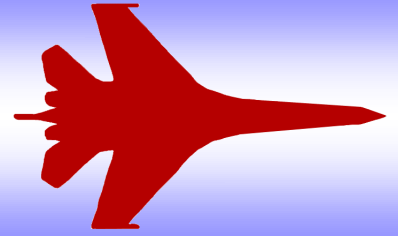


TRAC News



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TRACTampa.com

November 2025 Issue

Hope to see everyone at our next club meeting on November 8th.

It's hard to believe that a year has already passed.

We have our final vote this meeting for 2 new officers,

Bill Goucher - VP/Safety Officer

Harry Greenaker -director.

Open House event

Our open house will be on November 22. Saturday

Please bring a covered dish, and extra cash for the Metropolitan ministry donation. We need volunteers to help cook, And flight line help for spotters. All types of aircraft are welcome except turbines.

Safe Flying
Steve Watson

Upcoming Events

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

TRAC - Open House at Field, Saturday, November 8, at 9:00AM

TRAC - Club Meeting at Field, Saturday, December 13, at 11:00AM

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

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

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

October 4, 2025

Meeting Call to Order

Meeting called to order by President Steve Watson at 10:58 a.m. with 17 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	\$ 660.14
Expenses	\$ 425.07
Closing Balance	\$ XXXX
Runway Fund	\$ 2220.00

New Members/New Pilots

N/A

Safety block

Suggestion was made to carry a first aid kit in your vehicle for emergencies

Old Business

Concealed and open carry is not restricted by the county
The water supplied to the club IS potable (drinkable)

Vince talked about the CAF show at the Tampa Executive Airport on Oct 11th 9AM

Many members have volunteered to bring out some warbird planes

The Heli event had 11 registered pilots – good attendance – people want to have one for next year

New Business

Membership officer selection is coming up soon:

Harry Greenaker volunteered to be a director

Bill Goucher volunteered to be VP and Safety officer

Continuing officers:

Steve Watson – President

Tim Haas – Treasurer

Devin Allen – Secretary

Vince Cesario – Director

John Heald – Website

Bill Goucher is talking to Hobby town about 10% of if you show your TRAC membership cards

We are looking into county providing a defibrillator

Show-and-Tell:

N/A

Adjournment 11:27 am



Interested in R/C?



Try your hand at R/C flying with a
Discovery Flight! (Always Free!)

**We have many planes and
equipment to auction off!**



**Please bring a few extra dollars
for a Thanksgiving donation to
Metropolitan Ministries.**

TRAC Proudly Presents Our
31st Annual Open House

Saturday, November 22

Flying begins at 9:00AM

All are welcome; AMA pilot fly-in

FREE Entry!!! \$5 Lunch

(Sorry, No Turbine Aircraft)

DIRECTIONS TO THE FIELD

The field is located at 7208 Taylor Rd, just north
of Interstate 4, Exit 10. Take Exit 10 off I-4,
head north on CR 579 for approx. 1 mile;

Turn right onto Pruett Rd;

Turn right onto Taylor Rd

Look for the **TRAC** sign just past Bing Park.
GPS coordinates N 28 01.061' W 082 17.622'

For More Info, Contact
Steve Watson
813-965-8746
president@tractampa.com
Registration Starts at 8:30AM
Saturday, November 22, 2025



<http://www.tractampa.com/>

Consolidated PB2Y Coronado



The **PB2Y Coronado** is a large flying boat patrol bomber designed by Consolidated Aircraft, and used by the US Navy during World War II in bombing, antisubmarine, medical/hospital plane, and transport roles. Obsolete by the end of the war, Coronados were quickly taken out of service. Only one known example remains, at the National Naval Aviation Museum at Naval Air Station Pensacola, Florida.

After deliveries of the PBY Catalina, also a Consolidated aircraft, began in 1935, the United States Navy began planning for the next generation of patrol bombers. Orders for two prototypes, the **XPB2Y-1** and the Sikorsky XPBS-1, were placed in 1936; the prototype Coronado first flew in December 1937.^[1]

After trials with the XPB2Y-1 prototype revealed some stability issues, the design was finalized as the **PB2Y-2**, with a large cantilever wing, twin tail with very marked dihedral, and four Pratt & Whitney R-1830 radial engines. The two inner engines were fitted with four-bladed reversible pitch propellers; the outer engines had standard three-bladed feathering props.^[3] Like the PBY Catalina before it, the PB2Y's wingtip floats retracted to reduce drag and increase range, with the floats' buoyant hulls acting as the wingtips when retracted. The price of the PB2Y-2 was US\$300,000, or approximately three times that of the PBY Catalina.^[4]

Coronados served in combat in the Pacific with the United States Navy, in both bombing and antisubmarine roles. PB2Y -5 Coronados carried out four bombing raids on Wake Island between 30 January and 9 February 1944.^[4] However, most served as transport and hospital aircraft, and additional tasks included executive transport and search and rescue.

In combat missions PB2Y claimed five enemy aircraft shot down over the course of WW2.^[7] Likewise, an example of one lost to combat is at Kerema Rhetto, Okinawa, 5 May 1945. An example of a search and rescue mission is that a PB2Y landed hard on water of Kagoshima Bay to rescue a downed pilot. Unable to takeoff again, a PBM Mariner picked up the crew and pilot, then scuttled the aircraft with a strafe.^[8]

Coronados served as a major component in the Naval Air Transport Service (NATS) during World War II in the Pacific theater. Most had originally been acquired as combat patrol aircraft, but the limitations noted above quickly relegated them to transport service in the American naval air fleet also. By the end of World War II, the Coronado was outmoded as both a bomber and a transport, and virtually all of them were quickly scrapped by the summer of 1946, being melted down to aluminum ingots and sold as metal scrap,^[9] or used as targets for fighter gunnery practice.^[4] After the war some were used for civilian service; one is reportedly bought by Howard Hughes to practice water landings for the 1947 flight of the Hughes Spruce Goose.^[10]

General characteristics

Crew: ten

Length: 79 ft 3 in (24.2 m)

Wingspan: 115 ft 0 in (35 m)

Height: 27 ft 6 in (8.4 m)

Wing area: 1,780 sq ft (165 m²)

Empty weight: 40,850 lb (18,530 kg)

Max takeoff weight: 66,000 lb (30,000 kg)

Powerplant: 4 × Pratt & Whitney R-1830-92 radial engines, 1,200 hp (900 kW) each

Performance

Maximum speed: 194 mph (310 km/h, 168 kn)

Cruise speed: 170 mph (272 km/h, 148 kn)

Range: 1,070 mi (1,720 km, 930 nmi) at 131 mph (210 km/h)

Service ceiling: 20,500 ft (6,250 m)

Armament

Guns:

6× .50 in (12.7 mm) M2 Browning machine guns in twin nose, dorsal, and tail powered turrets

2× .50 in M2 Browning machine guns in manual waist mounts

Bombs:

2× Mark 13 torpedoes *or*

Up to 12,000 lb (5,400 kg) of bombs, housed in the wings



EAA



CAF Show

