's what it is about.

If only it were that easy....right? First things first, let's ID , NORTH, SOUTH, EAST, WEST, RIGHT and LEFT. It may not be exact, but close enough for what we are doing and the intent of this article. This is the reference you need to use when making your announcements.



If there are 2 or more people at the field, please get into the practice of announcing actions loud and clear. If it is just 2 people at the field, and you have an agreement to not fly while the other is in the air, then ok. If you don't have an agreement when only 2 are at the field, or we have 3 or more people, **ANNOUNCE WHAT YOU ARE DOING.**

Taking off: Say " I'm taking off left to right or right to left" or maybe even "taking off heading north" if your airplane can do it on a windy day and bad crosswind.

Landing: Say "Landing left to right or right to left". No landings from the north guys, we don't want crashes into the pits! Better learn to fight that crosswind on your landing. And if you dare try landing from the south, you already violated the red line rule. This is common sense stuff.

Other announcements you should make:

I want to do a touch-n-go, or I want to make a pass down the runway. Either action is a pass over the runway, If you are coming down the runway, you need to announce it. " **Touch-n-go right to left, or left to right**". Hey guys " **making a pass from left to right or right to left**". Again, common sense stuff.

Going on the runway to get your airplane : Say: " **I'm on the runway**" and when you get off the runway, say: " **The runway is clear**". You should clearly communicate what is going on and also listen, just because you announced it, it doesn't mean your intention can be accepted... Example: maybe another pilot announces back at you at that very moment, " I have a dead stick, it can't wait". Sometimes we can't make that touch and go. **Listen for an objection and be accommodating if there is one.**

If doing anything else over the runway besides a pass or touch-n-go that has been previously announced, you are going to get the stink eye and maybe someone fussing at you. Loops, rolls, 3D flying, hovering, generally need to be outside the runway unless we are having a special event or funfly.

If I'm flying my airplane and you walk on the runway, I should NOT have to ask what is going on, **tell me what you are doing.**

If you lose control of your airplane, yell it out for us. "**Lost control**", yell out the airplane location if you are near the runway or pits. Hopefully not, but we need a chance to duck if required.

If you are flying and can have a buddy be a spotter, please do so. This is also very helpful when flying in a crowd at the field. We all want to have fun and bring home airplanes in one piece. Let's try not to end the day with a mid-air. Be safe and communicate!

Sale Section:

For Sale: Xplorer GPS 4.0m

Xplorer GPS V-tail 4.0-meter. Simply the best for F5J or relaxing Sunday fun flying! Optimized for “GPS-Triangle-racing.”

It's 2.4 nose is good for telemetry and the extra ballast tubes in the wing get a big auw!

Xplorer GPS is a giant leap to higher performance!

Whether scratching for altitude in light lift conditions or speeding through sink to the next thermal, **Xplorer GPS** gives you a **BIG** advantage!

State-of-the-art construction methods combined with maximum airfoil camber flexibility and efficiency, plus Xplorer's sleek, low drag airframe optimized for “GPS-Triangle-racing” combine to make this **Soaring USA** exclusive sailplane impossible to beat! The Xplorer GPS has a 2.4 friendly nose cone and additional ballast tubes in the wing.

Wing is IDS friendly and wing servos are moved as close to the center of the wing as possible to improve handling of the plane at low altitudes when it matters the most to work out tight thermals. Weight savings are mostly achieved in construction of the wing and amount of material used. The model is suitable for F5J use only.

- Wingspan 157.5" (4m)
- Weight 28.22 oz (800 g) empty AUW 56 oz.
- Maximum Current 50 amps
- Neumotor 1105/3Y/5.8 (P22 Gearbox 3D)
- YGE 65Amp Sped Controller w/ BEC & Telemetry
- YGE USB Adaptor (for firmware updates)
- GM 13x10 30/6 Prop Spin Set F5J
- MKS HV 6110 Servos
- MKS HV 6130 Servos
- IDS Servo Frames
- Aluminum PNC Motor Mount

Airframe	\$2200.00
Electronics & Other	937.00
Total Cost	\$3137.00

Will Sell for \$2300.00

Glider was professionally built and has never flown – brand new, ready to fly with your RX.

<https://www.soaringusa.com/xplorer-gps-4-0m.html>

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Setting that 2-stroke high speed needle valve

By Ron Adams

I'm not an expert on much. After 40 years in the hobby, I would like to think I have learned a thing or two. I've spent most of my years flying 2-stroke engines. Dad and I were racing pylon by the mid-80s. Now if there is one thing that can be said, a pylon racer is going to know how to set the high-speed needle on a 2-stroke engine. If not, you are never gonna win. I'm going share my thoughts below, and you can follow what I say or not, but I promise these words of wisdom could help you if you are having issues.

This only applies to nitro burning 2-stroke engines and setting the high-speed needle. Not four strokes, Not a gasser. Just a nitro burning 2- stroke. For the sake of this article, I will assume your fuel tank center line is properly mounted in your airplane (that's a whole other subject) and you have no air leaks in tank or lines. I will also assume your engine has been broken-in.

When I set the needle, the first thing I want to know is how the engine responds when I pinch the line closed when the engine is at wide open throttle. See the picture for pinch point. **The pinch should be closing the line and done very quickly.**



One quick pinch of the inlet line to the carb, while running at wide open throttle. Pinch it closed, but quickly and let go.

Well, what happened when you pinched it at WOT?

Did it die? Well then, you are too LEAN, back off the needle and richen up the engine. It should not die! If it's lean on the ground, it will be worse in the air, and you are going to fry your piston and liner.

Did you hear the RPM increase? Did it increase substantially? If it increases too much, you are too rich. Turn the needle in.

What am I looking for on a nitro burning 2-stroke? On most engines that have the proper prop size (per the manufacturer recommendations) , I'm looking for around a 500 rpm increase when I pinch that line. That's where I will set my needle. Having a tach is very helpful and recommended. If you don't have a tach, an experienced modeler with an ear for this sort of thing can help you out.

Also note, while I said "target a 500rpm increase on the pinch", there are exceptions.

I had a case where I was running an HP.61 with a 12x6 (should have been an 11X6), and I had put a Webra Dynamix Carb that had an opening that was another 1.5 mm in diameter than the original carb. That HP really unloaded in the air, and if I didn't set the needle for at least a 1000 rpm increase on the pinch, it would lean out in the air. On a little 2-stroke nitro, if you take off and die follow what I have said here and make sure your needle is set correctly. If that doesn't solve your issue, starting looking at clunk position, and check for air leaks. Should you pinch the line quickly (completely closed) on the ground and the rpm doesn't change, you are still too lean, it will unload in the air, lean out, and overheat your piston and liner. No rpm change is bad as well.

Bottomline folks: **Make sure you have an increase in rpm when you pinch that fuel line.**

A note from the editor:

Everyone, I'm always looking for articles to post. If you have something you want to share or something you want to sell, for now email me at the following address and I will get it posted. Try to get it to me by the 5th each month.

northwestgeorgiarc@gmail.com.

I will also be starting a Facebook site once we determine and finalize everything on the merger. Best Regards, Ron Adams