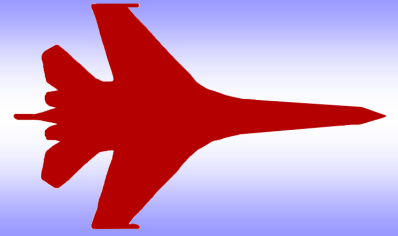


TRAC News



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March 2024 Issue

President's Comments

Spring Swap Meet

Only Eight vendors but many buyers and nice weather made for a successful Swap Meet. Next one up is December!

Fun Fly Next Month

The first Fun Fly of 2024 will be April 27. Events to be announced.

Sealing and Striping Completed



Needed maintenance of the asphalt areas was approved by members and completed In February. Looking Good!!



Safe Flying

Don Riek

Upcoming Events

TRAC - Club Meeting at Field, Saturday, March 9, at 11:00AM

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

TRAC - Club Fun Fly Contest, 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 MINUTES

February 10, 2024

Meeting Call to Order

Meeting called to order by Pres. Don Riek at 10:59 a.m. with 21 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	\$ 1574.92
Expenses	\$ 785.46
Closing Balance	\$ XXXX
Runway Fund	\$ 4629.00

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

New Members/New Pilots

Rhonda Creacy

Safety block

General First Aid, if you get a cut treat it immediately so you can prevent a nasty infection.

Old Business

- 1) Date for spring swap meet is set for February 24
- 2) Date for Spring Fun Fly will be April 27
- 3) 2024 Club cards are available
- 4) Reminder that dumping dead batteries, crashed planes, and unwanted junk at the field is prohibited.

New Business

- 1) Mowing contract has been cancelled since we now have the county doing it for free
- 2) Review and agreed upon getting runway, taxiway and pit areas sealed
- 3) Special award was presented to Vince Sr. for being a loyal club member for over 50 years.
- 4) New gate code was agreed upon see one of the club officers to get it.

Show-and-Tell:

Adjournment 11:35 am



The **Dornier Do 17** is a twin-engined [light bomber](#) produced by [Dornier Flugzeugwerke](#) for the German [Luftwaffe](#) during [World War II](#). Designed in the early 1930s as a [Schnellbomber](#) ("fast bomber") intended to be fast enough to outrun opposing aircraft, the lightly built craft had a [twin tail](#) and "[shoulder wing](#)". Sometimes referred to as the [Fliegender Bleistift](#) ("flying pencil"), it was popular among its crews due to its handling, especially at low altitude, which made the Do 17 harder to hit than other German [bombers](#).

The Do 17 made its combat debut in 1937 during the [Spanish Civil War](#), operating in the [Condor Legion](#) in various roles. Along with the [Heinkel He 111](#) it was the main bomber type of the German air arm in 1939–1940. The Dornier was used throughout the early war, and saw action in significant numbers in every major campaign theatre as a front line aircraft until the end of 1941, when its effectiveness and usage was curtailed as its bomb load and range were limited.

Production of the Dornier ended in mid-1940, in favour of the newer and more powerful [Junkers Ju 88](#). The forward fuselage had a conventional stepped cockpit, with a fully glazed nose. Early variants were labelled the "flying pencil" owing to its sleek and continuous "stick-like" lines. As a result of the lessons learned in the [Spanish Civil War](#), the cockpit roof was raised and the lower, or bottom half, of the crew compartment was a typical under-nose [gondola](#) or "Bodenlafette" (abbreviated *Bola*): this inverted-casemate design ventral defensive armament position was a common feature of most German medium bombers. The *Bola* was extended back to the leading edge of the wings where the lower-rear gunners position and upper-rear gunner position were level with each other.

^[14] As with contemporary German bombers, the crew were concentrated in a single compartment.

The cockpit layout consisted of the pilot seat and front gunner in the forward part of the cockpit. The pilot sat on the left side, close up to the Plexiglas windshield. One of the gunners sat on the right seat, which was set further back to provide room for the 7.92 mm (0.312 in) [MG 15 machine gun](#) to be traversed in use. The Do 17 usually carried a crew of four: the pilot, a bombardier and two gunners. The bomb-aimer also manned the MG 15 in the nose glazing and *Bola*-housed rear lower position. The two gunners operated the forward-firing MG 15 installed in the front windshield, the two MGs located in the side windows (one each side) and the rearward firing weapon. The cockpit offered a bright and panoramic view at high altitude.^{[15][Notes 1]} The standard ammunition load was 3,300 rounds of 7.92 mm ammunition in 44 double-drum magazines.^[17]

The power plant of the Z-1 was to have been the [Daimler-Benz DB 601](#) but, owing to shortages from priority allocation for Bf 109E and Bf 110 fighter production, it was allocated [Bramo 323 A-1](#) power plants. The Bramos could only reach 352 km/h (219 mph) at 1,070 m (3,510 ft). The limited performance of the Bramo 323s ensured the Do 17 could not reach 416 km/h (258 mph) at 3,960 m (12,990 ft) in level flight when fully loaded.^[21] The range of the Do 17Z-1 at ground level was 635 nmi (1,176 km); this increased to 1,370 km (850 nm) at 4,700 m (15,400 ft). This gave an average attack range of 400 nmi (740 km). The introduction of the Bramo 323P increased the Z-2 performance slightly in all areas.^[21]

The Dornier had [self-sealing fuel tanks](#) to protect fuel stored in the wings and fuselage. This reduced the loss of fuel and risk of fire when hit in action, and often enabled the aircraft to return. Twenty oxygen bottles were provided for crew use during long flights above 3,660 m (12,010 ft).^[17]

The radio operator manned the two 7.92 mm [MG 15 machine guns](#) within a B-Stand pod in the rear cockpit. They had 750 rounds of ammunition. The bomb bay was divided into two compartments. Each had five bomb racks with individual capacity of 50 kg (110 lb). A single ETC 500/IX bomb rack could be mounted externally underneath the aircraft to carry a 500 kg bomb. The Do 17 M-1 started its service as a medium bomber and was able to carry 2,200 lb (1,000 kg) of bombs. It was equipped with two [air-cooled](#) Bramo 323 A-1 or A-2. The defensive armament consisted of two, and later three, MG 15 machine guns. The first was operated in an A-Stand pod operated by the navigator through the windshield. The position was allocated 370 rounds of ammunition. The rearward firing B-

Stand was operated by the radio operator and allocated 750 rounds. The rear position in the lower fuselage was allocated 375 rounds in a C-Stand pod. The Do 17M could carry a bomb load of either 20 SC50 50 kg (110 lb) or two SC250 250 kg (550 lb) bombs or 10 SC50 and a single SC250 bomb. The speed of the M was superior to that of the E variant. The Do 17M could reach 420 km/h (260 mph) at altitudes of 3,500 m (11,500 ft) and could achieve a maximum service ceiling of 5,790 m (19,000 ft) and a range of 850 nautical miles (1,570 km).^[33] Official figures state 2,139 Do 17s were built on German assembly lines. At the Dornier factory at Oberpfaffenhofen, 328 Do 17Es were built along with a further 77 Do 17Fs and 200 Do 17M variants. Do 17Z production figures for Oberpfaffenhofen stand at 420. At Friedrichshafen, 84 Do 17Ks were built, some of which were sold to the Yugoslav Royal Air Force. Do 17P production was spread out over different factory lines. At Siebel/Halle, eight were built. At the Henschel factory at Berlin-Schönefeld 73 were constructed. At the HFB plant in Hamburg 149 were built. Henschel also produced some 320 Do 17Zs, HFB contributed to construction of 74 at its Hamburg plant, and another 73 were built at Siebel. Some 105 examples of the Dornier Do 215B was later built at Oberpfaffenhofen.^[3]

By 19 September 1938, the Luftwaffe had received 579 Dornier Do 17s. These were mostly Do 17E, F, M and P variants.^[50] During 1939–1940, some 475 Dornier Do 17Z bombers, 16 reconnaissance aircraft and nine night fighters were built. Another 100 Dornier Do 215s, an updated variant of the Do 17, were built during this period also.^[51]

General characteristics

Crew: 4

Length: 15.8 m (51 ft 10 in)

Wingspan: 18 m (59 ft 1 in)

Height: 4.56 m (15 ft 0 in)

Empty weight: 5,210 kg (11,486 lb)

Empty equipped: 5,888 to 5,963 kg (12,981 to 13,146 lb)

Max takeoff weight: 8,837 kg (19,482 lb)

Fuel capacity: standard fuel 1,540 L (339 imp gal), with aux tank in forward bomb bay 2,435 L (536 imp gal)

Powerplant: 2 × Bramo 323P 9-cyl. air-cooled radial piston engines with 1,000 PS (986 hp, 736 kW) for take-off

Propellers: 3-bladed variable-pitch propellers

Performance

Maximum speed: 350 km/h (220 mph, 190 kn) at 8,040 kg (17,725 lb) at sea level

410 km/h (255 mph) at 8,040 kg (17,725 lb) at 5,000 m (16,404 ft)

Cruise speed: 300 km/h (190 mph, 160 kn) at 8,837 kg (19,482 lb) at 4,000 m (13,123 ft)

Combat range: 660 km (410 mi, 360 nmi) with 1,540 L (339 imp gal) fuel and 1,000 kg (2,205 lb) of bombs
1,010 km (628 mi) with 2,435 L (536 imp gal) fuel and 500 kg (1,102 lb) of bombs

Service ceiling: 8,200 m (26,900 ft)

Wing loading: 156 kg/m² (32 lb/sq ft)

Power/mass: 0.170 kW/kg (0.11 hp/lb)

Armament

Guns: 6 × 7.92 mm (0.312 in) MG 15 machine guns in front upper/lower, rear upper/lower and beam positions (all firing from cockpit area)

Bombs: 1,000 kg (2,205 lb) of bombs carried internally, either 20 x 50 kg (110 lb) bombs or 4 x 250 kg (551 lb) bombs





jjh