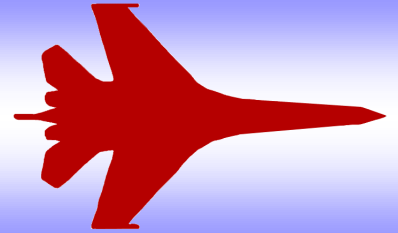


TRAC News



BOARD OF DIRECTORS

President

Don Riek
(813) 484-0703
driek30@tampabay.rr.com

Vice-President

James Chambers
(813) 985-2706
jchambe1@tampabay.rr.com

Secretary

Devin Allen
(813) 731-4702
F4phantomii@verizon.net

Treasurer

Tim Haas
626 Penn National RD.
Seffner, FL 33584
(813) 924-3269
treasurer@tractampa.com

Director

Bob Boetger
(813) 781-6246
rpboetger@gmail.com

Vince Cesario
(813) 621-2542
bigbeautifuldoll@hotmail.com

Newsletter Editor

John Heald
813-689-5020
jheald@tampabay.rr.com

TRACTampa.com

April 2024 Issue



Fun-Fly Competition!

Can you hit this

Saturday April 27th

Events Start: 9:00 a.m.

Trim Flights/Registration:

8:30 a.m. to 9:00 a.m.

For more information, call:

James Chambers 813-245-6373

jchambe1@tampabay.rr.com

...or go to our website:

www.tractampa.com



POSSIBLE FUN-FLY EVENTS

Precision Dead Stick

Bomb Drop

ROOPS

Timed Challenge

**Bonus points for:
spot landing and
balloon burst**

Driving Directions to TRAC

7208 N Taylor Rd, Seffner, FL

- 1) Take I-4 to Exit 10 - Mango Road Hwy 579
- 2) Head North .9 miles to Pruet Rd, and turn right
- 3) Head East .7 miles to Taylor Rd, and turn right
- 4) Head South .3 miles to 7208 Taylor Road
- 5) **TRAC** driveway is past Bing Park on right

Upcoming Events

TRAC - Club Meeting at Field, Saturday, April 13, at 11:00AM

TRAC - Club Meeting at Field, Saturday, April 27, at 8:00AM

TRAC - Club Meeting at Field, Saturday, May 11, at 11:00AM

TRAC - Club Meeting at Field, Saturday, June 8, at 11:00AM

TRAC - Club Meeting at Field, Saturday, July 13 at 11:00AM

TRAC MINUTES

March 9, 2024

Meeting Call to Order

Meeting called to order by Pres. Don Riek at 10:58 a.m. with 24 signed-in members present.

Motion to accept minutes of last meeting was made, seconded, and passed.

Treasury Report

Tim Haas presented a detailed treasury report and break down of expenses.

| | |
|-------------------|------------|
| Beginning Balance | \$ XXXX |
| Income | \$ 885.22 |
| Expenses | \$ 5369.67 |
| Closing Balance | \$ XXXX |
| Runway Fund | \$ 0.00 |

Motion to accept the Treasurer's Report was made, seconded, and passed.

New Members/New Pilots

Safety block

Try to have someone at the field with you in case something happens.

Old Business

- 1) Swap meet turnout was 9 sellers and we made \$51.00 for the field
- 2) Date for Spring Fun Fly will be April 27
- 3) Sealcoating is complete and the pavement looks new again
- 4) Warbird event is still being planned check back for updates

New Business

- 1) There was talk about if we should make it mandatory to display your FAA and AMA numbers on the outside of all aircraft.

Show-and-Tell:

Mike G. brought out his new Flightline RC OV-10 it looks very sharp and will probably turn some heads when it flies by.

Adjournment 11:18 am



The **Heinkel He 111** is a German airliner and bomber designed by [Siegfried and Walter Günter](#) at [Heinkel Flugzeugwerke](#) in 1934. Through development, it was described as a "[wolf in sheep's clothing](#)". Due to restrictions placed on Germany after the [First World War](#) prohibiting bombers, it was presented solely as a civil [airliner](#), although from conception the design was intended to provide the nascent [Luftwaffe](#) with a [heavy bomber](#).^[9] Perhaps the best-recognised German [bomber](#) of [World War II](#) due to the distinctive, extensively glazed "[greenhouse](#)" nose of the later versions, the Heinkel He 111 was the most numerous Luftwaffe bomber during the early stages of the war. It fared well until it met serious fighter opposition during the [Battle of Britain](#), when its defensive armament was found to be inadequate.

The first He 111 flew on 24 February 1935, piloted by chief test pilot Gerhard Nitschke, who was ordered not to land at the company's factory airfield at Rostock-Marienehe (today's Rostock-Schmarl neighbourhood), as this was considered too short, but at the central *Erprobungstelle* [Rechlin](#) test facility. He ignored these orders and landed back at Marienehe. He said that the He 111 performed slow manoeuvres well and that there was no danger of overshooting the runway.^{[8][9]} Nitschke also praised its high speed "for the period" and "very good-natured flight and landing characteristics", stable during cruising, gradual descent and single-engined flight and having no nose-drop when the undercarriage was operated.

The H variant of the He 111 series was more widely produced and saw more action during [World War II](#) than any other Heinkel variant. Owing to the uncertainty surrounding the delivery and availability of the DB 601 engines, Heinkel switched to 820 kW (1,100 hp) [Junkers Jumo 211](#) powerplants, whose somewhat greater size and weight were regarded as unimportant considerations in a twin-engine design. The He 111 H-1 was fitted with a standard set of three [7.92 mm \(0.312 in\) MG 15](#) machine guns and eight SC 250 250 kg (550 lb) or 32 SC 50 50 kg (110 lb) bombs.

452 He 111s and 69 Junkers Ju 88s were built in the first year of the war.^[71] German production for the Luftwaffe amounted to 808 He 111s by September 1939.^[72] According to Heinkel's memoirs, a further 452 were built in 1939, giving a total of 1,260.^[72] But "1940s production suffered extreme losses during the Battle of Britain, with 756 bombers lost".^[71] Meanwhile, the He 111's rival – the Ju 88 – had increased production to 1,816 aircraft, some 26 times the number from the previous year.^[71] Losses were also considerable the previous year over the Balkans and Eastern Fronts. To compensate, He 111 production was increased to 950 in 1941.^[72] In 1942, this increased further to 1,337 He 111s.^{[71][72]} The Ju 88 production figures were even higher still, exceeding 3,000 in 1942, of which 2,270 were bomber variants.^[71] In 1943, He 111 increased to 1,405 aircraft.^{[71][72]} But the Ju 88 still outnumbered it in production terms as its figures reached 2,160 for 1943.^[71] The Allied bomber offensives in 1944 and in particular [Big Week](#) failed to stop or damage production at Heinkel. Up until the last quarter of 1944, 756 Heinkel He 111s had been built, while Junkers produced 3,013 Ju 88s, of which 600 were bomber versions.^{[71][72]} During 1939–1944, a total of 5,656 Heinkel He 111s were built compared to 9,122 Ju 88s.

The Heinkel He 111 served the [Luftwaffe](#) across the [European theatre](#) as a [medium bomber](#) until 1943, when a loss of [air superiority](#) resulted in it being relegated to a [transport role](#).

General characteristics

Crew: 5 (pilot, navigator/bombardier/[nose gunner](#), ventral gunner, dorsal gunner/radio operator, side gunner)^[98]

Length: 16.4 m (53 ft 10 in)

Wingspan: 22.6 m (74 ft 2 in)

Height: 4 m (13 ft 1 in)

Wing area: 87.6 m² (943 sq ft)

Empty weight: 8,680 kg (19,136 lb)

Gross weight: 12,030 kg (26,522 lb)

Max takeoff weight: 14,000 kg (30,865 lb)

Powerplant: 2 × [Junkers Jumo 211F-1](#) or [Junkers Jumo 211F-2](#) V-12 inverted liquid-cooled piston engines, 970 kW (1,300 hp) each (Jumo 211F-1)

Propellers: 3-bladed variable-pitch propellers

Performance

Maximum speed: 440 km/h (270 mph, 240 kn)

Range: 2,300 km (1,400 mi, 1,200 nmi)

Service ceiling: 6,500 m (21,300 ft)

Time to altitude: 5,185 m (17,011 ft) in 20 minutes

Wing loading: 137 kg/m² (28 lb/sq ft)

Power/mass: 0.081 kW/kg (0.049 hp/lb)

Armament

Guns:

up to 7 × 7.92 mm (0.312 in) [MG 15 machine guns](#) or 7x [MG 81 machine gun](#) (2 in the nose, 1 in the dorsal, 2 in the side, 2 in the ventral), some of them replaced or augmented by

1 × 20 mm (0.787 in) [MG FF cannon](#) (central nose mount or forward ventral position)

1 × 13 mm (0.512 in) [MG 131 machine gun](#) (mounted dorsal and/or ventral rear positions)

Bombs:

2,000 kilograms (4,400 lb) in the main internal bomb bay

Up to 3,600 kilograms (7,900 lb) could be carried externally. External bomb racks blocked the internal bomb bay. Carrying bombs externally increased weight and drag and impaired the aircraft's performance significantly. Carrying the maximum load usually required rocket-assisted take-off.

