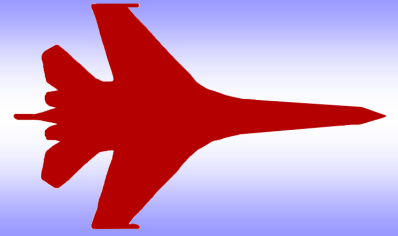


# TRAC News



## 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**

April 2025 Issue

Hope you made it out to our swap meet. We had a great turnout.

Warbird event

We still need more volunteers if you are interested. Please contact me or let me know at the April meeting. I will have a list of things that we need help with.

I will be replacing the lock on the front gate with a new lock .The code will remain the same.

TRAC Membership

Current Membership has grown to 102! Please greet new members and offer assistance if needed. Also, remind those who may not be familiar with TRAC and AMA safety rules if a violation is observed.

Safe Flying  
Steve Watson

## Upcoming Events

**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 - Club Meeting at Field, Saturday, July 12, at 11:00AM**  
**TRAC - Club Meeting at Field, Saturday, August 9, at 11:00AM**

## ***TRAC MINUTES***

March 8, 2025

### Meeting Call to Order

Meeting called to order by Pres. Steve Watson at 11:02 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	\$ 784.76
Expenses	\$ 218.00
Closing Balance	\$ XXXX
Runway Fund	\$ 1470

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

### New Members/New Pilots

Jean-Pierre Dejon

### Safety block

If someone is doing a Maiden Flight no one else should be flying and the person doing the Maiden Flight should wait till everyone else has landed.

### Old Business

Warbird Event has been sanctioned and should appear in the AMA magazine shortly.

Ribs and Beans will be served at the warbird event courtesy of Johnson BBQ

Gate is not being closed after the last person leaves, even if you don't know the combination please close the gate.

### New Business

No new business

### Show-and-Tell:

.None

## F4U Corsair



Photo Copyright Nick Sharp



Photo Copyright © Alastair T. Gardiner

In June 1938, the U.S. Navy signed a contract with Vought for a prototype bearing the factory designation **V-166B**,<sup>[12]</sup> the XF4U-1, BuNo 1443. The Corsair design team was led by Rex Beisel. After mock-up inspection in February 1939, construction of the XF4U-1 powered by an XR-2800-4 prototype of the Pratt & Whitney R-2800 Double Wasp twin-row, 18-cylinder radial engine, rated at 1,805 hp (1,346 kW) went ahead quickly, as the very first airframe ever designed from the start to have a Double Wasp engine fitted for flight.<sup>[13]</sup> When the prototype was completed it had the biggest and most powerful engine, largest propeller, and probably the largest wing on any naval fighter to date.<sup>[14]</sup> The first flight of the XF4U-1 was made on 29 May 1940, with Lyman A. Bullard, Jr. at the controls.

The Corsair was designed and operated as a carrier-based aircraft, and entered service in large numbers with the U.S. Navy in late 1944 and early 1945. It quickly became one of the most capable carrier-based fighter-bombers of World War II.<sup>[3]</sup> Some Japanese pilots regarded it as the most formidable American fighter of World War II and its naval aviators achieved an 11:1 kill ratio.<sup>†</sup>

The F4U incorporated the largest engine available at the time, the 2,000 hp (1,500 kW) 18-cylinder Pratt & Whitney R-2800 Double Wasp radial. To extract as much power as possible, a relatively large Hamilton Standard Hydromatic three-blade propeller of 13 feet 4 inches (4.06 m) was used.

To accommodate a folding wing the designers considered retracting the main landing gear rearward but, for the chord of wing that was chosen, it was difficult to make the landing gear struts long enough to provide ground clearance for the large propeller. Their solution was an inverted gull wing, which considerably shortened the required length of the struts.<sup>[23]</sup> The anhedral of the wing's inboard section also permitted the wing and fuselage to meet at the optimum angle for minimizing drag, without using wing root fairings.<sup>[23]</sup> The bent wing was heavier and more difficult to construct, however, offsetting these benefits.

The Corsair's aerodynamics were an advance over those of contemporary naval fighters. The F4U was the first U.S. Navy aircraft to feature landing gear that retracted into a fully enclosed wheel well. The landing gear oleo struts—each with its own strut door enclosing it when retracted—rotated through 90° during retraction, with the wheel atop the lower end of the strut when retracted. A pair of rectangular doors enclosed each wheel well, leaving a streamlined wing.

## Specifications (F4U-4)<sup>[edit]</sup>

*Data from F4U-4 Detail Specification;*<sup>[159]</sup> *F4U-4 Airplane Characteristics and Performance*<sup>[160]</sup>

### General characteristics

**Crew:** One

**Length:** 33 ft 8 in (10.26 m)

**Wingspan:** 41 ft 0 in (12.50 m)

**Height:** 14 ft 9 in (4.50 m)

**Wing area:** 314 sq ft (29.17 m<sup>2</sup>)

**Empty weight:** 9,205 lb (4,238 kg)

**Gross weight:** 14,670 lb (6,654 kg)

**Max takeoff weight:** 14,533 lb (6,592 kg)

**Powerplant:** 1 × Pratt & Whitney R-2800-18W radial engine, 2,380 hp (1,770 kW)

**Propellers:** 4-bladed

## Performance

**Maximum speed:** 446 mph (717 km/h, 385 kn)

**Cruise speed:** 215 mph (346 km/h, 187 kn)

**Stall speed:** 89 mph (143 km/h, 77 kn)

**Range:** 1,005 mi (1,617 km, 873 nmi)

**Combat range:** 328 mi (528 km, 285 nmi)

**Service ceiling:** 41,500 ft (12,600 m)

**Rate of climb:** 4,360 ft/min (22.1 m/s)

## Armament

### Guns:

6 × 0.50 in (12.7 mm) M2 Browning machine guns, 400 rounds per gun *or*

4 × 0.79 in (20 mm) AN/M3 cannon, 231 rounds per gun

**Rockets:** 8 × 5 in (12.7 cm) high velocity aircraft rockets *and/or*

**Bombs:** 4,000 pounds (1,800 kg)







# Swap Meet





AMA Sanctioned Event # 17865



**Date: May 24<sup>th</sup> 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/](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'

