

# TRAC News

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**TRACTampa.com**

March 2023 Issue

## President's Comments

Spring is right around the corner! Daylight savings time starts March 12. Temps will be inching up, along with humidity. Make sure you stay hydrated and use sunscreen if you plan on being out in the sun for extended times. Be safe!

### Fun Fly Update

We will be having a Fun Fly in late April. A survey email is going out to get some input on day (Saturday or Sunday) and date (April 22, or 23) and interest in participation. Please reply to this, if there is no interest, we will not be holding this event.

### FRIA Update

I have been advised by AMA that they have applied on our behalf to the FAA to designate our site as FRIA (FAA Recognized Identification Area) meaning that operating your UAS at our site will not require a remote ID module. This FAA rule is scheduled to take effect September 16, 2023.

### New Members

We continue to have new members joining us and I encourage our members to welcome them and offer assistance wherever needed. I would remind everyone that following the few simple rules we have, such as putting up your club card before operating your UAS, no smoking, no alcohol consumption, apply to everyone. Please let me know of any problems arising from not following the rules.

Safe Flying  
Don Riek

## Upcoming Events

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

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

**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**

**February 11, 2023**

your skin so try to wear closed shoes for your protection.

### Meeting Call to Order

Meeting called to order by Pres. Don Riek. at 11:00 a.m. with 18 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	\$ 947.41
Expenses	\$ 468.45
Closing Balance	\$ XXXX
Runway Fund	\$ 3119.00

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

### New Members/New Pilots

Steve Canipe

### Safety block

When retrieving a downed aircraft in the field be aware there are some nasty weeds that can cause stinging and itching if they touch

### Old Business

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

The AMA has submitted our application for the FRIAA

Swap meet will be February 25

Fun Fly date still TBD

### New Business

Driveway to the field to be improved by the county with asphalt screenings

Please do not leave your crashed airplanes at the field please take them home with you this also goes for any unserviceable batteries

### Show-and-Tell

Mike Gutzmer showed off his Hangar 9 Ultra Stik with a DLE 35 and shared many of his building tips

Don Riek showed off his electric version of his X700D "E" for electric

Adjournment 11:29 am

# The Martin Mauler

The **Martin AM Mauler** (originally **XBTM**) was a single-seat [carrier-based attack aircraft](#) built for the [United States Navy](#). Designed during [World War II](#), the Mauler encountered development delays and did not enter service until 1948 in small numbers. The aircraft proved troublesome and remained in frontline service only until 1950, when the Navy switched to the smaller and simpler [Douglas AD Skyraider](#). Maulers remained in reserve squadrons until 1953.

In service, the Mauler earned the nickname "Able Mable" because of its remarkable load-carrying ability, once lifting 10,648 pounds (4,830 kg) of ordnance (three 2,200-pound (998 kg) torpedoes, a dozen 250-pound bombs plus its 20 mm guns and their ammunition) on 30 March 1949, perhaps the heaviest load ever carried by a single-engine, piston-powered aircraft.

First deliveries began in March 1947 and a flight test program began that month that lasted three years before the major deficiencies identified were fully corrected. Carrier landing trials revealed a structural weakness of the rear fuselage when one aircraft was broken in half during a heavy landing. Severe vibrations in the tail upon engaging the [arresting wire](#) were cured by adding a [roller bearing](#) to the [tailhook](#) to counter the sideways forces placed on the tailhook. Other necessary changes were the addition of [spoiler](#) ailerons and an [elevator](#) control boost to improve the aircraft's poor controllability at low speeds. In addition, the cockpit layout was unsatisfactory and had to be redesigned. The NATC finally deemed the Mauler acceptable for carrier landings in August 1948 even though aircraft had been issued to one [squadron](#) earlier in the year and a new batch of 50 aircraft had been ordered in May. Despite all the modifications to the aircraft over its short life, it remained a maintenance nightmare, especially the leaky hydraulic systems.

Although the Skyraider was a third smaller and carried a third less bombload, it proved more reliable in service and easier to fly and land, and Navy pilots preferred it. In 1950 the decision was made to use the Mauler only from shore-based units and later that year all but Naval Reserve units abandoned the type. The aircraft operated with reserve squadrons until 1953.



## General characteristics

**Crew:** one (two for AM-1Q)

**Length:** 41 ft 3 in (12.57 m)

**Wingspan:** 50 ft 0 in (15.24 m)

**Height:** 16 ft 10 in (5.13 m)

**Wing area:** 496 sq ft (46.1 m<sup>2</sup>)

**Empty weight:** 15,257 lb (6,920 kg)

**Gross weight:** 25,737 lb (11,674 kg)

**Fuel capacity:** 510 US gallons (1,900 l; 420 imp gal)

**Powerplant:** 1 × [Pratt & Whitney R-4360-4 Wasp Major](#) Radial, 3,000 hp (2,200 kW)

**Propellers:** 4-bladed, 14 ft 8 in (4.47 m) diameter

## Performance

**Maximum speed:** 334 mph (538 km/h, 290 kn)

**Cruise speed:** 189 mph (304 km/h, 164 kn)

**Combat range:** 1,524 mi (2,452 km, 1,324 nmi)

**Service ceiling:** 27,000 ft (8,200 m)

**Time to altitude:** 5.9 minutes to 10,000 feet (3,048 m)

**Wing loading:** 48.7 lb/sq ft (238 kg/m<sup>2</sup>)

## Armament

**Guns:** 4 20 mm (0.79 in) [T-31 cannon](#) with 200 rounds

per gun<sup>[28]</sup>

**Hardpoints:** 15

**Rockets:** 12 5-inch (130 mm) [HVAR](#)

**Missiles:** 3 [Mark 13 torpedoes](#)





**Channel 10 came to the club to hang out with the old guys. The reporter got to do a buddy flight. And then she interviewed Don for her report.**



**We had a good swap meet on the last Saturday of February. Excellent vendors with lots of great buys.**



**This is Dales X700D built buy Don. This is the X700DE Don built for electric.**



**Safe Flying**