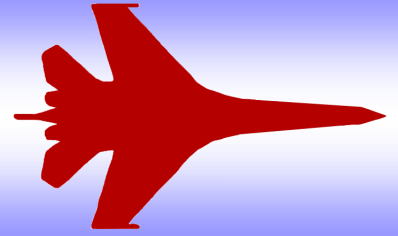


TRAC News



BOARD OF DIRECTORS

President

Steve Watson
(813) 965-8746
sw543402@gmail.com

Vice-President

Dale Harwell
(813) 624-1267

Secretary

Devin Allen
(813) 731-4702
F4phantomii@verizon.net

Treasurer

Tim Haas
626 Penn National RD.
Seffner, FL 33584
(813) 924-3269
treasurer@tractampa.com

Director

Bob Boetger
(813) 781-6246
rpboetger@gmail.com

Vince Cesario
(813) 621-2542
bigbeautifuldoll@hotmail.com

Newsletter Editor

John Heald
813-689-5020
jheald@tampabay.rr.com

TRACTampa.com

March 2025 Issue

Swap meet next month, March 15th. Please invite your rc buddies.

Indoor flying

The contact person is Donnie Hardaway. If you have any questions pertaining to indoor flying his info is on the trac web page.

New members

We have several new members. If you see new faces, Introduce yourself and please welcome them to our club.

Lipo battery disposal

We will have a military metal case located by the posted club rules.

Please put any throw -away batteries in the container. I will be making random checks and will properly dispose batteries.

Safety

As we mentioned at the meeting, it might benefit having Emergency Contact info on back of club card.

Warbird event

We finally have a sanction event # from AMA. Thank you Vince .I well be posting our flyer on social media. Please share it on Facebook.

Have fun ,see you at club
Steve Watson

Upcoming Events

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

TRAC - Swap Meet at Field, Saturday, March 15, at 8:00AM

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

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

TRAC - Warbird Event at Field, Saturday, May 24, at 8:30AM

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

TRAC MINUTES

February 8, 2025

Meeting Call to Order

Meeting called to order by Pres. Steve Watson at 10:58 a.m. with 19 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	\$ 1567.50
Expenses	\$ 366.95
Closing Balance	\$ XXXX
Runway Fund	\$ 1390

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

New Members/New Pilots

Jeff Samuel

Emily Holton

Safety block

Put an emergency contact number on the back of your membership card just in case something happens to you, this is not mandatory but suggested.

Old Business

Vince is working with Johnson's BBQ to provide ribs for the warbird meet

Vince will have the warbird event sanctioned with the AMA and a flyer will be posted soon

New Business

1) Fred is our new contact at the county to retrieve downed planes on the other side of the fence, he will be unavailable on Sundays and his number is on the bulletin board at the field. Saturdays you will have to call him before 4 pm.

Show-and-Tell:

.

Adjournment 11:14 am

Douglas SBD Dauntless



The **Douglas SBD Dauntless** is a World War II American naval scout plane and dive bomber that was manufactured by Douglas Aircraft from 1940 through 1944. The SBD ("Scout Bomber Douglas") was the United States Navy's main carrier-based scout/dive bomber from mid-1940 through mid-1944.

During its combat service, the SBD proved to be an effective naval scout plane and dive bomber. It possessed long range, good handling characteristics, maneuverability, potent bomb load, great diving characteristics from the perforated dive brakes. By the middle months of 1943 the bomber was considered by pilots to be too vulnerable for service owing to its armament and slow speed, and was relegated to non-combat roles.¹

Design work on the Northrop BT-1 began in 1935. In 1937, the Northrop Corporation was taken over by Douglas, and the active Northrop projects continued under Douglas Aircraft Corporation.^[3] The Northrop BT-2 was developed from the BT-1 by modifications ordered in November 1937, and provided the basis of the SBD, which first entered service in mid-1939. Ed Heinemann led a team of designers who considered a development with a 1,000 hp (750 kW) Wright Cyclone engine. The plane was developed at the Douglas El Segundo, California, plant, and that facility, along with the company's Oklahoma City plant, built almost all the SBDs produced.^[4] One year earlier, both the U.S. Navy and Marine Corps had placed orders for the new dive bomber, designated the *SBD-1* and *SBD-2* (the latter had increased fuel capacity and different armament). The next version was the *SBD-3*, which began manufacture in early 1941. It had increased armor, self-sealing fuel tanks, and four machine guns. The *SBD-4* provided a 12-volt (up from 6-volt) electrical system, and a few were converted into *SBD-4P* reconnaissance aircraft.

The next (and most produced) version, the *SBD-5*, was produced mostly in the Douglas plant in Tulsa, Oklahoma. This version was equipped with a 1,200 hp (890 kW) engine and an increased ammunition supply. Over 2,400 of these were built. A few of them were shipped to the Royal Navy for evaluation.

The first major use of the SBD in combat was at the Battle of the Coral Sea where SBDs and TBD Devastators sank the Japanese light aircraft carrier (CVL) *Shōhō* and damaged the Japanese fleet carrier *Shōkaku*. SBDs were also used for anti-torpedo combat air patrols (CAP) and these scored several victories against Japanese aircraft trying to attack *Lexington* and *Yorktown*.^[9] Their relatively heavy gun armament with two forward-firing .50 in (12.7 mm) M2 Brown machine guns and either one or two rear flexible-mount .30 in (7.62 mm) AN/M2 machine guns was effective against the lightly built Japanese fighters, and many pilots and gunners took aggressive attitudes to the fighters that attacked them. SBD pilot Stanley "Swede" Vejtasa was attacked by three A6M2 Zero fighters; he shot down two of them and cut off the wing of the third in a head-on pass with his wingtip.

The SBD's most important contribution to the American war effort came during the Battle of Midway in early June 1942. Four squadrons of Navy SBD dive bombers attacked and sank or fatally damaged all four Japanese fleet carriers present, disabling three of them in the span of just six minutes (*Akagi*, *Kaga*, *Sōryū*) and, later in the day, *Hiryū*. They also caught two straggling heavy cruisers of the Midway bombardment group of four, heavily damaging them, with *Mikuma* eventually sinking.

SBDs played a major role in the Guadalcanal campaign, operating off both American carriers and from Henderson Field on Guadalcanal. SBDs proved lethal to Japanese shipping that failed to clear New Georgia Sound (The Slot) by daylight. Losses inflicted included the carrier *Ryūjō*, sunk near the Solomon Islands on 24 August. Three other Japanese carriers were damaged during the six-month campaign. SBDs sank a cruiser and nine transports during the Naval Battle of Guadalcanal.

In the Atlantic Ocean the SBD saw action during Operation Torch, the Allied landings in North Africa in November 1942. The SBDs flew from USS *Ranger* and two escort carriers. Eleven months later, during Operation Leader, the SBDs saw their European debut when aircraft from *Ranger* attacked Nazi German shipping around Bodø, Norway.

By 1944 the U.S. Navy began replacing the SBD with the more powerful SB2C Helldiver. The Battle of the Philippine Sea was the last major engagement of the carrier-borne SBDs. Marine squadrons continued to fly SBDs until the end of the war. Although the Curtiss Helldiver had a more powerful engine, a higher maximum speed and could carry nearly a thousand pounds more in bomb load, many of the dive bomber pilots preferred the SBD, which was lighter and had better low-speed handling characteristics, critical for carrier landings.

The Dauntless was one of the most important aircraft in the Pacific War, sinking more enemy shipping in the Pacific than any other Allied bomber. Barrett Tillman, in his book on the Dauntless, claims that it has a "plus" score against enemy aircraft, meaning it was credited with more victories over enemy planes than losses from enemy action. This is considered to be a rare event for a nominal "bomber".^[16]

A total of 5,936 SBDs were produced during the war. The last SBD rolled off the assembly lines at the Douglas Aircraft plant in El Segundo, California, on 21 July 1944.





SPRING SWAP MEET

R/C Airplanes, Boats, Cars,
& Helicopters

All types of models, modelers, and gear are welcome!

SATURDAY – MARCH 15th, 2025

Location: **TRAC** flying field - 7208 Taylor Road, Seffner, FL

Date: Saturday, March 15th open to the public at **8:00 a.m. until 11:00 a.m.**

For Vendors, the gates open at 7:30 AM. Swap spaces are \$5.00 each.
Each vendor will receive general admission, and a 15' X 20' swap space.
Limited table space available - first come, first tabled!

TRAC members pay \$5.00 per swap space after the first \$5.00 in sales, with a
current **TRAC** membership card.

For info, call: **Steve Watson** (813) 965-8746

Details about **TRAC**, and a map:

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

DIRECTIONS TO THE FIELD

The field is located at **7208 Taylor Rd**, just north of I-4, off Exit 10

- Take Exit 10 off I-4, head North on County Rd 579 for 1 mile
- Turn East (right) onto Pruett Road • Turn South (right) onto Taylor Road
- Look for the **TRAC** sign.

(Field is next to Bing Park, South of park)

GPS coordinates N 28 01.061' W 082 17.622'



AMA Sanctioned Event # 17865



Date: May 24th 2025

Location: **TRAC** flying field in Seffner, Florida.

Sign up as early as 8:30 a.m. - Pilot's Briefing at 9:00 a.m.

Flying begins at 9:30 a.m. and continues as long as we have planes to fly!

Food will be available on site.

**There will be a pilot fee of \$15 per entry for this event that includes food
or \$10 spectator fee for food**

A "Warbird" aircraft is defined as a model of any aircraft used for military purposes by any country at any time. It must be a scale, or semi-scale rendering, recognizable as such, and marked accordingly. Any prototype offered to the military, but not accepted, would also fall into the category of a "Warbird". It cannot be a model of any aircraft made to look like a "Warbird" simply by applying military markings to it. Got it? ***Let's Roll!***

For info: Contest Director Vince Cesario 813-240-9544

Find out about **TRAC** and a map at http://www.trac_tampa.homestead.com/

DIRECTIONS TO THE FIELD

The field is located at 7208 Taylor Rd, just north of Interstate 4, off 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. Look for the **TRAC** sign. (Field is just past Bing Park). GPS coordinates N 28 01.061' W 082 17.622'

