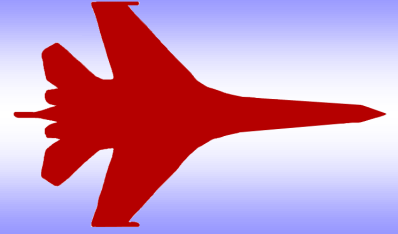


# TRAC News



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**TRACTampa.com**

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## President's Comments

### Annual Election of Officers

Anyone interested in serving as a club officer is invited to submit a short bio for publication in the October newsletter, ahead of the annual November election of club officers. The election will take place at the November TRAC meeting.

### Work Day

We will be having a work day Saturday, September 30, ahead of the Warbird event. Cleaning and tidying up will be the main focus.

### Open House

Our annual Thanksgiving Open House and pot luck luncheon will be November 17. We burn hot dogs and burgers, supply the drinks. You bring a dish to share. A \$5 donation gets a great lunch. Cash donations will be accepted and taken to Metropolitan Ministries, along with a donation from the club.

### Celebrating Vince Cesario Sr.

Please check out the last page of this newsletter for a heartfelt writeup by Vince Cesario Jr. that celebrates Vince Sr.'s 50 years as a member of TRAC. Congratulations Vince!!

### FRIA Status Confirmed!

As previously announced, the FAA has approved TRAC's application for FRIA status. This means that when operating a UAS at TRAC's site, remote ID equipment will not be needed. It should be noted that if your UAS is equipped with remote ID equipment, you must have it turned on while operating at TRAC, regardless of our FRIA status.

Safe Flying,

*Don Riek*

## Upcoming Events

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

**TRAC - Club Meeting at Field, Saturday, October 7, at 11:00AM**

**TRAC - Warbird Meet at Field, Saturday October 14, at 08:00AM**

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

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

## **TRAC MINUTES**

**August 12, 2023**

### Meeting Call to Order

Meeting called to order by Pres. Don Riek at 11:00 a.m. with 16 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	\$ 159.74
Expenses	\$ 579.41
Closing Balance	\$ XXXX
Runway Fund	\$ 3659.00

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

### New Members/New Pilots

### Safety block

Please be aware of the possibility of wasps under the flight tables and the shelter. Wasp spray is located in the milk crate hanging next to the refrigerator. Please

don't waste it.

Heat can affect equipment and planes. Don't fly if someone is in flight area retrieving something.

### Old Business

1) FRIA application to the FAA APPROVED!!!

2) Warbird event set for October 14. Update from Vince? The October TRAC meeting will be held the week prior which would be October 7.

3) Ray Baker still planning on removing old trailer?

### New Business

1) Check out new charging stations

2) Need to schedule a work day to spruce up before Warbird event

3) New wind sock ordered

4) It has been proposed to build concrete steps with a handrail to make it safer to walk down to the pit area. It was suggested that possibly just altering the grade would suffice.

5) Thanks to the County for trimming some low hanging branches from the trees we drive under coming into our site.

Show-and-Tell: Scott explained the TRAC logo history and referenced the TRAC store items.

Adjournment 11:40 am

# Focke-Wulf Fw 190



The **Focke-Wulf Fw 190**, nicknamed *Würger*<sup>[b]</sup> ("Shrike") is a German single-seat, single-engine fighter aircraft designed by Kurt Tank at Focke-Wulf in the late 1930s and widely used during World War II. Along with its well-known counterpart, the Messerschmitt Bf 109, the

Fw 190 became the backbone of the *Jagdwaaffe* (Fighter Force) of the *Luftwaaffe*. The twin-row BMW 801 radial engine that powered most operational versions enabled the Fw 190 to lift larger loads than the Bf 109, allowing its use as a day fighter, fighter-bomber, ground-attack aircraft and to a lesser degree, night fighter.

The Fw 190A started flying operationally over France in August 1941 and quickly proved superior in all but turn radius to the Spitfire Mk. V, the main front-line fighter of the Royal Air Force (RAF), particularly at low and medium altitudes.<sup>[4]</sup> The 190 maintained superiority over Allied fighters until the introduction of the improved Spitfire Mk. IX.<sup>[5]</sup> In November/December 1942, the Fw 190 made its air combat debut on the Eastern Front, finding much success in fighter wings and specialized ground attack units (*Schlachtgeschwader* – Battle Wings or Strike Wings) from October 1943.

The Fw 190 was well-liked by its pilots. Some of the Luftwaaffe's most successful fighter aces claimed many of their kills while flying it, including Otto Kittel, Walter Nowotny and Erich Rudorffer. The Fw 190 had greater firepower than the Bf 109 and, at low to medium altitude, superior maneuverability, in the opinion of German pilots who flew both fighters. It was regarded as one of the best fighter planes of World War II.<sup>[7]</sup>

At the time, the use of radial engines in land-based fighters was relatively rare in Europe, as it was believed that their large frontal area would cause too much drag on something as small as a fighter. Tank was not convinced of this, having witnessed the successful use of radial engines by the U.S. Navy, and felt a properly streamlined installation would eliminate this problem.<sup>[10]</sup>

Tank introduced a further refinement to this basic concept. He suggested placing most of the airflow components on the propeller, in the form of an oversized propeller spinner whose outside diameter was the same as the engine. The cowl around the engine proper was greatly simplified, essentially a basic cylinder. Air entered through a small hole at the center of the spinner and was directed through ductwork in the spinner so it was blowing rearward along the cylinder heads. To provide enough airflow, an internal cone was placed in the center of the hole, over the propeller hub, which was intended to compress the airflow and allow a smaller opening to be used. In theory, the tight-fitting cowling also provided some thrust due to the compression and heating of air as it flowed through the cowling.<sup>[13]</sup>

In contrast to the complex, failure-prone fuselage-mounted main gear legs of the earlier Fw 159, one of the main features of the Fw 190 was its wide-tracked, inwards-retracting landing gear. They were designed to withstand a sink rate of 4.5 meters per second (15 ft/s; 890 ft/min), double the strength factor usually required. Hydraulic wheel brakes were used.<sup>[15]</sup> The wide-track undercarriage produced better ground handling characteristics, and the Fw 190 suffered fewer ground accidents than the Bf 109.

The tailwheel's retraction mechanical design possessed a set of pulleys to guide the aforementioned cable to the top of the tailwheel's oleo strut, pulling it upwards along a diagonal track within the fin, into the lower fuselage;<sup>[16]</sup> this mechanism was accessible through a prominently visible triangular-shaped hinged panel, on the left side in the fin's side sheet metal covering.<sup>[c][18]</sup> On some versions of the Fw 190 an extended tailwheel oleo strut could be fitted for larger-sized loads (such as bombs or even a torpedo) beneath the fuselage.<sup>[19]</sup>

Most aircraft of the era used cables and pulleys to operate their controls. The cables tended to stretch, resulting in the sensations of "give" and "play" that made the controls less crisp and responsive, and required constant

maintenance to correct. For the new design, the team replaced the cables with rigid pushrods and bearings to eliminate this problem.<sup>[4]</sup> Another innovation was making the controls as light as possible. The maximum resistance of the ailerons was limited to 3.5 kg (8 lb), as the average man's wrist could not exert a greater force. The empennage (tail assembly) featured relatively small and well-balanced horizontal and vertical surfaces.<sup>[20]</sup> The design team also attempted to minimize changes in the aircraft's trim at varying speeds, thus reducing the pilot's workload. They were so successful in this regard that they found in-flight-adjustable aileron and rudder trim tabs were not necessary. Small, fixed tabs were fitted to control surfaces and adjusted for proper balance during initial test flights. Only the elevator trim needed to be adjusted in flight (a feature common to all aircraft). This was accomplished by tilting the entire horizontal tailplane with an electric motor, with an angle of incidence ranging from  $-3^{\circ}$  to  $+5^{\circ}$ .<sup>[21]</sup>

Another aspect of the new design was the extensive use of electrically powered equipment instead of the hydraulic systems used by most aircraft manufacturers of the time. On the first two prototypes, the main landing gear was hydraulic. Starting with the third prototype, the undercarriage was operated by push buttons controlling electric motors in the wings, and was kept in position by electric up and down-locks.<sup>[22]</sup> The armament was also loaded and fired electrically. Tank believed that service use would prove that electrically powered systems were more reliable and more rugged than hydraulics, electric lines being much less prone to damage from enemy fire.<sup>[20]</sup>

The Fw 190, designed as a rugged interceptor capable of withstanding considerable combat damage and delivering a potent 'punch' from its stable gun platform, was considered ideal for anti-bomber operations. Focke-Wulf redesigned parts of the wing structure to accommodate larger armament. The Fw 190 A-6 was the first sub-variant to undergo this change. Its standard armament was increased from four MG 151/20s to two of them with four more in two underwing cannon pods.



The number of heavy bombers destroyed by the Fw 190 is impossible to estimate. However, below is a list of the top scoring *Sturmbock* pilots:

Name	Total victory claims	Heavy bomber claims	B-17 claims
Georg-Peter Eder	78	Est. 36	unknown
Anton Hackl	192	Est. 34	Unknown
Konrad Bauer	57	32	Unknown
Walther Dahl	128	30	Unknown
Egon Mayer †	102	26	21
Hermann Staiger	63	25	21
Willy Unger	24	21	13
Hugo Frey † <sup>[33]</sup>	32	25	19
Hans Ehlers †	55	24	18
Alwin Doppler	29	25	16
Werner Gerth † <sup>[34]</sup>	27	22	16
Friedrich-Karl Müller †	140	23	15
Hans Weik	36	22	15

## General characteristics

**Crew:** One

**Length:** 8.95 m (29 ft 4 in)

**Wingspan:** 10.506 m (34 ft 6 in)

**Height:** 3.15 m (10 ft 4 in)

**Wing area:** 18.3 m<sup>2</sup> (197 sq ft)

**Airfoil: root:** NACA 23015.3; **tip:** NACA 23009<sup>[23]</sup>

**Empty weight:** 3,200 kg (7,055 lb)

**Gross weight:** 4,417 kg (9,738 lb)

**Max takeoff weight:** 4,900 kg (10,803 lb)

**Fuel capacity:** 639 L (141 imp gal; 169 US gal)

**Powerplant:** 1 × BMW 801D-2 14-cylinder air-cooled radial piston engine 1,700 PS (1,677 hp; 1,250 kW) and up to 1,980 PS (1,953 hp; 1,456 kW) at 1.65 ata for up to 10 minutes of emergency power<sup>[82][47]</sup>

**Propellers:** 3-bladed constant-speed propeller



## Performance

**Maximum speed:** 652 km/h (405 mph, 352 kn) at 5,920 m (19,420 ft)

**Range:** 900–1,000 km (560–620 mi, 490–540 nmi)

**Combat range:** 400–500 km (250–310 mi, 220–270 nmi)

**Ferry range:** 900–1,000 km (560–620 mi, 490–540 nmi) ~1800–2000 km with droptank.

**Service ceiling:** 10,350 m (33,960 ft)

**Rate of climb:** 15 m/s (3,000 ft/min)

**Wing loading:** 241 kg/m<sup>2</sup> (49 lb/sq ft)

**Power/mass:** 0.28–0.33 kW/kg (0.17–0.20 hp/lb) (No–full emergency power)

## Armament

### Guns:

2 × 13 mm (0.51 in) synchronized MG 131 machine guns

2 × 20 mm (0.79 in) MG 151/20 E cannons, synchronized in the wing roots

2 × 20 mm (0.79 in) MG 151/20 E cannons in mid-wing mounts

**Bombs:** 1 bomb under fuselage or four bombs under wings.



Focke Wulf FW-190A  
1510mm (59") Wing-  
span - ARF from Nexa -  
NXA1029-001

\$279<sup>00</sup>

## Features:

- Complete Balsa and lite-ply construction for rigidity and durability
- Covered from tip to tail in scale details including functional flaps, plastic seat, antenna, printed simulated panel lines and rivets
- Fiberglass cowling for strength and durability
- All control surfaces come out of the box pre-hinged and installed for convenience

**Large battery hatch allows for your chosen electric or gas setup**

## Includes:

- Nexa Focke Wulf FW-190A 1510mm (59") Wingspan - ARF
- Wheels and spinner

Fuel tank, hardware and decals

My Dad, Vince Cesario, Sr., has now entered his 50<sup>th</sup> year of membership with TRAC. What a fantastic accomplishment!

With this very special anniversary, I wanted to write a little something about how much he loves TRAC and model aviation in general.

He has a passion for model aviation that is unmatched. In my 45 years, I have not seen him take any type of break or time off from the hobby. He has given any time he can spare to TRAC in an effort to keep it a premier AMA-sanctioned club year after year. I have seen many members come and go. We all know it is easy to get burnt out on a hobby or anything in general if you have the pedal pressed to the floor for any long period of time. The technology has changed, the planes have gotten bigger, the engines have gotten stronger, but he is still as passionate as ever. And that dedication to the hobby carries over to his love for TRAC.

From when TRAC was based on Bouganvillea Avenue (near the old Schlitz brewery) to the temporary site at Bing Park while a new site was waiting to be discovered to the groundbreaking of what is now TRAC field, he has worked very hard in making TRAC the destination in the Tampa Bay area to fly model airplanes. TRAC holds a very near and dear spot in his heart and he strives to protect its integrity by being a consistent ambassador for both TRAC as well as the AMA.

His competitiveness is also as strong as it was back in '73. He has always strived to be the best flyer, but has also kept that same tenacity in building and repairing planes with the best of them. He takes care of our entire fleet of various fixed-wing aircraft with his most prized being our P-51D Mustang - "Big Beautiful Doll". That competitiveness carried over to me when I began learning the hobby and working to excel at flying. I certainly appreciate his love and devotion to me.

After seeing him build and fly during my childhood, he taught me how to fly on my own back in 1990 using the good ol' buddy box. I have cherished the times of flying with him over the years as I have grown up to become a father myself. Hopefully, a transmitter will be in my sons' hands sometime very soon!

Please join me in congratulating Vince, Sr. in reaching such an impressive milestone in this, his 50<sup>th</sup> year of TRAC membership! Way to go, Dad!

- Vince, Jr.