TRAC News

BOARD OF DIRECTORS

April 2023 Issue

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President's Comments

<u>Fun Fly is on!</u>

TRAC Fun Fly scheduled for April 22nd. Preliminary interest is very good, we should have a great turnout of pilots. Thanks to James Chambers for his CD work.

Weather Heating Up

As the temps and humidity go up, let's remember to keep hydrated. Sun screen is also a good idea, as well as clothing that keeps the sun off. Try to not fly alone, have a buddy with you in case anything does happen.

Bumpy Roadway

I've heard a few complaints about the newly graded roadway being too rough. I believe in time it will pack down and get better. Also we can remove some of the larger chunks of asphalt which could make things better. Just take it slow, we shouldn't be going fast there anyway.

WarBird Event This Fall

There is a possibility of holding a WarBird Event this fall. Vince Cesario and Frank Knowles will be providing the itinerary and coordinating the event, with Vince as Contest Director. Potential date will be sometime in October. These events have been well attended in the past and Vince and Frank will be trying to get them going again.

Safe Flying Don Riek

Upcoming Events

TRAC - Club Meeting at Field, Saturday, April 8, at 11:00AM **TRAC** - Club Fun Fly at Field, Saturday, April 22, at 8:00AM **TRAC** - Club Meeting at Field, Saturday May 13, at 11:00AM **TRAC** - Club Meeting at Field, Saturday, June 10, at 11:00AM **TRAC** - Club Meeting at Field, Saturday, July 8, at 11:00AM

March 11, 2023

Meeting Call to Order

Meeting called to order by Pres. Don Riek. at 10:58 a.m. with 23 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	\$ 449.97
Expenses	\$ 467.68
Closing Balance	\$ XXXX
Runway Fund	\$ 3179.00

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

New Members/New Pilots

Tremaine Miller, Cecil Baker, John Putnam, Andres Trescastro

Safety block

Watch the long pipe on the flight tables when lifting your planes over them.

Old Business

Addition flight tables that will be built in on a work day in early April

No update on our application for the FRIA

Swap Meet Recap we had 9 sellers turnout

Fun Fly date April 22 Saturday more detail to follow

New Business

There is some interest in sponsoring a Warbird event possibly in October

Please be more diligent about the trash, give a hoot don't pollute, and when the can is overflowing be a team player and haul it to the end of the road and put it in the can. Trash bags are located over the bulletin board.

Show-and-Tell

Don Riek brought in a one time use Fire Extinguisher made by Life Safe it says it is a 5 in 1 extinguisher and cost around \$30.00

Frank brought a Byron Beechcraft Stagger Wing with a Zenoa 45 single gas engine it has a 65" wingspan and was just gorgeous

Adjournment 11:39 amMarch 11, 2023



F4U Corsair

In June 1938, the U.S. Navy signed a contract with Vought for a prototype bearing the factory designation **V-166B**, ^[12] the XF4U-1, BuNo 1443. The Corsair design team was led by Rex Beisel. After mock-up inspection in February 1939, construction of the XF4U-1 powered by an XR-2800-4 prototype of the Pratt & Whitney R-2800 Double Wasp twin-row, 18-cylinder radial engine, rated at 1,805 hp (1,346 kW) went ahead quickly, as the very first airframe ever designed from the start to have a Double Wasp engine fitted for flight.^[13] When the prototype was completed it had the biggest and most powerful engine, largest propeller, and probably the largest wing on any naval fighter to date.^[14] The first flight of the XF4U-1 was made on 29 May 1940, with Lyman A. Bullard, Jr. at the controls.

The Corsair was designed and operated as a carrier-based aircraft, and entered service in large numbers with the U.S. Navy in late 1944 and early 1945. It quickly became one of the most capable carrier-based fighterbombers of World War II.^[3] Some Japanese pilots regarded it as the most formidable American fighter of World War II and its naval aviators achieved an 11:1 kill ratio.^[1]

The F4U incorporated the largest engine available at the time, the 2,000 hp (1,500 kW) 18-cylinder Pratt & Whitney R-2800 Double Wasp radial. To extract as much power as possible, a relatively large Hamilton Standard Hydromatic three-blade propeller of 13 feet 4 inches (4.06 m) was used.

To accommodate a folding wing the designers considered retracting the main landing gear rearward but, for the <u>chord of wing</u> that was chosen, it was difficult to make the landing gear struts long enough to provide ground clearance for the large propeller. Their solution was an <u>inverted gull wing</u>, which considerably shortened the re-

quired length of the struts.^[23] The <u>anhedral</u> of the wing's inboard section also permitted the wing and fuselage to meet at the optimum angle for minimizing <u>drag</u>, without using wing root fairings. ^[23] The bent wing was heavier and more difficult to construct, however, offsetting these benefits.

The Corsair's aerodynamics were an advance over those of contemporary naval fighters. The F4U was the first U.S. Navy aircraft to feature landing gear that retracted into a fully enclosed wheel well. The landing gear <u>oleo struts</u>—each with its own strut door enclosing it when retracted—rotated through 90° during retraction, with the wheel atop the lower end of the strut when retracted. A pair of rectangular doors enclosed each wheel well, leaving a streamlined wing.

Specifications (F4U-4)General char-

Crew: One

Length: 33 ft 8 in (10.26 m) Wingspan: 41 ft 0 in (12.50 m) Height: 14 ft 9 in (4.50 m) Wing area: 314 sq ft (29.17 m²) Empty weight: 9,205 lb (4,238 kg) Gross weight: 14,670 lb (6,654 kg) Max takeoff weight: 14,533 lb (6,592 kg) Powerplant: 1 × Pratt & Whitney R-2800-18W radial engine, 2,380 hp (1,770 kW) Propellers: 4-bladed

Performance

Maximum speed: 446 mph (717 km/h, 385 kn) Cruise speed: 215 mph (346 km/h, 187 kn) Stall speed: 89 mph (143 km/h, 77 kn) Range: 1,005 mi (1,617 km, 873 nmi) Combat range: 328 mi (528 km, 285 nmi) Service ceiling: 41,500 ft (12,600 m) Rate of climb: 4,360 ft/min (22.1 m/s)

Armament

Guns:

- 6 × 0.50 in (12.7 mm) M2 Browning machine guns, 400 rounds per gun *or*
- 4 × 0.79 in (20 mm) AN/M3 cannon, 231 rounds per gun
- **Rockets:** 8 × 5 in (12.7 cm) high velocity aircraft rockets *and/or*

Bombs: 4,000 pounds (1,800 kg)







Saturday April 22nd 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: <u>www.tractampa.com</u>



POSSIBLE FUN-FLY EVENTS

Precision Dead Stick Bomb Drop ROOPS Inverted 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 Pruett Rd, and turn right
- 3) Head East .7 miles to Taylor Rd, and turn right
- 4) Head South .3 miles to 7208 Taylor Road
- TRAC driveway is past Bing Park on right