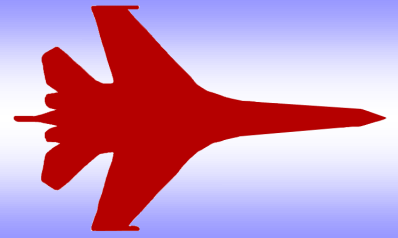


TRAC News



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June 2023 Issue

President's Comments

TRAC Guest Policy to be voted on

A motion to revise the TRAC Guest policy was made and seconded. The revised wording is contained in this newsletter, per current TRAC constitution requirement. Please review and attend the June meeting where this policy will be voted on. If approved, the revision will go into effect July 1, 2023.

TRAC Neighbor

Please be advised that our neighbor to the north has registered a complaint with the County. This is a result of my asking them to not let their dogs on our property, and to inform them that the dogs are aggressive towards our members. They have also informed me that any plane that inadvertently lands on their property will be destroyed and put in the trash.

We drill into all of you constantly to stay away from the airspace over their property and we will continue to point this out.

If you have been harassed by their German Sheppard dogs, please be advised that the dogs have shown signs of aggression and do not belong on our site. I will be posting the number for animal control on our bulletin board and ask that if the dogs are on site that you call animal control and let them deal with them. The neighbor has been so advised.

Safe Flying,
Don Riek

Upcoming Events

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

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 MINUTES

May 13, 2023

Meeting Call to Order

Meeting called to order by Pres. Don Riek at 11:01 a.m. with 22 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	\$ 472.18
Expenses	\$ 470.68
Closing Balance	\$ XXXX
Runway Fund	\$ 3439.00

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

New Members/New Pilots

Pete Rosas, Angel and Angel Jr. Santana

New pilot: Dan Donham

Safety block

Make Sure your props are tight and try not to stand in front of the plane while it is running.

Old Business

Thanks to all the volunteers who helped on the work day, that emptied the storage con-

tainer, built the new flight tables, painted the new container, and smoothed out the drive in to the field.

No update on our FRIA application

Fun Fly was a success. We had many spectators come out to watch our 9 competitors.

Warbird meet set for October 14

TRAC guest policy needs updating

New Business

Allowing turbine aircraft at TRAC was revisited and the county re-iterated the reason they are not allowed.

The lock to the gate has been modified in an attempt to ease problems locking the gate and getting locked out.

Show-and-Tell None

Adjournment 11:34 am



Messerschmitt BF-109



The **Messerschmitt Bf 109** is a German World War II fighter aircraft. The Bf 109 first saw operational service in 1937 during the Spanish Civil War and was still in service at the end of World War II in 1945. It was designed by Willy Messerschmitt and Robert Lusser who worked at Bayerische Flugzeugwerke during the early to mid-1930s.^[4] It was conceived as an interceptor, although later models were developed to fulfill multiple tasks, serving as bomber escort, fighter-bomber, day-, night-, all-weather fighter, ground-attack aircraft, and aerial Reconnaissance aircraft.

The Bf 109 was flown by the three top-scoring fighter aces of all time, who claimed 928 victories among them while flying with Jagdgeschwader 52, mainly on the Eastern Front. The highest-scoring, Erich Hartmann, was credited with 352 victories. The aircraft was also flown by Hans-Joachim Marseille, the highest-scoring ace in the North African campaign who shot down 158 enemy aircraft (in about a third of the time).

The most-produced Bf 109 model was the Bf 109G series (more than a third of all 109s built were the G-6 series, 12,000 units being manufactured from March 1943 until the end of the war).^[47] The initial production models of the A, B, C and D series were powered by the relatively low-powered, 670–700 PS (493–515 kW; 661–690 hp) Junkers Jumo 210 series engines. A few prototypes of these early aircraft were converted to use the more powerful DB 600.^[48]

The final production version of the Bf 109 was the K series or *Kurfürst*, introduced in late 1944, powered by the DB 605D engine with up to 2,000 PS (1,471 kW; 1,973 hp). Though externally akin to the late production Bf 109G series, a large number of internal changes and aerodynamic improvements were incorporated that improved its effectiveness and remedied flaws, keeping it competitive with the latest Allied and Soviet fighters.^{[6][54]} The Bf 109's outstanding rate of climb was superior to many Allied adversaries including the P-51D Mustang, Spitfire Mk. XIV and Hawker Tempest Mk. V.^[55]

Total Bf 109 production was 33,984 units;^[2] wartime production (September 1939 to May 1945) was 30,573 units. Fighter production totalled 47% of all German aircraft production, and the Bf 109 accounted for 57% of all German fighter types produced.

Performance

Maximum speed: 520 km/h (320 mph, 280 kn) at sea level

588 km/h (365 mph; 317 kn) at 4,000 m (13,123 ft)

642 km/h (399 mph; 347 kn) at 6,300 m (20,669 ft)^[87]

622 km/h (386 mph; 336 kn) at 8,000 m (26,247 ft)^[88]

Cruise speed: 590 km/h (370 mph, 320 kn) at 6,000 m (19,685 ft)

Range: 880–1,144 km (547–711 mi, 475–618 nmi)

Combat range: 440–572 km (273–355 mi, 238–309 nmi) 440-572 km to the front and back home

Ferry range: 1,144–1,994 km (711–1,239 mi, 618–1,077 nmi) 1144 without and 1994 with droptank

Service ceiling: 12,000 m (39,000 ft)

Rate of climb: 20.1 m/s (3,960 ft/min)

Wing loading: 196 kg/m² (40 lb/sq ft)

Power/mass: 0.344 kW/kg (0.209 hp/lb)

Armament

Guns:

- 2 × 13 mm (.51 in) synchronized MG 131 machine guns with 300 rpg
- 1 × 20 mm (.78 in) MG 151/20 cannon as centerline *Motorkanone* with 200 rpg^[89] or
- 1 × 30 mm (1.18 in) MK 108 cannon as centerline *Motorkanone* with 65 rpg (G-6/U4 variant)
- 2 × 20 mm MG 151/20 underwing cannon pods with 135 rpg (optional kit—*Rüstsatz VI*)

Rockets: 2 × 21 cm (8 in) Wfr. Gr. 21 rockets (G-6 with BR21)

Bombs: 1 × 250 kg (551 lb) bomb or 4 × 50 kg (110 lb) bombs or 1 × 300-litre (79 US gal) drop tank



The Best crash of the day trophy stayed with Dave Hanley for a week until he handed it over to Tim Haas.



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 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, they must have current AMA membership.