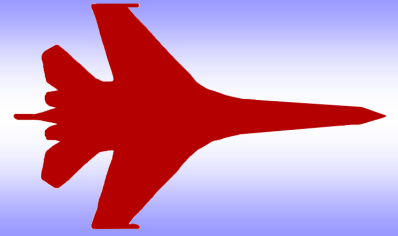


TRAC News



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TRACTampa.com

September 2024 Issue



Interested in R/C?



Try your hand at R/C flying with a
Discovery Flight! (Always Free!)

Bring friends and family members
to the field to enjoy your club!



Please bring a few extra dollars
for a Thanksgiving donation to
Metropolitan Ministries.

TRAC Proudly Presents Our
31st Annual Open House

Saturday, November 23

Flying begins at 9:00AM

All are welcome; AMA pilot fly-in
FREE Entry!!! \$5 Lunch
(Sorry, No Turbine Aircraft)

DIRECTIONS TO THE FIELD

The field is located at 7200 Taylor Rd, just north
of Interstate 4, 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 Rd
Look for the **TRAC** sign just past Bing Park.
GPS coordinates N 28 01.061' W 082 17.622'

For More Info, Contact

Don Riek

813-681-7074

driek30@tampabay.rr.com

Registration Starts at 8:30AM

Saturday, November 23, 2024



<http://www.tractampa.com/>

Upcoming Events

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 - Club Meeting 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 MINUTES

August 10, 2024

Meeting Call to Order

Meeting called to order by Pres. Don Riek at 10:59 a.m. with 33 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	\$ 331.74
Expenses	\$ 180.46
Closing Balance	\$ XXXX
Runway Fund	\$ 410.00

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

New Members/New Pilots

Vaughn Shellman

Safety block

For Maiden flight make sure you check fasteners, paint the prop tips, cg check, range check, secure batteries and receivers, controls working freely and in right direction, have a spotter and call out maiden flight when coming out to the runway.

Old Business

Warbird Event doesn't look like it will happen this year

Officer candidate update, looks like Billy Goucher will be our new safety officer come November

New Business

1) Date for open house/Thanksgiving will be November 23rd so bring a covered dish.

2) Approved Metropolitan Ministries donation of \$300.00, they also accept clothing and food donations

Show-and-Tell: Mike G. brought out his Hobby King Avios it has a 63" wingspan, oil filled retracts, and takes a 6 cell battery.

Nick K. brought out his 1960 Proctor Antic, ailerons are pull-pull as well as the elevator.

Adjournment 11:27am



Aichi D3A (Val)



The **Aichi D3A** (Navy designation "**Type 99 Carrier Bomber**"; Allied reporting name "**Val**")^[a] is a World War II carrier-borne dive bomber. It was the primary dive bomber of the Imperial Japanese Navy (IJN) and was involved in almost all IJN actions, including the attack on Pearl Harbor.

The Aichi design started with low-mounted elliptical wings inspired by the Heinkel He 70 *Blitz*. It flew slowly enough that the drag from the landing gear was not a serious issue, so the fixed gear was used for simplicity.^[5] The aircraft was to be powered by the 529 kW (709 hp) Nakajima Hikari 1 nine-cylinder radial engine.

In December 1939, the Navy ordered the aircraft as the **Navy Type 99 Carrier Bomber Model**

11 (*kanjō bakugekiki*, usually abbreviated to 艦爆 *kanbaku*).^[a] The production models featured slightly smaller wings and increased power in the form of the 746 kW (1,000 hp) Kinsei 43 or 798 kW (1,070 hp) Kinsei 44. The directional instability problem was finally cured with the fitting of a long dorsal fin-strake which started midway down the rear fuselage, and the aircraft actually became highly maneuverable.^{[10][7]}

In June 1942, an improved version of D3A1, powered by a 969 kW (1,299 hp) Kinsei 54, was tested and designated as D3A2 or the **Model 12**. The extra power reduced range, so the design was further modified with additional fuel tanks to bring the total tankage to 900 L (240 US gal), giving it the range needed to fight effectively over the Solomon Islands. Known to the Navy as the **Model 22**, it began to replace the Model 11 in front-line units in the autumn of 1942, and most Model 11s were then sent to training units. While some late production models of D3A1 were fitted with a propeller spinner, it became a standard with D3A2.^[7]

The pilot position was equipped with a Type 95 telescopic gunsight in the earlier models and a Type 99 in the later models, which were used for aiming the bomb during the dive. The observer/navigator position was equipped with a Type 97 Mk1 drift sight, which was a long vertical tube located in the front-left of the observer's seat. In addition, the observer position was equipped with a drift meter that was mounted on the floor in the front-right of the observer's seat. The observer also operated a Type 96 Mk2 radio set that was mounted in front of the observer's seat and behind the pilot's seat. On top of the radio set was a Type 3 reflector compass for precise navigation.^[11]

Armament was two fixed forward-firing 7.7 mm (0.303 in) Type 97 machine guns, and one flexible 7.7 mm (.303 in) Type 92 machine gun at the rear end of cockpit, which was operated by the observer. Normal bomb load was a single 250 kg bomb (e.g., Type 99 No 25 semi-AP or Type 98 No 25 land bomb) carried under the fuselage, swung out under the propeller on release by a trapeze. Two additional 60 kg bombs (e.g., Type 99 No 6 semi-AP or Type 2 No 6 land bomb) could be carried on wing racks located under each wing outboard of the dive brakes.

An individual D3A dive bomber was commanded by the senior ranking crew member aboard, which could be the observer rather than the pilot.^[7] This was in contrast to US Navy, where the pilot was almost always the commander of a dive bomber. For example, Petty Officer First Class Kiyoto Furuta was serving as a pilot to Lieutenant Takehiko Chihaya during the Attack on Pearl Harbor,^[7] and later on to Lieutenant Keiichi Arima during the two carrier battles of the Solomon Islands campaign,^[13] both of whom were observers.

During 1942, dive bombing attacks by carrier-based D3A1 and D3A2 bombers significantly contributed to sinking of three US fleet carriers: *Lexington* at the Battle of the Coral Sea, *Yorktown* at the Battle of Midway and *Hornet* at the Battle of the Santa Cruz Islands. In addition, they damaged the carrier *Enterprise* both at the Battle of the Eastern Solomons and at the Battle of the Santa Cruz Islands.^{[15][13]} Besides carrier-based units, D3A dive bombers also operated from land bases during the Solomon Islands campaign, where they participated in the Guadalcanal Campaign, Operation I-Go, Operation SE and Operation RO, and during the New Guinea campaign, where they participated in the Battle of Milne Bay and Battle of Buna–Gona. The main land-based unit to operate D3A dive bombers during these campaigns and battles was the 2nd/582nd Air Group.^{[13][16][17]} During the course of the war, D3A dive bombers often combined their attacks upon enemy warships with the IJN Nakajima B5N Kate torpedo bomber; consequently enemy vessels were often sunk by a combination strike of bombs and torpedoes. However, there were occasions when just the D3A's would make the attacks, or at least score the sinking hits.

General characteristics

Crew: 2

Length: 10.195 m (33 ft 5 in)

Wingspan: 14.365 m (47 ft 2 in)

Height: 3.847 m (12 ft 7 in)

Wing area: 34.9 m² (376 sq ft)

Empty weight: 2,570 kg (5,666 lb)

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

Powerplant: 1 × Mitsubishi Kinsei 54 14-cylinder air-cooled radial piston engine, 970 kW (1,300 hp) for take-off
1,200 hp (890 kW) at 3,000 m (9,800 ft)
1,100 hp (820 kW) at 6,200 m (20,300 ft)

Propellers: 3-bladed metal constant-speed propeller

Performance

Maximum speed: 430 km/h (270 mph, 230 kn) at 6,200 m (20,300 ft)

Cruise speed: 296 km/h (184 mph, 160 kn) at 3,000 m (9,800 ft)

Range: 1,352 km (840 mi, 730 nmi)

Service ceiling: 10,500 m (34,400 ft)

Time to altitude: 3,000 m (9,800 ft) in 5 minutes 48 seconds

Wing loading: 108.9 kg/m² (22.3 lb/sq ft)

Power/mass: 3.9 kg/kW (6.4 lb/hp)

Armament

Guns: 2x forward-firing 7.7 mm (0.303 in) Type 97 aircraft machine guns in the forward fuselage upper decking +
1x 7.7 mm (0.303 in) Type 92 machine gun on a flexible mount in the rear cockpit

Bombs: 1x 250 kg (550 lb) under the fuselage and 2x 60 kg (130 lb) bombs under the wings



More improvements to the club





General characteristics

Crew: 1

Length: 9.06 m (29 ft 9 in)

Wingspan: 12 m (39 ft 4 in)

Height: 3.05 m (10 ft 0 in)

Wing area: 22.44 m² (241.5 sq ft)

Aspect ratio: 6.4

Airfoil: **root:** MAC118 or NACA 2315; **tip:** MAC118 or NACA 3309^[155]

Empty weight: 1,680 kg (3,704 lb)

Gross weight: 2,796 kg (6,164 lb)

Max takeoff weight: 2,796 kg (6,164 lb)

Fuel capacity: 518 L (137 US gal; 114 imp gal) internal + 1 × 330 L (87 US gal; 73 imp gal) drop tank

Powerplant: 1 × Nakajima NK1C Sakae-12 14-cylinder air-cooled radial piston engine, 700 kW (940 hp) for take-off

710 kW (950 hp) at 4,200 m (13,800 ft)

Propellers: 3-bladed Sumitomo-Hamilton constant-speed propeller

Performance

Maximum speed: 533 km/h (331 mph, 288 kn) at 4,550 m (14,930 ft)

Cruise speed: 333 km/h (207 mph, 180 kn)

Never exceed speed: 600 km/h (370 mph, 320 kn)

Range: 1,870 km (1,160 mi, 1,010 nmi)

Ferry range: 3,102 km (1,927 mi, 1,675 nmi)

Service ceiling: 10,000 m (33,000 ft)

Rate of climb: 15.7 m/s (3,090 ft/min)

Time to altitude: 6,000 m (20,000 ft) in 7 minutes 27 seconds

Wing loading: 107.4 kg/m² (22.0 lb/sq ft)

Power/mass: 0.254 kW/kg (0.155 hp/lb)

Armament



Guns:

ammunition

2 × 7.7 mm (0.303 in) Type 97 aircraft machine guns in the engine cowling, with 500 rounds per gun.

2 × 20 mm (0.787 in) Type 99-1 Mk.3 cannon in the wings, with 60 rounds per gun.

Bombs:

2 × 60 kg (130 lb) bombs *or*

1 × fixed 250 kg (550 lb) bomb for kamikaze attacks

Divergence of trajectories between 7.7 mm and 20 mm