



FEBRUARY CLUB MEETING

February 2018

The next Wright Flyers club meeting will be on Tuesday, February 27, 2018 at 7:30 pm in the Hernwood Elementary School.

IMPORTANT NOTE: if the Baltimore County public schools are closed due to inclement weather, the meeting will be held on the following Tuesday, March 6th, unless advised otherwise by email.

MINUTES OF JANUARY MEETING

- The WF meeting was called to order by President Bob Chase at 7:30pm. There were 7 members present..

Old Business:

- We need events proposals by the Feb. meeting.

New Business:

- The club now has a P.O. Box address:
Wright flyers
P.O. Box1277
Ellicott City, MD 21041
- Charlie Boecker suggested that members make additional contributions at dues renewal time to help the club. The amount is up to the member.
- Rolling of the field planned for mid March..
- Legislation signed by Pres. Trump reinstated FAA registration requirement. All WF members need to be registered to protect themselves from federal penalties and protect our continued use of the field.
- We will be contacting our local councilman about field improvements and our vandalism problem.
- Review of 2017 expenses will be at the February meeting.
- Hobbico has filed for Chap. 11 bankruptcy protection in hopes of reorganizing and attracting nrw capital investment.
- Japan Remote Control Co. Ltd (JR Japan) has filed for bankruptcy and has sold all JR production rights and product development (the Brand) to it's long-time partner Konishi Mokei Co. Ltd. [This filing does not affect JR Americas.]

Meeting adjourned at 9:30 pm.

SHOW & TELL

There was no show & tell.

HAPPY BIRTHDAYS

David Klein – March 7
Ken DeFrancesco – March 9
Kirk Adams – March 31

MEMBERSHIP RENEWAL

It is that time again; time to renew your club membership and your AMA membership. **The requirement to register with the FAA has been made law and you are required to be registered to fly at WF field.** Dues renewals are due January 1st through March 1st. Your dues can be paid at the February meeting. If you renew by mail, **you must include a SASE in order to receive a membership card by return mail**, otherwise you will have to pickup your card at a regular club meeting thereafter. Send your completed Application Form to:

Andrew Yurkovich
109 Taunton Ave.
Catonsville, MD 21228

Remember, dues are \$75.00 and if dues are not paid by March 1st you will be required to join as a new member and pay the additional \$30.00 field maintenance fee.

THOUGHT FOR THE DAY

"All dreams can come true if we have the courage to pursue them." (Walt.Disney)

UPCOMING EVENTS

- 3/10/2018-Lebanon, PA, **ANNUAL RC FLEA MARKET**. Site: Lebanon Fair Grounds, 80 Rocherty Rd., See www.cpa.us for details. General admission is \$8, opens at 8:30AM.

BLURB

"I hope this plane doesn't travel faster than sound," said the old lady to the stewardess.

"Why?"

"Because my friend and I want to talk, that's why."



TIP OF THE MONTH

The snap roll: do it right!

BY DAN WOLANSKI

The snap roll is an advanced maneuver that you'll first encounter in the IMAC Sportsman sequence. It evolves into more difficult variations in the upper classes of competition. It is one of the most difficult maneuvers in which to consistently achieve a high score because it requires a keen sense of timing, throttle management and exit correction. In addition, every plane seems to snap differently owing to its CG location and wing placement, i.e., low wing, mid wing, or high wing.

If you want to achieve a good snap roll, practice is mandatory. The snap roll is an autorotation maneuver in a stalled condition. During a snap, one wing is stalled while the other is accelerated about the roll axis. This creates a sudden roll-rate acceleration that you can't obtain by simply inputting aileron. To achieve this condition in a model, several inputs must be given, including elevator, rudder and aileron. Pilots of full-scale planes will scoff at the idea of adding aileron because it is not required when they deal with

wing loadings in the range of 35 pounds per square foot. Our models, however, typically carry a wing loading of from 20 to 40 ounces per square foot, so their flight dynamics are different from those of full-scale planes.

FLYING THE MANUEVER

The simplest snap is known as the "inside snap." This maneuver is performed from the upright position and is induced by adding elevator, rudder and aileron. Before you try this maneuver, be prepared for your plane to rotate at least twice as fast as it does during a typical aileron roll. You probably won't even see your plane perform the maneuver because it happens so quickly. Instead, you will barely have started your control inputs when you'll immediately have to think about recovery.

Make sure that you have enough altitude to allow mistakes! Now take the airplane to a comfortable altitude at least 100 yards in front of you, parallel to the runway. Enter the aerobatic zone and fly to the center of the box at mid throttle (not full throttle). From level flight, perform an inside left snap by simultaneously applying up-elevator, left rudder and left aileron for 1 to 2 seconds.

Recover from the maneuver by neutralizing the sticks and immediately adding right rudder to correct your loss of heading. Maintain the mid-throttle setting throughout the maneuver.

FINESSING THE MANUEVER

There are several places where a little finesse will go a long way. Most pilots bury their sticks in the corners of their transmitters to snap their planes. This typically creates a stall in which too much energy is depleted, and recovery is very difficult. This condition is known as "snapping too deep." Your goal is to fly through the maneuver with enough inertia to allow the airflow to re-attach to the stalled wing on demand. To accomplish this, you will need to decrease the elevator and/or rudder input until your plane just barely snaps. The only way to find this point is to practice it. When you find the perfect combination of elevator, rudder and aileron, practice it over and over until you can easily duplicate it.

WF FACEBOOK PAGE

Andrew Yurkovich started a club Facebook page; search [wrightflyers rc club](#) on Facebook. [Note: [wright flyers](#), as two words is a different club.]



2018

MEMBERSHIP APPLICATION

NAME: _____

STREET: _____

CITY, STATE & ZIP: _____

DATE OF BIRTH: _____

PHONE NUMBER: _____

A.M.A. NUMBER: _____

F.A.A. NUMBER: _____

E-MAIL ADDRESS _____

MEMBERSHIP FEE IS \$75.00

All new members must pay a one time Field Maintenance fee
of \$30.00 additional.

**PLEASE MAKE CHECK PAYABLE TO:
WRIGHT FLYERS**