TRAC News

November 2024 Issue

President's Comments

Election of Officers

The annual TRAC election of Officers will take place at the November 9th meeting. President and Vice-President positions are open for consideration.

Open House

The annual TRAC Open House is scheduled for November 23rd. TRAC members are encouraged to participate and bring guests. A pot luck lunch will be available with TRAC club sup plying burgers, hot dogs, and drinks. Members will bring a dish to share. A donation of $5 gets a great lunch.

President's Parting Shots

So my time as President of TRAC is coming to an end this November. I feel confident in saying that, in 3 years as President and several prior years as Director and Newsletter Assistant Editor, I am leaving the club in a bit better condition that I inherited. I have strived to make improvements that I feel made the club experience more enjoyable for all members. I couldn't, however, have accomplished this without the help and support of a special core group of members and it is my hope that this support will continue with the new leaders that you all choose. To those of you that have been supportive, whether that means helping out with projects or just striving to follow our rules and be a responsible member, I thank you and wish you well. For others, well, I think you know where I stand.

So be safe, have fun, and continue to enjoy this great hobby.

Don Riek

Upcoming Events

***TRAC* - Club Meeting at Field, Saturday, November 9, at 11:00AM**
***TRAC* - Open House at Field, Saturday, November 23, at 9:00AM**
***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**

Due to the hurricane last month, the meeting was cancelled. Sep 14, was the last meeting held.

TRAC MINUTES

September 14, 2024

Meeting Call to Order

Meeting called to order by Pres. Don Riek at 10:56 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	$ 1092.43
Expenses	$ 424.89
Closing Balance	$ XXXX
Runway Fund	$ 580.00

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

New Members/New Pilots

Safety block

If your plane goes down, **do not cross the runway to go get it until everyone has landed.**

Old Business

Open house will be November 23rd, please bring a covered dish and any donations for Metropolitan Ministries will be appreciated.
Officer candidates unless further noted President Steve Watson, Vice President Devin Allen, Secretary Devin Allen, Treasurer Tim Haas, Safety Officer Billy Coucher

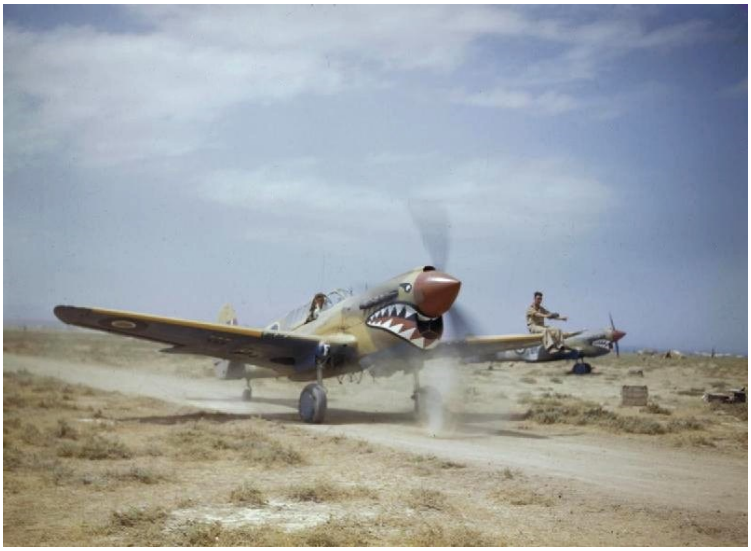
New Business

1) New charging stations were installed recently and recommendations were made to make them better.
2) A vote to remove the safety officer responsibilities from the vice president's position was motioned and approved.

Show-and-Tell:

Adjournment 11:17am

Curtiss P-40 Warhawk



The **Curtiss P-40 Warhawk** is an American single-engined, single-seat, all-metal fighter-bomber that first flew in 1938. The P-40 design was a modification of the previous Curtiss P-36 Hawk which reduced development time and enabled a rapid entry into production and operational service. The Warhawk was used by most Allied powers during World War II, and remained in frontline service until the end of the war. It was the third most-produced American fighter of World War II, after the North American P-51 Mustang and Republic P-47 Thunderbolt; by November 1944, when production of the P-40 ceased, 13,738 had been built,[3] all at Curtiss-Wright Corporation's main production facilities in Buffalo, New York. The lack of a two-speed supercharger for the P-40's Allison V-1710 engine's made it inferior to Luftwaffe fighters such as the Messerschmitt Bf 109 or the Focke-Wulf Fw 190 in high-altitude combat and it was rarely used in operations in Northwest Europe. However, between 1941 and 1944, the P-40 played a critical role with Allied air forces in three major theaters: North Africa, the Southwest Pacific, and China.

Although it gained a postwar reputation as a mediocre design, suitable only for close air support, more recent research including scrutiny of the records of Allied squadrons indicates that this was not the case; the P-40 performed surprisingly well as an air superiority fighter, at times suffering severe losses, but also inflicting a very heavy toll on enemy aircraft.[9] Based on war-time victory claims, over 200 Allied fighter pilots – from the UK, Australia, New Zealand, Canada, South Africa, the US and the Soviet Union – became aces flying the P-40. These included at least 20 double aces, mostly over North Africa, China, Burma and India, the South West Pacific and Eastern Europe.[10]

At medium and high speeds it was one of the tightest-turning early monoplane designs of the war,[20] and it could out turn most opponents it faced in North Africa and the Russian Front. In the Pacific Theater it was out-turned at lower speeds by the lightweight fighters Mitsubishi A6M Zero and Nakajima Ki-43 Hayabusa (known to Allies as "Oscar"). The American Volunteer Group Commander Claire Chennault advised against prolonged dog-fighting with the Japanese fighters due to speed reduction favoring the Japanese.[21]

The P-40 tolerated harsh conditions and a variety of climates. Its semi-modular design was easy to maintain in the field. It lacked innovations such as boosted ailerons or automatic leading edge slats, but its strong structure included a five-spar wing, which enabled P-40s to pull high-G turns and survive some midair collisions. Intentional ramming attacks against enemy aircraft were occasionally recorded as victories by the Desert Air Force and Soviet Air Forces.[24] Caldwell said P-40s "would take a tremendous amount of punishment, violent aerobatics as well as enemy action".

Tomahawks and Kittyhawks bore the brunt of *Luftwaffe* and *Regia Aeronautica* fighter attacks during the North African campaign. The P-40s were considered superior to the Hurricane, which they replaced as the primary fighter of the Desert Air Force.[9]

I would evade being shot at accurately by pulling so much g-force...that you could feel the blood leaving the head and coming down over your eyes... And you would fly like that for as long as you could, knowing that if anyone was trying to get on your tail they were going through the same bleary vision that you had and you might get away... I had deliberately decided that any deficiency the Kittyhawk had was offset by aggression. And I'd done a little bit of boxing – I beat much better opponents simply by going for [them]. And I decided to use that in the air. And it paid off.

—*Nicky Barr, 3 Sqn RAAF*[30]

The Flying Tigers, known officially as the 1st American Volunteer Group (AVG), were a unit of the Chinese Air Force, recruited from amongst U.S. Navy, Marine Corps and Army aviators and ground crew.
Compared to opposing Japanese fighters, the P-40B's strengths were that it was sturdy, well armed, faster in a dive and possessed an excellent rate of roll. While the P-40s could not match the maneuverability of the Japanese Army air arm's Nakajima Ki-27s and Ki-43s, nor the much more famous Zero naval fighter in slow, turning dogfights, at higher speeds the P-40s were more than a match. Chennault trained his pilots to use the P-40's particular performance advantages.[53] The P-40 had a higher dive speed than any Japanese fighter aircraft of the early war years, for example, and could exploit so-called "boom-and-zoom" tactics. The AVG was highly successful, and its feats were widely publicized by an active cadre of international journalists to boost sagging public morale at home. According to its official records, in just 6+½ months, the Flying Tigers destroyed 297 enemy aircraft for the loss of just four of its own in air-to-air combat.

Data from Curtiss Aircraft 1907–1947,[108] America's hundred thousand : the U.S. production fighter aircraft of World War II[109]

General characteristics

Crew: One
Length: 31 ft 8.5 in (9.665 m)
Wingspan: 37 ft 3.5 in (11.367 m)
Height: 10 ft 8 in (3.25 m)
Wing area: 236 sq ft (21.9 m^2)
Airfoil: root: NACA2215; tip :NACA2209
Empty weight: 5,922 lb (2,686 kg)
Gross weight: 8,515 lb (3,862 kg)
Powerplant: 1 × Allison V-1710-39 V-12 liquid-cooled piston engine, 1,240 hp (920 kW)
Propellers: 3-bladed Curtiss-Wright electric constant-speed propeller

Performance

Maximum speed: 361 mph (581 km/h, 314 kn) at 15,000 ft (4,600 m)[110]
Cruise speed: 308 mph (496 km/h, 268 kn)
Range: 716 mi (1,152 km, 622 nmi) at 70% power
Service ceiling: 29,100 ft (8,900 m)
Time to altitude: 15,000 ft (4,600 m) in 6 minutes 15 seconds
Wing loading: 35.1 lb/sq ft (171 kg/m^2)
Power/mass: 0.14 hp/lb (0.23 kW/kg)

Armament

Guns: 6 × 0.5 in (12.7 mm) M2 Browning machine guns in the wings
Bombs: 250 to 1,000 lb (110 to 450 kg) bombs to a total of 2,000 lb (910 kg) on hardpoints under the fuselage and two underwing