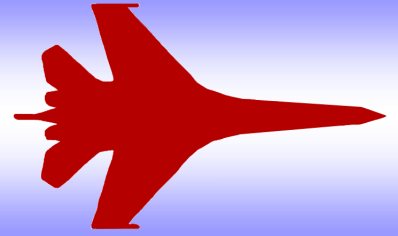


# TRAC News



## BOARD OF DIRECTORS

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**TRACTampa.com**

November 2024 Issue

I would like to thank Don Rick for making my transition to president smooth and stress free.

I would also like to thank the Board members and club for all their help and support.

As your new President, I will do my very best to uphold my responsibilities.

Thank you to everyone for coming out and supporting our open house. We had a great turnout!

Upcoming meeting December 14th, we will discuss if the club has any interest in having a warbird meet. I had several club members inquiring and volunteered to help.

Have fun, and safe flying!

Steve Watson

## Upcoming Events

**TRAC - Club Meeting at Field, Saturday, December 7, at 8:00AM**  
**TRAC - Club Meeting at Field, Saturday, December 14, at 11:00AM**  
**TRAC - Club Meeting at Field, Saturday, January 11, at 11:00AM**  
**TRAC - Club Meeting at Field, Saturday, February 8, at 11:00AM**  
**TRAC - Club Meeting at Field, Saturday, March 8, at 11:00AM**  
**TRAC - Club Meeting at Field, Saturday, April 12, at 11:00AM**

## ***TRAC MINUTES***

November 9, 2024

### Meeting Call to Order

Meeting called to order by Pres. Don Riek at 11:01 a.m. with 25 signed-in members present.

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

### Treasury Report

Don Riek presented a detailed treasury report and break down of expenses.

Beginning Balance	\$ XXXX
Income	\$ 311.96
Expenses	\$ 184.86
Closing Balance	\$ XXXX
Runway Fund	\$ 740.00

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

### New Members/New Pilots

Steve O'neal

### Safety block

Andres Trescastro has offered to pay the expenses to repair the roof of the tower, he will be working with the incoming officers to get this done.

### Old Business

Open house will be November 23<sup>rd</sup>, please bring a covered dish and any donations for Metropolitan Ministries will be appreciated. Motion to separate the safety officer position from the Vice President's re-

sponsibilities was not approved. Additional Charging Stations are in progress and suggested improvements for the old ones are in the works.

### New Business

- 1) Fall Swap meet will be December 7<sup>th</sup>, more details will follow
- 2) Damage from Hurricane Milton has been mostly fixed thanks to all the volunteers that helped
- 3) Election of officer are as follows:

Steve Watson President  
Dale Harwell Vice President  
Devin Allen Secretary  
Tim Haas Treasurer  
Bob Boetger Director  
Vince Cesario Director

We want to Thank outgoing President Don Riek and Vice President James Chambers for their service doing a mostly Thankless jobs filled with accomplishment and sometimes headaches. Don was responsible for getting so many improvement implemented and helping to make our club one of the best in the area, and James was key in getting runway improvements and working with county official. We appreciate you guys and I would like everyone when you see them to go up and give your Thanks.

### Show-and-Tell:

Eric Randall brought one of his airplanes that he setup the pilots head to turn right or left with the rudder, and up and down with the elevator.

Mike Gutzmer informed the club that fly-ingrc.net is having a sale on custom wing bags, so make sure you check it out.

Adjournment 11:31am

# North American B-25 Mitchell



The **North American B-25 Mitchell** is an American medium bomber that was introduced in 1941 and named in honor of Brigadier General William "Billy" Mitchell, a pioneer of U.S. military aviation. Produced in numerous variants, nearly 10,000 B-25s were built.<sup>[1]</sup> It was the most-produced American medium bomber and the third most-produced American bomber overall.

Early into B-25 production, NAA incorporated a significant redesign to the wing dihedral. The first nine aircraft had a constant-dihedral, meaning the wing had a consistent, upward angle from the fuselage to the wingtip. This design caused stability problems. "Flattening" the outer wing panels just outboard of the engine nacelles nullified the problem and gave the B-25 its gull wing configuration. The B-25 was a safe and forgiving aircraft to fly.<sup>[1]</sup> With one engine out, 60° banking turns into the dead engine were possible, and control could be easily maintained down to 145 mph (230 km/h). The pilot had to remember to maintain engine-out directional control at low speeds after takeoff with rudder; if this maneuver were attempted with ailerons, the aircraft could snap out of control. The tri-cycle landing gear made for excellent visibility while taxiing. The only significant complaint about the B-25 was its extremely noisy engines; as a result, many pilots eventually suffered from some degree of hearing loss.<sup>[2]</sup>

The high noise level was due to design and space restrictions in the engine cowlings, which resulted in the exhaust "stacks" protruding directly from the cowling ring and partly covered by a small triangular fairing. This arrangement directed exhaust and noise directly at the pilot and crew compartments.

The Mitchell was exceptionally sturdy and could withstand tremendous punishment. One B-25C of the 321st Bomb Group was nicknamed "Patches" because its crew chief painted all the aircraft's flak hole patches with bright yellow zinc chromate primer. By the end of the war, this aircraft had completed over 300 missions, had been belly-landed six times, and had over 400 patched holes. The airframe of "Patches" was so distorted from battle damage that straight-and-level flight required 8° of left aileron trim and 6° of right rudder, causing the aircraft to "crab" sideways across the sky.

The B-25B found fame as the bomber used in the 18 April 1942 Doolittle Raid, in which 15 B-25Bs led by Lieutenant Colonel Jimmy Doolittle attacked mainland Japan, four months after the Japanese attack on Pearl Harbor (a 16th plane which participated was forced to abort, landing in Russia, where it and the crew were initially interned). The mission gave a much-needed lift in morale to the Americans and alarmed the Japanese, who had believed their home islands to be inviolable by enemy forces.

Although the B-25 was designed to bomb from medium altitudes in level flight, it was frequently used in the Southwest Pacific theatre in treetop-level strafing and missions with parachute-retarded fragmentation bombs against Japanese airfields in New Guinea and the Philippines. These heavily armed Mitchells were field-modified at Townsville, Australia, under the direction of Major Paul I. "Pappy" Gunn and North American technical representative Jack Fox. These "commerce .

destroyers" were also used on strafing and skip bombing missions against Japanese shipping trying to resupply their armies.

Under the leadership of Lieutenant General George C. Kenney, Mitchells of the Far East Air Forces and its existing components, the Fifth and Thirteenth Air Forces, devastated Japanese targets in the Southwest Pacific Theater during 1944 to 1945.

The H series normally came from the factory mounting four fixed, forward-firing .50 in (12.7 mm) machine guns in the nose; four in a pair of under-cockpit conformal flank-mount gun pod packages (two guns per side); two more in the manned dorsal turret, relocated forward to a position just behind the cockpit (which became standard for the J-model); one each in a pair of new waist positions, introduced simultaneously with the forward-relocated dorsal turret; and lastly, a pair of guns in a new tail-gunner's position. The final, and most numerous, series of the Mitchell, the **B-25J**, looked less like earlier series apart from the well-glazed bombardier's nose of nearly identical appearance to the earliest B-25 subtypes.<sup>[17]</sup> Instead, the J followed the overall configuration of the H series from the cockpit aft. It had the forward dorsal turret and other armament and airframe advancements. All J models included four .50 in (12.7 mm) light-barrel Browning AN/M2 guns in a pair of "fuselage packages", conformal gun pods each flanking the lower cockpit, each pod containing two Browning M2s.

The U.S. Navy designation for the Mitchell was the PBJ-1 and apart from increased use of radar, it was configured like its Army Air Forces counterparts. Under the pre-1962 USN/USMC/USCG aircraft designation system, PBJ-1 stood for Patrol (P) Bomber (B) built by North American Aviation (J), first variant (-1) under the existing American naval aircraft designation system of the era.

## General characteristics

**Crew:** 5 (one pilot, navigator/bombardier, turret gunner/engineer, radio operator/waist gunner, tail gunner)

**Length:** 52 ft 11 in (16.13 m)

**Wingspan:** 67 ft 7 in (20.60 m)

**Height:** 16 ft 4 in (4.98 m)

**Wing area:** 618 sq ft (57.4 m<sup>2</sup>)

**Airfoil:** **root:** NACA 23017; **tip:** NACA 4409R<sup>[56]</sup>

**Empty weight:** 19,480 lb (8,836 kg)

**Max takeoff weight:** 35,000 lb (15,876 kg)

**Powerplant:** 2 × Wright R-2600-92 Twin Cyclone 14-cylinder two-row air-cooled radial piston engines, 1,700 hp (1,300 kW) each

## Performance

**Maximum speed:** 272 mph (438 km/h, 236 kn) at 13,000 ft (4,000 m)

**Cruise speed:** 230 mph (370 km/h, 200 kn)

**Range:** 1,350 mi (2,170 km, 1,170 nmi)

**Service ceiling:** 24,200 ft (7,400 m)

## Armament

**Guns:** 12–18 × .50 in (12.7 mm) machine guns and 75 mm (2.95 in) T13E1 cannon

**Hardpoints:** 2,000 lb (900 kg) ventral shackles to hold one external Mark 13 torpedo<sup>[57]</sup>

**Rockets:** racks for eight 5 in (127 mm) high velocity aircraft rockets (HVAR)

**Bombs:** 3,000 lb (1,360 kg) bombs



These are some of the improvements to the clubs facilities that were made during Don Riek's tenure as President.



# Open House November 2024

