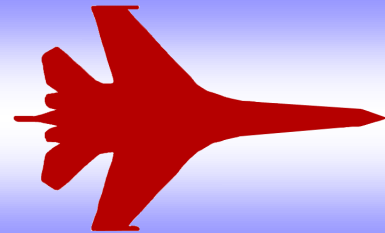


TRAC News



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July 2023 Issue

President's Comments

TRAC Revised Guest Policy

At our June meeting, a revision to the TRAC Guest policy was voted on and passed. The essence of this revision puts in place a way to keep track of guest flyers, thus a way to determine if the \$3 fee is applicable to the Guest. If you are not familiar with this section of the TRAC flying rules, please review yourself. Do not depend on hearsay as there has already been incorrect information passed around regarding this revision.

A copy of the approved revision will be placed on the TRAC homepage.

TRAC Lease Agreement Approved

Trac's use agreement with Hillsborough County has been approved for another year. For those of you who may not know, our use agreement is in the 3rd of 10 one year extensions which must be applied for and approved each year. A big thank you to County Parks and Recreation for their continuing support.

TRAC Warbird Event

The Warbird event will be October 14. Get your bird ready to show off. Vince Cesario will be coordinating this event. A food truck has been reserved to provide food and drink so please plan on patronizing. Be on the lookout for a flyer with further details.

Safe Flying,
Don Riek

Upcoming Events

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

TRAC - Club Meeting at Field, Saturday August 12, at 11:00AM

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

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

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

TRAC MINUTES

June 10, 2023

Meeting Call to Order

Meeting called to order by Pres. Don Riek at 11:00 a.m. with 28 signed-in members present.

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

Treasury Report

Don Riek presented a detailed treasury report and break down of expenses.

| | |
|-------------------|------------|
| Beginning Balance | \$ XXXX |
| Income | \$ 1297.94 |
| Expenses | \$ 1012.26 |
| Closing Balance | \$ XXXX |
| Runway Fund | \$ 3599.00 |

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

New Members/New Pilots

Billie Goucher Adult member

Safety block

Please use a spotter if possible.

Old Business

No update on our application for the FRIAA Warbird meet set for October 14 9:00 a.m.

TRAC guest policy was voted on and passed with a count of 21 for and 7 opposed we will be updating the constitution regarding this soon.

Lock is now welded to the chain hopefully now it will stop it from being locked wrong or lost

New Business

Ray Baker will be removing the old storage container, Thank You Ray!

Watkins German Shepards have no business being onsite, and have been aggressive toward some of the club members. We have posted the number to animal control on the bulletin board. If you see these dogs on the property, please report to animal control, and please do not feed them or encourage them to come around.

Show-and-Tell

Adjournment 11:52 am

Hawker Hurricane



The **Hawker Hurricane** is a British single-seat fighter aircraft of the 1930s–40s which was designed and predominantly built by Hawker Aircraft Ltd. for service with the Royal Air Force (RAF). It was overshadowed in the public consciousness by the Supermarine Spitfire during the Battle of Britain in 1940, but the Hurricane inflicted 60% of the losses sustained by the Luftwaffe in the campaign, and fought in all the major theatres of the Second World War.

The Hurricane went into production for the Air Ministry in June 1936 and entered squadron service in December 1937. Its manufacture and maintenance were eased by using conventional construction methods so that squadrons could perform many major repairs without external support. The plane was rapidly procured prior to the outbreak of the Second World War; in September 1939, the RAF had 18 Hurricane-equipped squadrons in service. Overall, some 14,487 Hurricanes and Sea Hurricanes were produced in England and Canada.^{[25]^{*[clarification needed]*}} The majority of Hurricanes, 9,986 were built by Hawker (who produced the type at Brooklands from December 1937 to October 1942 and Langley from October 1939 to July 1944), while Hawker's sister company, the Gloster Aircraft Company, constructed 2,750. The Austin Aero Company completed 300 Hurricanes. Canada Car and Foundry was responsible for the production of 1,451 Hurricanes.^[26] However those shipped to Britain were incomplete airframes, to be completed after arrival, about 80% arrived without an engine.

The Hawker Hurricane is a low-wing cantilever monoplane with retractable undercarriage and an enclosed cockpit.^[29] The primary structure of the fuselage was a Warren truss box-girder with high-tensile steel longerons and duralumin cross-bracing, which were mechanically fastened rather than being welded.^[30] Over this, a secondary structure composed of wooden formers and stringers covered with doped linen gave the fuselage a rounded section.

The Hurricane had its first combat action on 21 October 1939, at the start of the Phoney War. That day, "A" Flight of 46 Squadron took off from North Coates satellite airfield, on the Lincolnshire coast, and was directed to intercept a formation of nine Heinkel He 115B floatplanes from 1/KüFIGr 906, searching for ships to attack in the North Sea. The Heinkels, which were flying at sea level in an attempt to avoid fighter attacks, had already been attacked and damaged by two Spitfires from 72 Squadron when six Hurricanes intercepted them. The Hurricanes shot down four of the enemy in rapid succession, 46 Squadron claiming five and the Spitfire pilots two.^[50]

As a fighter, the Hurricane had some drawbacks. It was slightly slower than both the Spitfire I and II and the Messerschmitt Bf 109E, and the thicker wing profiles compromised acceleration; but it could out-turn both of them. In spite of its performance deficiencies against the Bf 109, the Hurricane was still capable of destroying the German fighter, especially at lower altitudes. The standard tactic of the 109s was to attempt to climb higher than the RAF fighters and "bounce" them in a dive; the Hurricanes could evade such tactics by turning into the attack or going into a "corkscrew dive", which the 109s, with their lower rate of roll, found hard to counter. If a 109 was caught in a dogfight, the Hurricane was just as capable of out-turning the 109 as the Spitfire. In a stern chase, the 109 could evade the Hurricane.

The Hurricane with the highest number of kills during the Battle of Britain was P3308, a Mk.I, flown between 15 August and 7 October 1940 by RAF (auxiliary) pilot Archie McKellar of 605 Squadron.^[96] He is credited with 21 kills, 19 of those in a Hurricane during the Battle of Britain. On 7 October he is credited with shooting down five Bf 109s, making him one of only two RAF pilots (the other being Brian Carbury of New Zealand) to become an "ace in a day" during the Battle of Britain.

The Sea Hurricane became operational in mid-1941 and scored its first kill while operating from HMS Furious on 31 July 1941. During the next three years, Fleet Air Arm Sea Hurricanes were to feature prominently while operating from Royal Navy aircraft carriers. The Sea Hurricane scored an impressive kill-to-loss ratio,^{[146]^{*[N 12]*}} primarily while defending Malta convoys, and operating from escort carriers in the Atlantic Ocean. For example, on 26 May

1944, Royal Navy [Sea Hurricanes](#) operating from the escort carrier [HMS Nairana](#) claimed the destruction of three [Ju 290](#) reconnaissance aircraft during the defence of a convoy.^[147]

Following the Battle of Britain the Hurricane continued to give service; through [the Blitz](#) of 1941 it was the principal single-seat night fighter in Fighter Command. F/Lt. Richard Stevens claimed 14 Luftwaffe bombers flying Hurricanes in 1941. In 1942 the cannon-armed Mk.IIc performed further afield, as a night intruder over occupied Europe. F/Lt. [Karel Kuttelwascher](#) of [1 Squadron](#) proved the top scorer, with 15 Luftwaffe bombers claimed shot down. The year 1942 also saw the manufacture of 12 Hurricane II C(NF) night fighters, equipped with pilot-operated air interception Mark VI radar.

Hurricanes served with several British Commonwealth squadrons in the [Desert Air Force](#). They suffered heavy losses over North Africa after the arrival of Bf 109E and F-variants and were progressively replaced in the air superiority role from June 1941 by [Curtiss Tomahawks/Kittyhawks](#). However, fighter-bomber variants ("Hurribombers") retained an edge in the ground attack role, due to their impressive armament of four 20 mm (0.79 in) cannon and a 500 lb (230 kg) bomb load.

The Hurricane played a significant role in the [defence of Malta](#). When Italy entered the war on 10 June 1940, Malta's air defence rested on [Gloster Gladiators](#), which managed to hold out against vastly superior numbers of the Italian air force during the following 17 days. Initially there were six Gladiators, though after a while, only three were able to be flown at any one time because of a shortage of spare parts, and for whatever reason (five different explanations have been given), they became known as "Faith, Hope and Charity".^[116] Four Hurricanes joined them at the end of June, and together they faced attacks throughout July from the 200 enemy aircraft based in [Sicily](#), with the loss of one Gladiator and one Hurricane.

Top scoring Hurricane pilots:

Squadron Leader Marmaduke "Pat" Pattle, with 35 Hawker fighter victories (out of career 50 total, with two shared) serving with No. 80 and 33 Squadrons. All of his Hurricane kills were achieved over Greece in 1941. He was shot down and killed in the Battle of Athens on April 20, 1941.^[150]

Wing Commander Frank Reginald Carey claimed 28 air victories while flying Hurricanes during 1939–43,

Squadron Leader William "Cherry" Vale totalled 20 kills (of 30) in Greece and Syria with No. 80 Squadron.

Czech pilot Flight Lieutenant Karel Kuttelwascher achieved all of his 18 air victories with the Hurricane, most as an intruder night fighter with No. 1 Squadron.

Pilot Officer V.C. Woodward (33 and 213 Squadrons) was another top-scoring ace with 14 (out of 18 total, three of which are shared)

Flying Officer Willie McKnight scored at least 17 victories in Hurricanes.

Flight Lieutenant Richard P. Stevens claimed all of his 14.5 enemy aircraft flying the Hurricane.^[151]

Richard "Dickie" Cork was the leading Fleet Air Arm Sea Hurricane ace, with nine destroyed, two shared, one probable, four damaged and seven destroyed on the ground.^[152]

Czech pilot Josef František, flying with 303 Polish Squadron, shot down at least 17 enemy aircraft over southeast England during September–October 1940.

Polish pilot Witold Urbanowicz, flying with 303 Polish Squadron, had 15 confirmed kills and one probable during the Battle of Britain.

Wing Commander Ian Gleed claimed most of his 13 victories while flying Hurricanes with No. 87 Squadron RAF from the Battle of France through the end of 1941.

Wing Commander Mark Henry Brown scored 18 victories with No. 1 Squadron. He was the first Canadian ace of the Second World War and was killed on a strafing mission in Sicily in November 1941.

General characteristics

Crew: One

Length: 32 ft 3 in (9.83 m)

Wingspan: 40 ft 0 in (12.19 m)

Height: 13 ft 1.5 in (4.001 m)

Wing area: 257.5 sq ft (23.92 m²)

Airfoil: **root:** Clark YH (19%); **tip:** Clark YH (12.2%)^[172]

Empty weight: 5,745 lb (2,606 kg)

Gross weight: 7,670 lb (3,479 kg)

Max takeoff weight: 8,710 lb (3,951 kg)

Powerplant: 1 × Rolls-Royce Merlin XX V-12 liquid-cooled piston engine, 1,185 hp (884 kW) at 21,000 ft (6,400 m)

Propellers: 3-bladed

Performance

Maximum speed: 340 mph (550 km/h, 300 kn) at 21,000 ft (6,400 m)

Range: 600 mi (970 km, 520 nmi)

Service ceiling: 36,000 ft (11,000 m)

Rate of climb: 2,780 ft/min (14.1 m/s)

Wing loading: 29.8 lb/sq ft (145 kg/m²)

Power/mass: 0.15 hp/lb (0.25 kW/kg)

Armament

Guns: 4 × 20 mm (0.79 in) Hispano Mk II cannon

Bombs: 2 × 250 or 500 lb (110 or 230 kg) bombs



A nice day for fly heli's.

Yes, Don really does fly planes.



Safe Flying jjh

Proposed TRAC Guest Flying Policy

Updated 5-13-2023

Any person not currently a member of TRAC and wishing to operate a UAS at TRAC's site as a guest will be allowed according to the following:

TRAC Member sponsoring a guest pilot will contact a current club Officer, providing proof of guest AMA membership and stating that they will be present during the guest's flying and act as sponsor.

TRAC Member will receive authorization in writing via email for the day requested and be able to produce this authorization, either printed or electronic copy.

TRAC Member will make guest pilot familiar with TRAC flying rules, including, but not limited to, the no-fly area and no smoking, drugs, or alcohol policy.

This privilege will be limited to two days per year. Each request after that will be accompanied by a fee payment of \$3, to be collected from TRAC sponsor.

Email requests will be forwarded to TRAC Secretary who will document each occurrence and make available to club Officers for their use in authorizing guest flying.

Non-members participating in organized TRAC events are exempt from Guest Flying Policy, however must have AMA membership.