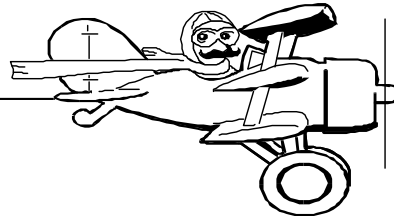


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The Official Newsletter of Brauer's Aviators
AMA Club Charter # 1612 - www.brauersaviators.org

Volume XXXVI Issue 414

Next meeting Saturday May 11 at 12 PM
At the Field

April 2024

President:

Joe Suarez
716-440-6348

Vice President:

Kevin Borzilleri
716-444-2950

Secretary:

Dan Yaeger
716-572-5886

Treasurer:

Al Herrington
716-553-5126

Newsletter Editor:

Mike Bucklaew
716-982-6275

Field Marshall:

Tom Welch
716-695-6053

Safety Officers:

Joe Suarez
716-694-8641

Webmaster:

Dave Raczka
716-458-5652

AMA Instructors:

Dave Raczka
716-458-5652
Brian Mau
716-694-5884
Clarence Ragland
716-434-7965
Walt Blazynski
Jr.
716-688-0522
Dan Yaeger
716-572-5886

Club Historian:

Will Burley
716-563-0754

NEXT MEETING

Our next meeting will be Saturday, May 11th at 12:00 noon at the field. (Weather and field conditions permitting)



DUES INCREASE

At the March meeting the bylaws were amended to increase the annual dues:

“Amended by a majority vote 3/14/2024. As of April 1, 2024 the annual dues will be \$75.00. Dues will be \$40.00 for members who join after August 1st. For a member joining after October 1st, dues will be \$75.00 and membership will run until the end of the next year. Dues for Children/Grand Children of current members will be one dollar (\$1.00). Initiation fees are set at ten dollars (\$10.00) and will be the same for all members.”

As a reminder, your AMA membership must also be current to be a member of Brauers Aviators.



AMA CHARTER RENEWAL

It's official. We've received our AMA Charter renewal.



FIELD CONDITIONS

Keep an eye out for wet conditions on the road and field. Get out there and use the field when it's appropriate but please try not to “push” the season if it's not ready for it yet. The ruts you don't leave now will make it easier for all of us during the rest of the year. The first week of April looks like it will be wet.



RC AIRCRAFTERS AUCTION

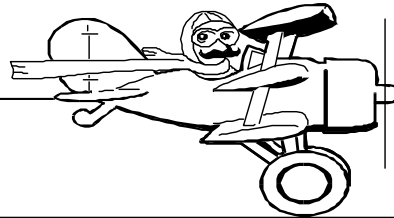
Mark your calendars. April 7th, 2024 is the R/C Air-Crafters annual auction. Doors open at 10 am, Auction starts @ Noon. Door Prizes, 50/50, Raffles, Refreshments. Admission \$8, Ladies & Children under 12-FREE. Grand-Prize E-Flight Commander mPd 1.4m BNF Basic with AS3X and SAFE Select. Ismailia Shrine Center 1600 Southwestern Blvd, Buffalo, NY.



Club Email: Brauers_aviators@yahoo.com



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SPRING PRE FLIGHT CONSIDERATIONS

(Reprinted from April 2023)

The old saying “An ounce of Prevention is worth a pound of Cure” Like many club members I’ve been flying during the winter when the weather permits. I generally fly one plane that I keep handy in the event the opportunity presents itself. Now that it’s officially spring it’s time to check out my other planes before flying them again. Honestly, I’ve learned the hard way to carefully check every feature on every plane before its first spring flight.

The following preflight is a mixture of my experience and that of Park Pilot. This Pre-flight preparation has three critical areas for verification of performance: Transmitter, Batteries, and Airplane features.

Batteries:

Is it safe to assume that you left all your batteries in storage mode—meaning somewhere between fully charged and fully discharged. If you left them fully charged or discharged, be prepared for poor results. This could result in reduced flying time or sudden loss of power. Depending on where you’re flying your dead stick landing could involve a long walk or a tree landing. Put each pack on the charger for a couple of charge/discharge cycles to wake them up and see how they compare with my notes from last year. Don’t use a parallel charging board for these initial cycles. You want to see each individual pack by itself. If you find a couple of packs that are “sort of” okay, but not what they used to be, designate them for less demanding applications or short flights close to the field. If there is a pack with a dead cell or one that’s lagging behind the others, don’t trust it. Voltages might look good, but it’s how it holds under load that tells the story. There isn’t a plane that’s worth losing because of a weak battery.

Transmitters and receivers:

Check your transmitter packs. Some use rechargeable packs and others use alkaline. I automatically replace the alkaline batteries before the first flight of the season. Cycle your rechargeable packs and see how they measure up. Never take a chance on a questionable transmitter pack! You do not want to try and track your plane because you lost radio control.

Radio check:

Examine each airplane’s radio. Ensure that nothing has changed, I don’t know why, but sometimes the receiver will lose the bind. Now is a good time to verify that the radio is controlling the plane you want it to. Before checking your flight controls PLEASE remove the propeller, that way you and your plane will be safe. Check that nothing has been accidentally reversed and the expo is on the right switch and is working in the manner you intended. If you haven’t set up a throttle-kill switch for each aircraft, do it now. Always perform pre-flight range check on aircraft before flight.

Physical condition:



I found this condition while performing a pre-flight on my Apprentice. Apparently during my winter storage the elevator suffered some contact with a hard object. There didn’t appear to be any damage until I cycled the elevator a couple of times. This could have been an in-flight disaster! Place the aircraft on your bench or floor then stand back and look at it. This is something we might fail to do, but it’s a critical step. Look at the total picture. Does anything jump out at you? Does it look square? Does one wing sit lower than the other? Is the landing gear bent? Does anything just look “off?” How does it look overall? Make a note of anything you notice so that you remember to check specifics. Carefully look for any cracks in a foam fuselage. If you shake the plane is there anything loose or any rattles? If it does further investigation is needed.

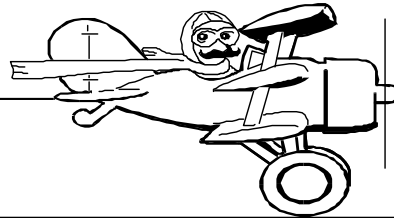
Control surfaces:

Look at the hinges and check each one’s security. Give them a gentle tug to feel if they’re loose. Inspect each hinge, whether it’s a taped hinge, a pinned hinge, or CA hinge type. If there is a crack, replace it. If a taped hinge is coming loose, replace it; if it’s a CA type hinge re-glue it.

Control linkages:

Look at each one! Clevises come in various forms. Some are nylon, some are metal, and others use Z-bends or L-bends and keepers. Metal clevises are often secured with snap tabs. Be sure that they are still there and secure. If your clevises use rubber keepers, check to see if they are still firm and not dry rotted. A thin slice of fuel tube works well as a replacement. Is the control horn still attached firmly to the control surface? Check the bolts or screws if that’s how it’s held in place. Some are glued directly to the surface and

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should be checked for security. If one is loose, remove it, clean up the surface, and re-glue it with the appropriate adhesive. Remember that not all glue is foam compatible.

Servos:

Check each servo mount to ensure that it is still secure. Inspect the horns to see if they're secure. Check the gear train by running the servo. If there are rough spots or binding, replace the servo. Check the tightness of the screw that keeps the control arm on the servo. I can't be the only one that has found a loose connecting screw. If the rubber grommets have dry-rotted, replace them. Check the servo wire to see that it is still in good shape—not chafed or cracked—and is firmly plugged into the receiver. If you have servo extensions, ensure that they are secured with tape or shrink-wrap.

Receiver:

Check to see that it's securely mounted and the antenna wires aren't cracked or rubbing against anything. If your receiver wires have small plastic extrusions at the base, use a piece of air-line to reinforce and protect the wire. If your airplane uses a switch harness, check it for proper operation. If the switch feels odd, replace it. Most of our park flyers employ BECs (battery eliminator circuits) and don't have switches but check the wire from the ESC to the receiver for a solid connection.

Battery mount:

How is your pack held in place? Do you have Velcro on a battery deck? Is it securely glued down? Do you have a Velcro One-Wrap strap? Inspect its operation and replace it if it's showing signs of wear or doesn't stick as it used to. It's possible that the sticky side of the Velcro has aged and will no longer safely hold the battery in place. This is especially true if that is the only method of holding the battery in place. I know from experience that if the battery falls off the plane in flight that the CG will change and could dramatically affect the landing characteristics. This is especially true with UMX that only use Velcro to hold the battery in place. Even if the UMX is inexpensive compared to Park Flyers, the loss is still painful and unnecessary. For about 50 cents replace any questionable Velcro on the battery and the airframe. Is the battery deck securely glued in place? Chances are your battery is under some sort of hatch cover. Is it still operational? Check the magnets or latch to ensure that it still holds everything down.

Motor/ESC mounts:

Is the motor firmly attached to the mount/firewall. Is the mount firmly attached? Reinforce any mounts that you find loose. Check for stress fractures near the mount and firewall. Are the wires all secured so that they can't rub against anything? Check for sharp edges on the firewall that could chafe the wires where they pass through. Protect the wires with some sort of wrap.

Propellers/rotors:

Look carefully at each propeller. Tip damage is usually easy to spot but be sure to check near the root of the blade. Stress fractures often appear there and are hard to find. Sometimes slightly flexing the blade under a bright light will help you see them. Don't bend the propellers or blades so far that you break them! Never repair a propeller or rotor blade—replace it! Are the propeller mounts secured? Whether it's a collet or propeller adapter, check that they are secure. If your motor has a propeller saver mount check that the rubber "O-Ring" is in good condition. Once again I wouldn't want to lose an airplane because a 25 cent "o-ring" failed.

Landing gear:

Most landing gear damage is near the root of the leg where it bends and is bolted to a fuselage. That goes for all types of aircraft. Check for security and cracks. Inspect any setscrews holding the wheels on. Use thread locker on all the screws. Make sure that the wheels rotate freely in both directions.

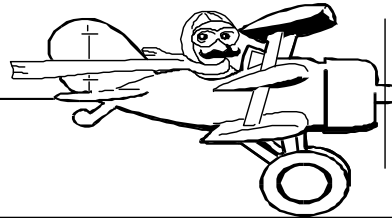
Wing attachment:

Most of our airplanes use either rubber bands or screws to hold the wing on. Don't use old rubber bands! They will dry rot over time and wear out. The sun wears on them and degrades the compound. Start with all fresh rubber bands and use enough of them. I have seen wings fly off the plane in mid-flight. Nothing good comes from that. If your wing is held on with nylon bolts, check the threads for signs that they've been cross-threaded or "stretched." Replace anything that's questionable. Check the mount points to see if they're still securely glued to the fuselage.

Wiring:

Our aircraft have a lot of wires—look at all of them. Neatness really counts here and can save your aircraft. Ensure that nothing is chafing, kinked, pinched, or damaged. Check the condition of all of the connectors and replace them if necessary. Look for pitted contacts in connectors and replace them.

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Covering/canopies:

Look for cracks, holes, and the security of the covering or your canopy. Seal the edge of any loose edges. Any wrinkles or loose covering can be tightened with the appropriate heat gun or sealing iron. Careful spring pre-flight verification takes about 15 minutes to complete. It's truly a good use of time that results in the airplane ready for its first flight. Knowing that your plane is A-OK is a good feeling. Now we can focus on the pilot and the possibility of "rusty thumbs."

ALWSD
 Always Land Wheel Side Down
 Brian Mau



BRAUERS FRIA MAP

refNumber	title	orgName	address1	address2	city	state	zipcode	startDate	endDate
2023-CBO-00450-FRIA	Brauers Aviators #1612	Academy of Model Aeronautics	4848 Mapleton Road		Lockport	NY	14094	August 17, 2023	August 17, 2027

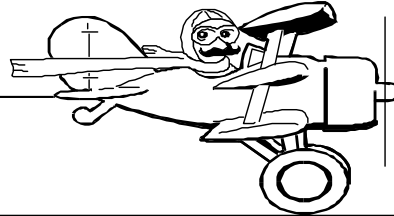
Here's what our FRIA information looks like on the FAA's map. A FRIA is a defined geographic area where unmanned aircraft systems (UAS) can be flown without Remote ID equipment. Both the drone and the pilot must be located within the FRIA's boundaries throughout the operation. In addition, the pilot of the drone must be able to see it at all times throughout the duration of the flight. Locally here are the other FRIA's:

refNumber	title	orgName	address1	city	endDate
2023-CBO-00279-FRIA	Batavia RC Flying Club, Inc #1115	Academy of Model Aeronautics	6684 Randall Rd	Leroy	16-Aug-27
2023-CBO-00450-FRIA	Brauers Aviators #1612	Academy of Model Aeronautics	4848 Mapleton Road	Lockport	17-Aug-27
2023-CBO-00448-FRIA	Brookfield R/C Flying Club #4661 - Roll Rd	Academy of Model Aeronautics	8630 Roll Rd	Clarence Center	27-Aug-27
2023-EDU-02731-FRIA	CA BOCES @ Ellicottville, NY		5550 Route 242 East	Ellicottville	16-Nov-27
2023-CBO-00376-FRIA	Canandaigua Sky Chiefs #674 - Gehan Rd	Academy of Model Aeronautics	3296 Gehan Road	Canandaigua	15-Aug-27
2023-CBO-03238-FRIA	Flying Knights of Hamburg NY #842 - Eden Rd	Academy of Model Aeronautics	Eden Rd	North Collins	14-Dec-27
2023-CBO-01559-FRIA	Flying Knights Of Hamburg NY #842 - Hamburg Model Airpark	Academy of Model Aeronautics	10655 Emerling Rd	Springville	30-Aug-27
2023-CBO-01694-FRIA	Fun-Fly R/C #5431	Academy of Model Aeronautics	325 Portage Rd	Lewiston	7-Sep-27
2024-EDU-00157-FRIA	Lackawanna Middle/High School (attempt #2)		500 Martin Rd	Lackawanna	7-Mar-28
2023-EDU-02671-FRIA	McKinley High School FRIA		1500 Elmwood Ave	Buffalo	16-Nov-27

Club Email: Brauers_aviators@yahoo.com



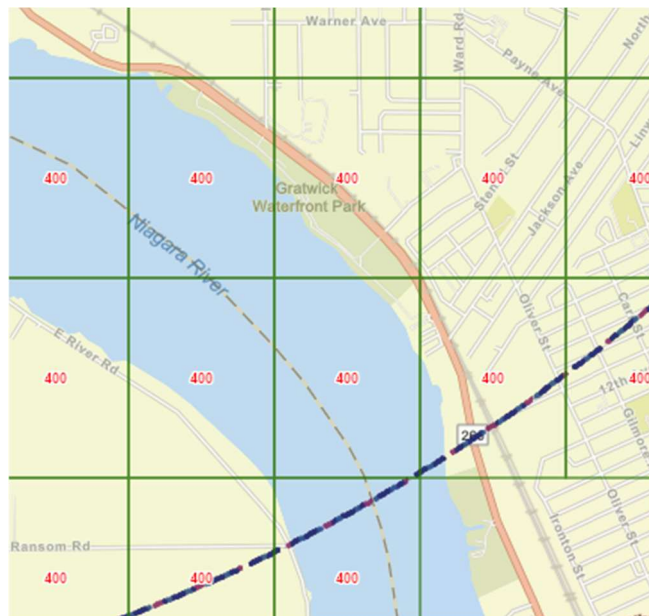
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2023-CBO-01789-FRIA	Niagara County RC Model Flying Club #747 - Day Road/High Street	Academy of Model Aeronautics	Day Road and High Street	Lockport	6-Sep-27
2023-CBO-00211-FRIA	R/C Air-Crafters #925 - Lakeview Rd	Academy of Model Aeronautics	2800 Lakeview Rd	Hamburg	14-Aug-27
2023-CBO-00535-FRIA	Radio Control Club of Rochester #465 - Northampton Park Field	Academy of Model Aeronautics	304 Salmon Creek Rd.	Brockport	17-Aug-27
2023-CBO-00793-FRIA	Sky Rover's Flying Club, Inc. #469 - Ford Field	Academy of Model Aeronautics	2269 McBurney Road	Phelps	20-Aug-27
2023-CBO-00443-FRIA	Wing and Rotor of Western New York, Inc #2477 - Reservoir Park	Academy of Model Aeronautics	4000 Witmer Road	Niagara Falls	4-Sep-27

It's interesting to see some of the schools on the list. May be a source of new members for us at some point. It also appears that Gratwick park is just inside Nia Falls airport's controlled airspace with a 400' altitude limitation:



Has anyone used any of the Recreational Flyer Airspace Authorizations apps? If so, would you be willing to do a presentation at one of the club meetings? I'm sure there would be plenty of interest. Please let me know.



REMOTE ID

(From AMA)

On March 16, 2024, the FAA's discretionary enforcement period for remote identification (Remote ID) of unmanned aircraft systems (UAS) ended. The following is a quick refresher on the topic and how to comply.

Q: Who needs to comply with Remote ID?

A: All radio-controlled aircraft that weigh more than 0.55 pounds (250 grams) must comply. UAS include both traditional model aircraft and drones.

Q: How do I comply?

A: The three ways to comply are to operate a Standard Remote ID UAS; attach an after-market broadcast module to the UAS; or fly at an FAA-Recognized Identification Area (FRIA).

