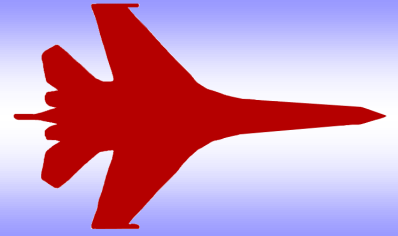


# TRAC News



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**TRACTampa.com**

July 2024 Issue

## President's Comments

### TRAC Officer Vacancies

As discussed at last month's meeting, the positions of President, Vice President, and Safety Officer will need to be filled. TRAC Officer voting is held each November at our regularly scheduled meeting. Anyone wanting to be considered for a position should notify a current Officer and provide a brief resume for inclusion in a newsletter so that members can be advised and make their decisions.

To clarify, one individual can hold multiple positions, such as is the case currently with our Vice President also serving as Safety Officer.

### TRAC Use Agreement Extended

Our current Use Agreement with Hillsborough County requires annual renewal via a request to the County. I am happy to report that we have received approval for fiscal year 2025, beginning October 1, 2024 and carrying through September 30, 2025. The cost for this period remains at \$10.

### TRAC Membership

Current membership has grown to 99! 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

*Don Riek*

## Upcoming Events

**TRAC - Club Meeting at Field, Saturday, July 13 at 11:00AM**  
**TRAC - Club Meeting at Field, Saturday, August 10 at 11:00AM**  
**TRAC - Club Meeting at Field, Saturday, September 14 at 11:00AM**  
**TRAC - Club Meeting at Field, Saturday, October 12, at 11:00AM**  
**TRAC - Club Meeting at Field, Saturday, November 9, at 11:00AM**

## **TRAC MINUTES**

June 8, 2024

### Meeting Call to Order

Meeting called to order by Pres. Don Riek at 10:57 a.m. with 26 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	\$ 1057.98
Expenses	\$ 346.33
Closing Balance	\$ XXXX
Runway Fund	\$ 230.00

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

### New Members/New Pilots

Don Friday

### Safety block

Hot weather is back so make sure you stay hydrated and if at all possible make sure someone else is at the field when you fly. With the heat you might be tempted to fly while staying under the shelter, this is NOT ALLOWED, YOU MUST BE AT THE PILOTS STATIONS WHEN FLYING, if it is too hot for you to fly at h pilots station then go home and come back at a cooler time of day.

### Old Business

Warbird Event is still in planning stage, Vince Sr. has recruited Frank in the planning and we will update with more details as they come in.

Review of plan to have control line pad put in and cement pads for the pilot stations, this was voted on and approved total cost \$1800.00

### New Business

- 1) We lost one of our members Cecil Baker recently and we ask you keep him in your thoughts
- 2) Review the FBI placard posted at the field bulletin board and report any suspicious activity
- 3) The county required an updated Business Plan before renewing our lease Don Riek was able to get this done so Thank him if you see him.
- 4) Don Riek and James Chambers made the announcement that come November they will be stepping down as President and Vice President, if you see them you should Thank them for their tireless efforts, these positions are not always easy especially when they have to deal with people that don't want to follow the rules or act like they have some kind of entitlement. They take time out of their personal lives to do these jobs without pay and sometimes lots of frustration. It's always easy to criticize someone from the sidelines but very few will step up and do the job themselves.

### Show-and-Tell:

Adjournment 11:27 am

# Nakajima B5N



The **Nakajima B5N** ([Japanese](#): 中島 B5N, [Allied reporting name "Kate"](#)) was the standard [carrier-based torpedo bomber](#) of the [Imperial Japanese Navy](#) (IJN) for much of [World War II](#). It also served as a [high level bomber](#). Although the B5N was substantially faster and more capable than its Allied counterparts, the American [Douglas TBD Devastator](#) monoplane (the U.S. Navy's first all-metal, carrier-borne monoplane of any type with retracting gear), and the British [Fairey Swordfish](#) and [Fairey Albacore](#) torpedo biplanes, it was nearing obsolescence by 1941. Nevertheless, the B5N operated throughout the whole war, due to the delayed development of its successor, the [B6N](#).

In the early part of the [Pacific War](#), when flown by well-trained IJN aircrews and as part of well-coordinated attacks, the B5N achieved particular successes at the battles of [Pearl Harbor](#), [Coral Sea](#), [Midway](#), and [Santa Cruz Islands](#).

The [navigator/bombardier/observer](#) position was equipped with a Type 90 [bombsight](#), which was a long vertical tube located in the front-left of the seat. There was also a Type 3 [reflector compass](#) for precise navigation that was mounted on the top of the [cockpit](#) frame. The [radio-operator/gunner](#) position was equipped with one of the standard-issue [radio](#) sets for navy three-seater aircraft (Type 96 Mk3 earlier and Type 2 Mk3 later) that was mounted in front of the radio-operator/gunner's seat and behind the navigator/bombardier/observer's seat.<sup>[6][7]</sup>

The radio-operator/gunner also operated one flexible 7.7 mm (.303 in) [Type 92 machine gun](#) at the rear end of the cockpit. One [Type 91 torpedo](#) could be mounted on the [racks](#) that were fixed eccentrically to the right at the bottom of the fuselage. Alternatively, racks could be replaced to carry either one 800 kg bomb (e.g., [Type 99 No 80 armor-piercing](#) bomb) or two 250 kg bombs (e.g., Type 98 No 25 land bomb) or six 60 kg bombs (e.g., Type 2 No 6 land bomb). Replacing the racks and exchanging between the torpedo and bombs was not a trivial process and could take more than two hours to complete.<sup>[8]</sup>

Initially, most of the B5N bombers were painted in silver, which was the color used throughout the early stages of the Second Sino-Japanese War. The color eventually changed to dark green before the start of the [Pacific War](#).<sup>[9]</sup>

The initial model B5N1 first saw action in the Second Sino-Japanese War in 1938. The updated B5N2 played a major role in the [Attack on Pearl Harbor](#). One of the B5N2s carried [Mitsuo Fuchida](#), the commander of the attack, with one high-level bomber from the carrier [Hiryū](#) credited with sinking the American battleship [Arizona](#). The B5N2 torpedo bombers also sank the battleships [West Virginia](#), [California](#), [Oklahoma](#) and [Utah](#). Five torpedo bombers were shot down in the first wave. Apart from this raid, the greatest successes of the B5N2 were the key roles it played in sinking the [United States Navy aircraft carrier Lexington](#) at the [Battle of the Coral Sea](#) and the aircraft carrier [Hornet](#) at the [Battle of the Santa Cruz Islands](#), and the disabling of the aircraft carrier [Yorktown](#) at the [Battle of Midway](#), later sunk by the [Japanese submarine I-168](#).<sup>[2][3]</sup>

B5N2 torpedo bombers normally performed a coordinated attack on enemy carriers with [Aichi D3A](#) dive bombers.

would help to suppress the ship's [anti-aircraft fire](#), which improved the chances of success for the slow-flying torpedo bombers.<sup>[11]</sup> During the [Battle of the Eastern Solomons](#), the IJN tried to minimize losses to torpedo bombers and initially sent only the dive bombers to attack and cripple US carriers for the subsequent torpedo strike, this proved unsuccessful, as the torpedo bombers did not launch until the battle was over.

## General characteristics

**Crew:** 3

**Length:** 10.3 m (33 ft 10 in)

**Wingspan:** 15.518 m (50 ft 11 in)

**Height:** 3.7 m (12 ft 2 in)

**Wing area:** 37.7 m<sup>2</sup> (406 sq ft)

**Airfoil:** root: NN-5 mod (16%); tip: NN-5 mod (8%)<sup>[16]</sup>

**Empty weight:** 2,279 kg (5,024 lb)

**Gross weight:** 3,800 kg (8,378 lb)

**Max takeoff weight:** 4,100 kg (9,039 lb)

**Powerplant:** 1 × [Nakajima Sakae 11](#) 14-cylinder air-cooled radial piston engine, 750 kW (1,000 hp) for take-off  
720 kW (970 hp) at 3,000 m (9,843 ft)

**Propellers:** 3-bladed constant-speed metal propeller

## Performance

**Maximum speed:** 378 km/h (235 mph, 204 kn) at 3,600 m (11,811 ft)

**Cruise speed:** 259 km/h (161 mph, 140 kn) at 3,000 m (9,843 ft)

**Range:** 978 km (608 mi, 528 nmi)

**Ferry range:** 1,991 km (1,237 mi, 1,075 nmi)

**Service ceiling:** 8,260 m (27,100 ft)

**Rate of climb:** 6.5 m/s (1,280 ft/min)

**Time to altitude:** 3,000 m (9,843 ft) in 7 minutes 40 seconds

**Wing loading:** 100.8 kg/m<sup>2</sup> (20.6 lb/sq ft)

**Power/mass:** 0.196 kW/kg (0.119 hp/lb)

## Armament

**Guns:** 1 × 7.7 mm [Type 92 machine gun](#) 'Ru' (Lewis) in rear dorsal position, fed by hand loaded drum magazines of 97 rounds. A number of B5N1s were equipped with 2 × 7.7 [Type 97 machine guns](#) in the wings.

**Bombs:** 1 × 800 kg (1,760 lb) [Type 91 torpedo](#) or 1 × 800 kg (1,760 lb) bomb or 2 × 250 kg (550 lb) bombs or 6 × 60 kg (132 lb) bombs



