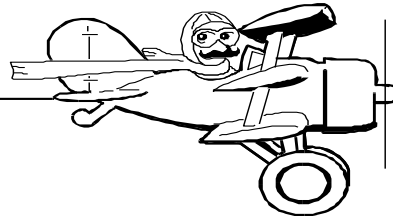


# THE AVIATOR



The Official Newsletter of Brauer's Aviators  
AMA Club Charter # 1612 - [www.brauersaviators.org](http://www.brauersaviators.org)

**No meeting in March**

Volume XXXIV Issue 389

March 2022

## President:

Joe Suarez  
[716-440-6348](tel:716-440-6348)

## Vice President:

Kevin Borzilleri  
[716-444-2950](tel:716-444-2950)

## Secretary:

Mike Bucklaew  
[716-982-6275](tel:716-982-6275)

## Treasurer:

Glenn Topolski  
[716-693-9848](tel:716-693-9848)

## Newsletter Editor:

Dan Yaeger  
[716-572-5886](tel:716-572-5886)

## Field Marshall:

Tom Welch  
[716-695-6053](tel:716-695-6053)

## Safety Officers:

Joe Suarez  
[716-694-8641](tel:716-694-8641)

## Webmaster:

Dave Raczka  
[716-684-2122](tel:716-684-2122)

## AMA Instructors:

Dave Raczka  
[716-684-2122](tel:716-684-2122)

Glenn Topolski  
[716-693-9848](tel:716-693-9848)

Brian Mau  
[716-694-5884](tel:716-694-5884)

Clarence Ragland  
[716-434-7965](tel:716-434-7965)

Walt Blazynski  
Jr.  
[716-688-0522](tel:716-688-0522)

Dan Yaeger  
[716-572-5886](tel:716-572-5886)

## Club Historian:

Will Burley  
[716-563-0754](tel:716-563-0754)

## MEMBERSHIP RENEWALS FOR 2022

For those of you who have not renewed yet, please go to our website and fill out the application (to make sure we have your up-to-date information). Please return it along with your dues to Glenn Topolski, 3891 Loveland Rd, N. Tonawanda, NY 14120. Don't forget to review the fields rules on page 2 of the application!

<http://www.brauersaviators.org/files/BlankMembershipApplication.pdf>

Next month, I'll publish the list of 2022 members. If you don't renew before then, this will be your last newsletter.

## NO MARCH MEETING - SEE YOU IN APRIL

At the April meeting we will have our annual (pre-covid) show and tell meeting. Please bring out your favorite new or well-loved aircraft to show and tell everyone about.

Also, at the April meeting, Joe and Brian will do a demo on proper balancing for planes, props and spinners. Hope to see you there.

## SPRING IS 16 DAYS AWAY!

As we start to experience Spring weather, please remember to consider road/field conditions before trying to get back to the field. Let's all work to keep our road/pit area/field in good shape this spring.

## HAPPENINGS

A couple of Auctions and Swap Meets will be happening soon.

- Canandaigua Chiefs Auction & Swap Meet - March 19<sup>th</sup> at the Phelps Fire Department 79 Ontario St. Phelps, NY 14532
- RC Aircrafters Auction - April 3<sup>rd</sup> at the Ismailia Shrine Center 1600 Southwestern Blvd. West Seneca NY 14224

## FACEBOOK PAGE

We recently redid our Facebook page. The page is now by invitation only. Please contact Joe Suarez on Facebook to sign up. Welcome to our new FB administrator Rachael Borzilleri!

If you have topics you'd like to see at the meetings, please make a post on our Facebook page!

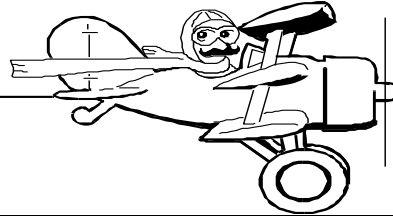
## REBUILDING THE DRAKE

Now that I'm a little older and no longer enjoy the outside winter activities I've moved my activities inside. Although I miss the thrill of flying and the friendship of fellow flyers this inside activity allows me to think, plan, build, try it out and in some cases repeat the process until it "right".

Let's start with a before and after photo of the DRAKE seaplane.



# THE AVIATOR



The Official Newsletter of Brauer's Aviators  
AMA Club Charter # 1612 - [www.brauersaviators.org](http://www.brauersaviators.org)

The DRAKE presented several opportunities for development. First there were no plans. I found a drawing on the internet that enabled me to figure out what the slots in the fuselage were for. They held the floats. Without plans it was time to get creative. The spar holding the floats was made of an old aileron and the floats were shaped out of 5 layers of 1/4" foam then covered in epoxy. The motor mount had to be reinforced with light plywood and the motor cowl had to be formed in 2 pieces to fit the cylindrical motor mount. This was my first attempt at forming a cylinder out of flat balsa and proved to be interesting. The training cone for the motor mount was made of a combination of lite ply and 1/4" foam. The belly of the fuselage was glassed to provide strength and durability. Elevator dams were added to provide more pitch control, necessary for a smooth takeoff and landing from the lake.

I wanted to be able to slow the plane down for water landing, so I cut the full-length ailerons into 60/40 lengths with the 60% as ailerons and 40 % being flaps. This required making a "home" for 4 servos in the wing and running extensions to the receiver. With the reduce area of the ailerons, the throw was increased 5/8" instead of the 1/2" original. The wing top is covered in metallic monokote while the bottom is beige monokote. The Fuselage was painted in matching colors after the sheeting was installed.

This has been an interesting project that truly required some thought and adjusting. Hopefully it will fly and land on water without being either too unstable or end up as firewood. Come spring or a warmer winter day we'll find out.

ALTSU,  
Brian