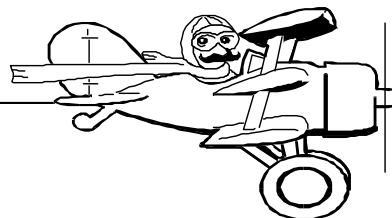


# THE AVIATOR



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

Volume XXXV Issue 407

Meeting Saturday September 9<sup>th</sup> at Noon  
At the field

September 2023

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## SEPTEMBER MEETING AT THE FIELD AT NOON

Join us for our next meeting on Saturday September 9<sup>th</sup> at noon. We'll be having a picnic at this meeting. Please plan to attend (and bring an aircraft or two to fly)!



## FAA-RECOGNIZED IDENTIFICATION AREA (FRIA) APPLICATION FOR BRAUERS AVIATORS #1612 HAS BEEN APPROVED.

A FRIA is a defined geographic area where UAS (Unmanned Aircraft Systems) can be flown without Remote ID equipment after Sept 16, 2023. Both the UAS and the pilot must be located within the FRIA's boundaries throughout the operation. In addition, the pilot of the UAS must be able to see it at all times throughout the duration of the flight. Our field is now a FRIA.

There are three ways UAS pilots can meet the identification requirements of the Remote ID rule:

- Operate a Standard Remote ID UAS that broadcasts identification and location information of the UAS and control station. A Standard Remote ID UAS is one that is produced with built-in Remote ID broadcast capabilities in accordance with the Remote ID rule's requirements.
- Operate a UAS with a Remote ID broadcast module such as the Spektrum SkyID. A broadcast module is a device that broadcasts identification and location information about the UAS and its take-off location in accordance with the Remote ID rule's requirements. The broadcast module can be added to a UAS to retrofit it with Remote ID capabilities. Pilots operating with a Remote ID broadcast module must be able to always see it during flight.
- Operate at FRIAs sponsored by community-based organizations or educational institutions. FRIAs are the only locations where UAS (drones and radio-controlled airplanes) may operate without broadcasting Remote ID message elements.



## FIELD SAFETY TIDBIT

This month thanks to Brian Mau let's look at:

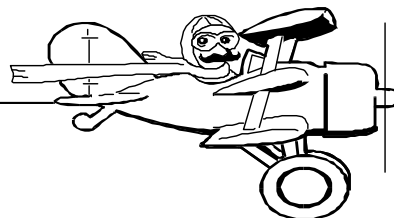
- **Members using Lithium batteries or with gasoline engines must have a fire extinguisher handy and also use a fireproof charging container when charging lithium batteries**

We all know that there is an inherent danger involving LiPo batteries, sometimes they catch fire. Sometimes they start on fire after an airplane crash, at the charging station or mishandling. Once the fire has started you can walk away and watch your plane or charging station go up in flames or put out the fire. Throwing water on a LiPo is generally considered poor judgment as Lithium does not like water and the fire will worsen. A handy fire extinguisher can save the day. What type of fire extinguisher is most effective? Any fire extinguisher that carries an "A B C" designation will work on a LiPo fire. There is a proper method of using this type of fire extinguisher, it's called PASS.

**Pull** the Pin to release the handle, **Aim** the extinguisher at the base of the fire, **Squeeze** the trigger, **Sweep** the dry power along the base of the fire not the flames.

The proper use of the fire extinguisher will not save the battery but might save the rest of the plane. You might, if you act quickly enough save at least some of the components and/or the airframe.

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There is a club Field Rule that anyone flying a LiPo powered airplane, Helicopter or Drone must have an extinguisher at the flying station. Once a fire starts you don't have much time to extinguish it before the object is a total loss.

So the question is what is my plane worth, \$200 to \$800? How much would you spend to save as much as possible? Many inexpensive extinguishers are available.

This one is available at Home Depot for about \$10 and is easy to store and carry to your flight bench.

Your friendly Amazon also has several available at a reasonable price. These may be only one time use and cannot be refilled, but used correctly they can get the job done.



The type I use is a little bigger and is refillable and costs about \$30.



You might say "it won't happen to me" but if it does and you're not prepared, it will "cost you."

Another situation may arise involving a LiPo fire it's the environment around our flying field. This year we have had sufficient rainfall to keep the crops green and growing. If the weather was dry and the crops are corn, wheat or hay a LiPo fire could become a field fire. In the unlikely event of this happening call 911 and report the fire behind Wendelville Hall2. These can get out of hand quickly, so pack up and get ready to leave. Let the fire company deal with the situation.



## PRACTICE MAKES PERFECT

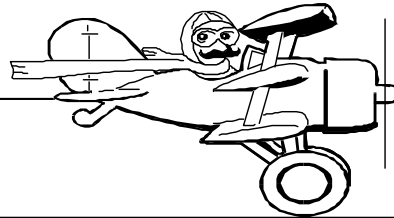
Dan Yaeger snapped this picture of a couple pilots doing tandem touch 'n go's. It is Tom Welch and his grandson Jose. Dan was out flying with them Labor Day morning.

Tom was flying...(gasp) an AIRPLANE.

All the more reason to get some practice and instruction from Jose.



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## AUGUST MEETING HIGHLIGHTS



Having been postponed we had perfect weather for the August meeting/picnic.



Welcome back Russ



Not sure if this is a good idea...



Perfect landing



Get your money out for the 50/50



Time to eat