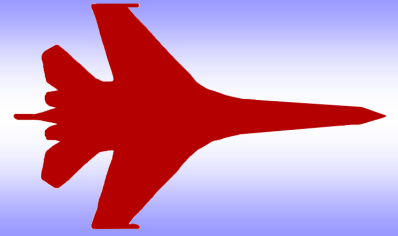


TRAC News



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January 2025 Issue

I hope you made it to the TRAC Swap meet beautiful day, and great turnout.

New Flag:

Our old Flag was retired and has been replaced with a new one.
Thanks to Bill Goucher.

War Bird event:

As discussed last meeting, we are tentatively planning a War Bird event for sometime in May. Vince Cesario agreed to CD event. We hope to meet deadline for AMA event calendar.

The War Bird event would replace our fun fly event.

Safe flying see you at field,
Steve Watson

Upcoming Events

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 - Club Meeting at Field, Saturday, May 10, at 11:00AM
TRAC - Club Meeting at Field, Saturday, June 14, at 11:00AM

TRAC MINUTES

December 14, 2024

Meeting Call to Order

Meeting called to order by Pres. Steve Watson at 10:56 a.m. with 21 signed-in members present.

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

Treasury Report

Steve Watson presented a detailed treasury report and break down of expenses.

Beginning Balance	\$ XXXX
Income	\$ 2026.00
Expenses	\$ 1556.59
Closing Balance	\$ XXXX
Runway Fund	\$ 970.00

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

New Members/New Pilots

Shane Baldwin

Safety block

Crossing the runway while someone is flying is forbidden even if the flyers say it is alright so do not do it!!

Old Business

Open house was a success look forward to the next one

Andre was kind enough to donate the funds to have the roof repaired so if you see him around the field make sure you tell him Thank You.

Swap meet we had over 10 sellers, 30 buyers, and a lot of interesting items displayed, the club made \$55.00

We have new tables built for cooking that mount onto where the charging tables are installed, we also have purchased new chairs so if you need any please let one of the officers know.

New Business

1) If interested in having another warbird event let one of the club officers know the plan was discussed to replace the fun fly with a warbird event.

2) If you are one of the last members to leave the field please make sure that anyone else at the field is a member and knows the combination to lock the lock, if the last person after you is not a member they will have to leave before you.

3) This shouldn't have to be talked about over and over, but Do Not Leave Your Dead Batteries at the Field take them home and dispose of them yourself, many places like Best uy have a recycling bin right at the entrance that you can use.

Show-and-Tell:

Eric Randall turned a Hobby King Stik into an X-wing and said it flies beautifully.

Adjournment 11:24 am

Grumman F4F Wildcat



The **Grumman F4F Wildcat** is an American carrier-based fighter aircraft that entered service in 1940 with the United States Navy, and the British Royal Navy where it was initially known as the **Martlet**.^[2] First used by the British in the North Atlantic, the Wildcat was the only effective fighter available to the United States Navy and Marine Corps in the Pacific Theater during the early part of the Second World War.

With a top speed of 318 mph (512 km/h), the Wildcat was outperformed by the faster [331 mph (533 km/h)], more maneuverable, and longer-ranged Mitsubishi A6M Zero. US Navy pilots, including John "Jimmy" Thach, a pioneer of fighter tactics to deal with the A6M Zero, were greatly dissatisfied with the Wildcat's inferior performance against the Zero in the battles of the Coral Sea and Midway.^{[3][4][5]} The Wildcat has a claimed air combat kill-to-loss ratio of 5.9:1 in 1942 and 6.9:1 for the war.^[6]

The Wildcat was generally outperformed by the Mitsubishi Zero, its major opponent in the early part of the Pacific Theater but held its own partly because, with relatively heavy armor and self-sealing fuel tanks, the Grumman airframe could survive far more damage than its lightweight, unarmored Japanese rival.^[23] Many U.S. Navy fighter pilots were saved by the Wildcat's ZB homing device, which allowed them to find their carriers in poor visibility, provided they could get within the 30 mi (48 km) range of the homing beacon. (However, the Zed Baker was wildly inconsistent in practice, especially during the Battle of Midway, when an entire squadron of Wildcats crashed in the sea after failing to locate their carriers). In the hands of an expert pilot with a tactical advantage, the Wildcat could prove a difficult opponent even against the formidable Zero.^[29] After analyzing Fleet Air Tactical Unit Intelligence Bureau reports describing the new carrier fighter, USN Commander "Jimmy" Thach devised a defensive tactic that allowed Wildcat formations to act in a coordinated maneuver to counter a diving attack, called the "Thach Weave".^[27] The most widely employed tactic during the Guadalcanal Campaign was high-altitude ambush, where hit-and-run maneuvers were executed using altitude advantage. This was possible due to an early warning system composed of Coastwatchers and radar.^[28] On rare occasions, when Wildcats were unable to gain altitude in time, they would suffer many losses.

Thach was greatly dissatisfied and a vocal critic of the Wildcat's performance during the war (as were many US carrier pilots), stating in his Midway action report;^[5]

It is indeed surprising that any of our pilots returned alive. Any success our fighter pilots may have had against the Japanese Zero fighter is not due to the performance of the airplane we fly but is the result of the comparatively poor marksmanship of the Japanese, stupid mistakes made by a few of their pilots and superior marksmanship and team work of some of our pilots. The F4F airplane is pitifully inferior in climb, maneuverability and speed.

—*James "Jimmy" Thach, Midway action report.*

Grumman's Wildcat production ceased in early 1943 to make way for the newer F6F Hellcat but General Motors

continued producing Wildcats for U.S. Navy and Fleet Air Arm use. At first, GM produced the **FM-1** (identical to the F4F-4 but with four guns). Production later switched to the improved **FM-2** (based on Grumman's XF4F-8 prototype, informally known as the "Wilder Wildcat") optimized for small-carrier operations, with a more powerful engine and a taller tail to cope with the increased torque.

In all, 7,860 Wildcats were built.^{[23][N 3]} During the course of the war, Navy and Marine F4Fs and FM-2s flew 15,553 combat sorties (14,027 of these from aircraft carriers^[33]), destroying a claimed figure of 1,327 enemy aircraft at a cost of 178 aerial losses, 24 to ground/shipboard fire, and 49 to operational causes^[34] (an overall claimed kill-to-loss ratio of 6.9:1).^[35] True to their escort fighter role, Wildcats dropped only 154 tons of bombs during the war.^[35]

General characteristics

Crew: 1

Length: 28 ft 9 in (8.76 m)

Wingspan: 38 ft 0 in (11.58 m)

Height: 11 ft 10 in (3.61 m)

Wing area: 260 sq ft (24 m²)

Airfoil: **root:** NACA 23015; **tip:** NACA 23009^[64]

Empty weight: 4,907 lb (2,226 kg)

Gross weight: 7,423 lb (3,367 kg)

Powerplant: 1 × Pratt & Whitney R-1830-76 14-cylinder air-cooled radial piston engine, 1,200 hp (890 kW)

Propellers: 3-bladed constant-speed propeller

Performance

Maximum speed: 331 mph (533 km/h, 288 kn)

Range: 845 mi (1,360 km, 734 nmi)

Service ceiling: 39,500 ft (12,000 m)

Rate of climb: 2,303 ft/min (11.70 m/s)

Wing loading: 28.5 lb/sq ft (139 kg/m²)

Power/mass: 0.282 kW/kg (0.172 hp/lb)

Armament

Guns: 4 × 0.50 in (12.7 mm) AN/M2 Browning machine guns with 450 rounds per gun

Bombs: 2 × 100 lb (45.4 kg) bombs and/or 2 × 58 US gal (48 imp gal; 220 L) drop tanks



Eric's X wing for show and tell



Our winter swap meet:



Open House November 2024

