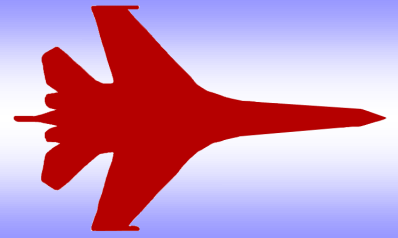


# TRAC News



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**TRACTampa.com**

January 2023 Issue

## President's Comments

### HAPPY NEW YEAR TO ALL!

### AMA Renewal

Please review your AMA membership date and make sure your membership did not expire at the end of 2022. If it did, you must renew before flying in the new year. AMA membership is part of our agreement with Hillsborough County that allows us to operate at TRAC.

### Time for a Fun Fly

We will be scheduling a Fun Fly for Spring, probably April or May. Come to our monthly meeting if you have any input on date or agenda.

### Gate Code Changing

The new gate lock combination for 2023 will be announced at the January club meeting.

Dale Harwell and Don Riek had a blast playing ice hockey on the same team this fall. After a rough 0-3 start to the season, the team went on to not lose another game, taking the championship game 4-3.



*Safe Flying,*  
Don Riek

# **TRAC MINUTES**

**December 10, 2022**

## **Meeting Call to Order**

Meeting called to order by Pres. Don Riek. at 11:02 a.m. with 27 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	\$ 1244.78
Expenses	\$ 745.79
Closing Balance	\$ XXXX
Runway Fund	\$ 2824.00

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

## **New Members/New Pilots**

Tim Carlson          Cannon Kremer (Junior Member)

Vincent Wheeler    Gille Courcelles

## **Safety block**

Make sure you review the AMA Safety Requirements

## **Old Business**

Addition flight tables that will be built in traditional style no update

Open House/Thanksgiving fundraiser recap \$275.00 donation to Metropolitan Ministries, \$225.00 cash donations, \$145.00 lunch donations.

Fall Swap meet recap we had 8 sellers and the club made \$45.00

Election of Club Officers, The current Officers were re-elected unopposed

Someone is still throwing cups in the port-oilet if you see someone taking a cup to the toilet please ask them to not throw it in there.

## **New Business**

Thank You Wayne Mosier for your generous donation of a new to us storage container, the old one will be phased out and removed.

The family membership rate only applies to family members living in the same household.

We went over FRIA designation process

We are selling a Homelite 5500 watt generator with an 11 hp Briggs and Stratton engine, Devin got it running and offers are being accepted just see one of the club officers. We are also selling the riding lawnmower we used to use to mow the field we just have to get it free from the old storage shed first.

Next month's meeting please bring 2 of your favorite planes to the field so Devin can add updated pictures to the members gallery on the website

## **Show-and-Tell**

**Adjournment** 11:20 am

## Upcoming Events

**TRAC - Club Meeting at Field, Saturday, December 10, at 11:00AM**

**TRAC - Club Meeting at Field, Saturday, January 14, at 11:00AM**

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

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

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

## Piper Cub



The **Piper J-3 Cub** is an American [light aircraft](#) that was built between 1938 and 1947 by [Piper Aircraft](#). The aircraft has a simple, lightweight design which gives it good low-speed handling properties and short-field performance. The Cub is Piper Aircraft's [most-produced model](#), with nearly 20,000 built in the United States. Its simplicity, affordability and popularity invokes comparisons to the [Ford Model T automobile](#).

The aircraft is a [high-wing, strut-braced monoplane](#) with a large-area rectangular wing. It is most often powered by an air-cooled, [flat-4 piston engine](#) driving a fixed-pitch propeller. Its [fuselage](#) is a welded steel frame covered in [fabric](#), seating two people in [tandem](#).

The Cub was designed as a trainer. It had great popularity in this role and as a [general aviation](#) aircraft. Due to its performance, it was well suited for a variety of military uses such as reconnaissance, liaison and ground control. It was produced in large numbers during [World War II](#) as the **L-4 Grasshopper**. Many Cubs are still flying today. Cubs are highly prized as [bush aircraft](#).

The **Taylor E-2 Cub** first appeared in 1930, built by [Taylor Aircraft](#) in [Bradford, Pennsylvania](#). Sponsored by [William T. Piper](#), a Bradford industrialist and investor, the affordable E-2 was meant to encourage greater interest in aviation. Later in 1930, the company went bankrupt, with Piper buying the assets. In 1936, an earlier Cub was altered by employee [Walter Jamouneau](#) to become the **J-2** while Taylor was on sick leave. (The coincidence led some to believe that the "J" stood for Jamouneau, while aviation historian Peter Bowers concluded that the letter simply followed the E, F, G and H models, with the "I" omitted because it could be mistaken for the numeral one.)<sup>[3]</sup>

<sup>[4]</sup> When he saw the redesign, Taylor was so incensed that he fired Jamouneau. Piper, however, had encouraged Jamouneau's changes and hired him back. Piper then bought Taylor's share in the company, paying him \$250 per month for three years. <sup>[5]</sup>

The J-3, which featured further changes by Jamouneau, replaced the J-2. The changes integrated the vertical fin of the tail into the rear fuselage structure and covered it simultaneously with each of the fuselage's sides, changed the rearmost side window's shape to a smoothly curved half-oval outline and placed a steerable tailwheel at the rear end of the J-2's leaf spring-style tailskid, linked for its steering function to the lower end of the rudder with springs and lightweight chains to either end of a double-ended rudder control horn. Powered by a 40 hp (30 kW) engine, in 1938, it sold for just over \$1,000.<sup>[6]</sup>

Several alternative air-cooled engines, typically [flat-fours](#), powered the J-3 Cubs, designated **J3C** when using the [Continental A series](#),<sup>[7]</sup> **J3F** using the [Franklin 4AC](#),<sup>[8]</sup> and **J3L** with the [Lycoming O-145](#).<sup>[9]</sup> Very few examples, designated **J3P**, were equipped with Lenape *Papoose* 3-cylinder [radial engines](#).<sup>[10]</sup>

The outbreak of hostilities in Europe in 1939, along with the growing realization that the United States might soon be drawn into [World War II](#), resulted in the formation of the [Civilian Pilot Training Program](#) (CPTP). The Piper J-3 Cub became the primary trainer aircraft of the CPTP and played an integral role in its success, achieving legendary status. About 75% of all new pilots in the CPTP (from a total of 435,165 graduates) were trained in Cubs. By war's end, 80% of all United States military pilots had received their initial flight training in Piper Cubs!<sup>[11]</sup>

The need for new pilots created an insatiable appetite for the Cub. In 1940, the year before the United States entered the war, 3,016 Cubs had been built. Wartime demands soon increased that production rate to one Cub being built every 20 minutes.<sup>[11]</sup>

## General characteristics

**Crew:** one pilot

**Capacity:** one passenger

**Useful load:** 455 lb (205 kg)

**Length:** 22 ft 5 in (6.83 m)

**Wingspan:** 35 ft 3 in (10.74 m)

**Height:** 6 ft 8 in (2.03 m)

**Wing area:** 178.5 sq ft (16.58 m<sup>2</sup>)

**Empty weight:** 765 lb (345 kg)

**Max takeoff weight:** 1,220 lb (550 kg)

**Powerplant:** 1 × [Continental A-65-8](#) air-cooled [horizontally opposed](#) four cylinder, 65 hp (48 kW) at 2,350 [rpm](#)

## Performance

**Maximum speed:** 76 kn (87 mph, 140 km/h)

**Cruise speed:** 65 kn (75 mph, 121 km/h)

**Range:** 191 nmi (220 mi, 354 km)

**Service ceiling:** 11,500 ft (3,500 m)

**Rate of climb:** 450 ft/min (2.3 m/s)

**Wing loading:** 6.84 lb/sq ft (33.4 kg/m<sup>2</sup>)



Happy Holidays and Happy New Year!



Safe Flying