TRAC News

October 2025 Issue

President's comments

Because of a conflict, Commemorative Air Force (CAF) show/demonstration at Tampa Executive Airport on October 11th, we will be moving the monthly TRAC meeting up a week to Saturday, October 4th at the field 11 AM hope to see you there.

Heli event :

Would like to thank everyone who helped with the heli event. We had a blast, everyone who attended had positive feedback and would like to have one next year.

Candidates for board member:

We have 4 members express interest in a board position, and they will speak at the meeting.

Safe Flying
Steve Watson

Upcoming Events

***TRAC* - Club Meeting at Field, Saturday, October 4, at 11:00AM**
***TRAC* - Club Meeting at Field, Saturday, November 8, at 11:00AM**
***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**

September 13, 2025

Meeting Call to Order

Meeting called to order by President Steve Watson at 10:56 a.m. with xx signed-in members present.

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

Treasury Report

We were unable to provide current financials because Tim Haas was unavailable

Beginning Balance	$ XXXX
Income	$ 660.14
Expenses	$ 193.19
Closing Balance	$ XXXX
Runway Fund	$ 2120.00

New Members/New Pilots

N/A

Safety block

There were no reports of anyone crashing on Watkins property or flying in the no fly zone.

Old Business

County Lease extension was approved through September 30,2026

Steve Watson brought a table from Tractor Supply and members voted to buy 4 more and Zach offered a dump truck to haul the old tables away

The Heli event is happening on Sept. 27th and flyers were available

Runway extension to the east was approved

New Business

A double door stainless fridge was provided by Nick Levy and his wife for the club.

It's time to think about officer elections. The floor was opened to receive any nominations. None at this time. Steve, Tim, Devin, Vince, and John all said they would continue for another year. Bill Goucher said he would consider VP/Safety and give up the Board position.

Vince announced a Commemorative Air Force show at Tampa Executive airport on October 11th. Several people have volunteered to attend to show off the R/C sport.

Roy Shultz announced a special R/C demo at this month's EAA meeting on Sept. 27th.

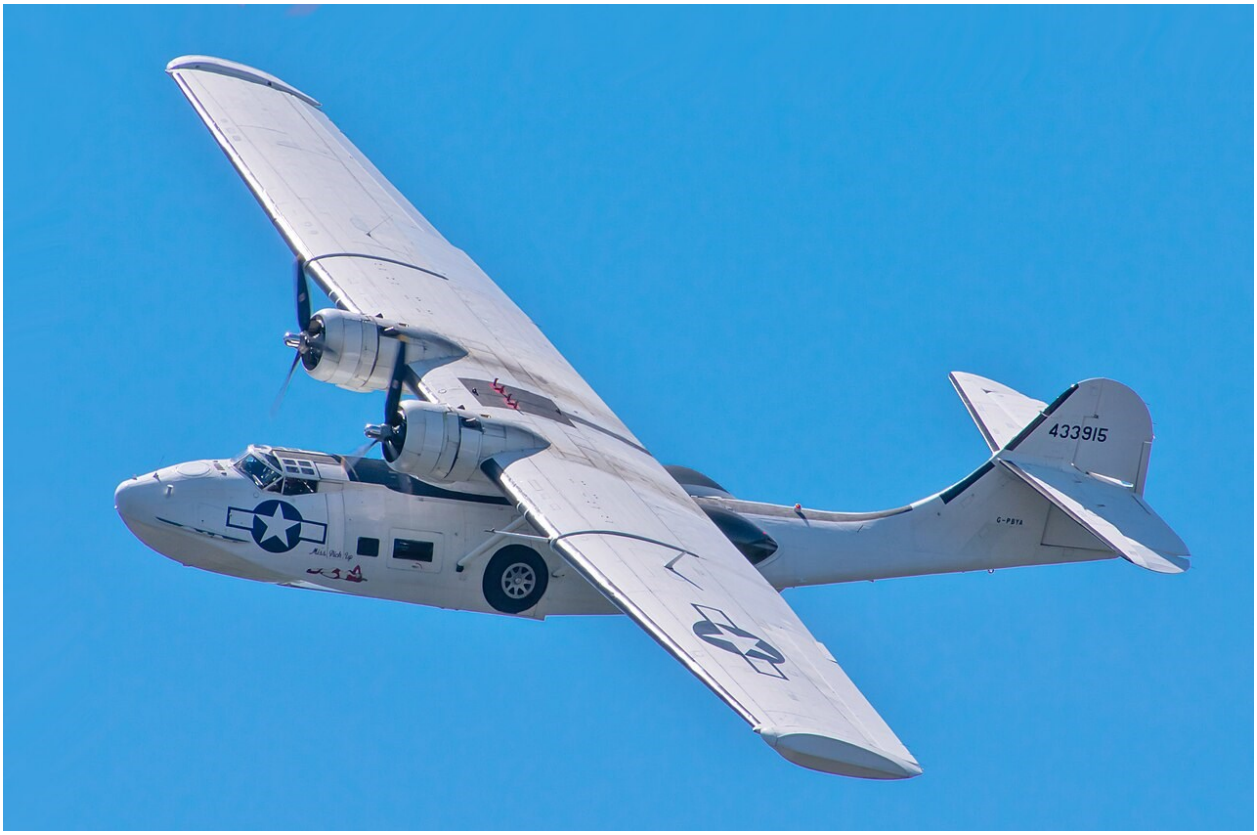
Steve discussed the state's new open carry law and how it pertains to the club. We are asking the county to see what their rules are regarding this.

Show-and-Tell:

N/A

Adjournment 11:25 am

Consolidated PBY Catalina



The **Consolidated Model 28**, more commonly known as the **PBY Catalina** (U.S. Navy designation), is a flying boat and amphibious aircraft designed by Consolidated Aircraft in the 1930s and 1940s. In U.S. Army service, it was designated as the **OA-10** and in Canadian service as the **Canso**, and it later received the NATO reporting name **Mop**.[4] It was one of the most widely used seaplanes of World War II. Catalinas served with every branch of the United States Armed Forces and in the air forces and navies of many other nations. The last military PBYs served until the 1980s.
The PBY was originally designed to be a patrol bomber, an aircraft with a long operational range intended to locate and attack enemy transport ships at sea to disrupt enemy supply lines.[5] With a mind to a potential conflict in the Pacific Ocean, where troops required resupply over great distances, the U.S. Navy invested millions of dollars in the 1930s developing long-range flying boats, which had the advantage of being able to land in any suitable waters.
The designation "PBY" was determined in accordance with the U.S. Navy aircraft designation system of 1922; PB represented "Patrol Bomber" and Y was the code assigned to Consolidated Aircraft as its manufacturer. Catalinas built by other manufacturers for the U.S. Navy were designated according to different manufacturer codes, thus Canadian Vickers-built examples were designated PBV, Boeing Canada examples were PB2B (a Boeing PBB already existed), Consolidated Vultee examples were PB4[1] and Naval Aircraft Factory examples were PBN. In accordance with contemporary British naming practice of giving seaplanes service names after coastal port towns, Royal Canadian Air Force (RCAF) examples were named Canso, for the town of that name in Nova Scotia.[*citation needed*] The Royal Air Force used the name Catalina' and the U.S. Navy adopted this name in 1942.[14] The United States Army Air Forces and later the United States Air Force used the designation OA-10. U.S. Navy Catalinas used in the Pacific against the Japanese for night operations were painted black overall; as a result, these aircraft were sometimes referred to locally as "Black Cats".
The PBY was the most numerous aircraft of its kind, with around 3,300 aircraft built. During World War II, PBYs were used in antisubmarine warfare, patrol bombing, convoy escort, search and rescue missions (especially air-sea rescue), and cargo transport. The type operated in nearly all operational theatres of World War II. The Catalina served with distinction and played a prominent and invaluable role in the war against Japan.
These patrol planes shared combat roles with land-based patrol bombers, while the very-long-range Consolidated LB-30 Liberator and the Consolidated Coronado were pressed into service to increase the all-important logistical strategic air lift capability in the vast Pacific theater. The pairings

allowed the Catalina to take on the role of eyes of the fleets at longer ranges than the floatplane scouts. Several different flying boats were adopted by the Navy, but the PBY was the most widely used and produced.

The Catalina scored the U.S. Navy's first credited air-to-air "kill" of a Japanese airplane in the Pacific War. On 10 December 1941, the Japanese attacked the Cavite Navy Yard in the Philippines. Numerous U.S. ships and submarines were damaged or destroyed by bombs and bomb fragments. While flying to safety during the raid on Cavite, Lieutenant Harmon T. Utter's PBY was attacked by three Japanese Mitsubishi A6M2 Zero carrier fighters. Chief Boatswain Earl D. Payne, Utter's bow gunner, shot down one, thus scoring the U.S. Navy's first kill. Utter, as a commander, later coordinated the carrier air strikes that led to the destruction of the Japanese battleship *Yamato*.[16][17]

The Catalina performed one of the first offensive operations against the Japanese by the U.S. On 27 December 1941, six Catalinas of Patrol Squadron 101 bombed Japanese shipping at Jolo Island against heavy fighter opposition, with four Catalinas lost.[16]

Catalinas were the most extensively used antisubmarine warfare (ASW) aircraft in both the Atlantic and Pacific theaters of World War II, and were also used in the Indian Ocean, flying from the Seychelles and from Ceylon. Their duties included escorting the Arctic convoys to Murmansk. By 1943, U-boats were well-armed with antiaircraft guns and two Victoria Crosses were won by Catalina pilots pressing home their attacks on U-boats in the face of heavy fire: Flying Officer John Cruickshank of the RAF, in 1944, received the award for sinking what was believed to be *U-347* (although now known to have been *U-361*[18]) and in the same year RCAF Flight Lieutenant David Hornell received the decoration posthumously for the sinking of *U-1225*. Their aircraft was damaged in the fight before it sank the U-boat, and Hornell (with two other crew) died from exposure. Catalinas destroyed 40 U-boats, but not without losses of their own. A Brazilian Catalina attacked and sank *U-199* in Brazilian waters on 31 July 1943. Later, the aircraft was baptized as *Arará*, in memory of the merchant ship of that name, which was sunk by another U-boat.[19]

In their role as patrol aircraft, Catalinas participated in some of the most notable naval engagements of World War II. The aircraft's parasol wing and large waist blisters provided excellent visibility, and combined with its long range and endurance, made it well suited for the task.

During the Battle of Midway, four U.S. Navy PBYs of Patrol Squadrons 24 and 51 made a night torpedo attack on the Japanese fleet on the night of 3–4 June 1942, scoring one hit, which damaged the fleet oiler *Akebono Maru*, the only successful American torpedo attack in the entire battle.[31]

Catalinas were employed by every branch of the U.S. military as rescue aircraft. A PBY piloted by LCDR Adrian Marks (USN) rescued 56 sailors in high seas from the heavy cruiser *Indianapolis* after the ship was sunk during World War II. With no more room inside, the crew tied sailors to the wings. The aircraft could not fly in this state; instead, it acted as a lifeboat, protecting the sailors from exposure and the risk of shark attack, until rescue ships arrived. Catalinas continued to function in the search-and-rescue role for decades after the end of the war.

Catalinas were also used for commercial air travel. For example, Qantas Empire Airways flew commercial passengers from Suva, Fiji, to Sydney, a journey of 2,060 miles (3,320 km), which in 1949 took two days.[36] The longest commercial flights (in terms of time aloft) ever made in aviation history were the Qantas flights flown weekly from 29 June 1943 through July 1945 over the Indian Ocean, dubbed the Double Sunrise. Qantas offered nonstop service between Perth and Colombo, a distance of 3,592 nmi (4,134 mi; 6,652 km). As the Catalina typically cruised at 110 kn (130 mph; 200 km/h), this took 28 to 32 hours and was called the "flight of the double sunrise", since the passengers saw two sunrises during their nonstop journey. The flight was made in radio silence because of the possibility of Japanese attack and had a maximum payload of 1,000 lb (450 kg) or three passengers plus 143 lb (65 kg) of military and diplomatic mail.[37]

In July 2023, a company called Catalina Aircraft, current holder of the type certificates for the Catalina, announced an intent to build the Catalina II, a new aircraft on the basic design principles of the original Catalina, but using turboprop engines and other modern aviation tools.[45][46] Deliveries are said to commence by 2029.[45]

General characteristics

Crew: 8 — pilot, co-pilot, bow turret gunner, flight mechanic, radioman, navigator and two waist gunners
Length: 63 ft 10 in (19.46 m)
Wingspan: 104 ft (32 m)
Height: 21 ft 1 in (6.43 m)
Wing area: 1,400 sq ft (130 m^2)
Aspect ratio: 7.73
Empty weight: 20,910 lb (9,485 kg)
Max takeoff weight: 35,420 lb (16,066 kg)
Fuel capacity: 1,850 US gal (7,000 L; 1,540 imp gal) with self-sealing liner
Zero-lift drag coefficient: 0.0309

Drag area: 43.26 ft^2 (4.02 m^2)
Powerplant: 2 × Pratt & Whitney R-1830-92 Twin Wasp 14-cylinder air-cooled radial piston engines, 1,200 hp (890 kW) each
Propellers: 3-bladed constant-speed propellers

Performance

Maximum speed: 196 mph (315 km/h, 170 kn)
Cruise speed: 125 mph (201 km/h, 109 kn)
Range: 2,520 mi (4,060 km, 2,190 nmi)
Service ceiling: 15,800 ft (4,800 m)
Rate of climb: 1,000 ft/min (5.1 m/s)
Lift-to-drag: 11.9
Wing loading: 25.3 lb/sq ft (124 kg/m^2)
Power/mass: 0.067 hp/lb (0.110 kW/kg)

Armament

Guns:

3 × .30 cal (7.62 mm) machine guns (two in nose turret, one in ventral hatch at tail)
2 × .50 cal (12.7 mm) machine guns (one in each waist blister)

Bombs: 4,000 lb (1,814 kg) of bombs or depth charges under the wings; torpedo racks were also available

Couple of Pics from the Heli Event