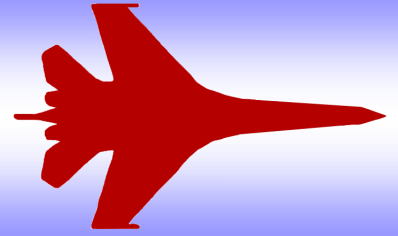


TRAC News



BOARD OF DIRECTORS

President

Steve Watson
(813) 965-8746
sw543402@gmail.com

Vice-President

Dale Harwell
(813) 624-1267

Secretary

Devin Allen
(813) 731-4702
F4phantomii@verizon.net

Treasurer

Tim Haas
626 Penn National RD.
Seffner, FL 33584
(813) 924-3269
treasurer@tractampa.com

Director

Bob Boetger
(813) 781-6246
rpboetger@gmail.com

Vince Cesario
(813) 621-2542
bigbeautifuldoll@hotmail.com

Newsletter Editor

John Heald
813-689-5020
jheald@tampabay.rr.com

TRACTampa.com

December 2025 Issue

Presidents Comments

I would like to thank everyone that attended the November open house. We managed to raise \$800 for Metropolitan Ministry. I deeply appreciate your generosity and support, which helps us to continue our mission. Thank you James Chambers for dropping off the donation.

Swap meet December 6th,

Dig out your unwanted RC items and join us on December 6th for our annual "fall" swap meet. We will have a auction around 10am for those items that did not sell.

Gate will be open at 7am.

Safe Flying
Steve Watson

Upcoming Events

TRAC - Swap Meet at Field, Saturday, December 6, at 7:00AM

TRAC - Club Meeting at Field, Saturday, December 13, at 11:00AM

TRAC - Club Meeting at Field, Saturday, January 10, at 11:00AM

TRAC - Club Meeting at Field, Saturday, February 14, at 11:00AM

TRAC - Club Meeting at Field, Saturday, March 14, at 11:00AM

TRAC MINUTES

November 8, 2025

Meeting Call to Order

Meeting called to order by President Steve Watson at 10:54 a.m. with 25 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	\$ 984.97
Expenses	\$ 723.85
Closing Balance	\$ XXXX
Runway Fund	\$ 2310.00

New Members/New Pilots

Chris Lynch welcome to the club

Safety block

Watch the no fly zone especially the guys flying jets

Old Business

November 22 Open house starts at 9:00 am \$5 a plate we need volunteers to cook, Harry will setup tables, Bill will pull chairs and grills out. Bring a covered dish and a donation for Metropolitan Ministries. Club will provide Burgers, Hot Dogs, and Drinks. We will also have a raffle for a gift basket.

Club Officers were elected:

President Steve Watson
Vice president Bill Goucher
Secretary Devin Allen
Treasurer Tim Haas
Director Vince Cesario
Website John Heald

New Business

When a new member gets the gate code they will be instructed of the rules and the no fly zone
We need another contest director the club will pay for the fee
Hobby Town is unable to provide members any discounts because they are running on razor thin margins
Dec 6. Swap meet we will be holding an auction look for the flyer to be posted soon

The cost of indoor flying has been lowered to \$20 per period

Show-and-Tell:

N/A

Adjournment 11:20 am

Martin B-26 Marauder



The **Martin B-26 Marauder** was an American twin-engined medium bomber that saw extensive service during World War II. The B-26 was built at two locations: Baltimore, Maryland, and Omaha, Nebraska, by the Glenn L. Martin Company.

First used in the Pacific Theater of World War II in early 1942, it was also used in the Mediterranean Theater and in the European Theater from bases in England and, following D-Day, on the European continent providing tactical support to advancing Allied troops.

After entering service with the United States Army aviation units, the aircraft quickly received the reputation of a "widowmaker" due to the early models' high accident rate during takeoffs and landings. This was because the Marauder had to be flown at precise airspeeds, particularly on final runway approach or when one engine was out. The unusually high 150 mph (241 km/h) speed on short final runway approach was intimidating to many pilots who were used to much slower approach speeds, and when they slowed to speeds below those stipulated in the manual, the aircraft would often stall and crash.^[2]

The B-26 became a safer aircraft once crews were retrained, and after aerodynamics modifications (an increase of wing-span and wing angle-of-incidence to give better takeoff performance, and a larger vertical stabilizer and rudder).^[3] The Marauder ended World War II with the lowest loss rate of any U.S. Army Air Forces bomber.^[4]

The B-26's relatively small wing area and resulting high wing loading required a high landing speed of 120 to 135 mph (193 to 217 km/h) indicated airspeed depending on load. At least two of the earliest B-26s suffered hard landings and damage to the main landing gear, engine mounts, propellers, and fuselage. The type was grounded briefly in April 1941^[10] to investigate the landing difficulties. Two causes were found: insufficient landing speed (producing a stall) and improper weight distribution. The latter was due to the lack of a dorsal turret; the Martin power turret was not yet ready. The Martin B-26 suffered only two fatal accidents during its first year of flight, from November 1940 to November 1941—a crash shortly after takeoff near Martin's Middle River plant in Maryland (cause unknown, but engine malfunction strongly suggested) and the loss of a 38th Bombardment Group B-26 when its vertical stabilizer and rudder separated from the aircraft at altitude (cause unknown, but the accident report discussed the possibility that a canopy hatch broke off and struck the vertical stabilizer).

As pilots were trained quickly for the war, relatively inexperienced pilots entered the cockpit and the accident rate increased. This occurred at the same time as more experienced B-26 pilots of the 22nd, 38th, and 42nd Bombardment Groups were proving the merits of the bomber.

For a time in 1942, pilots in training believed that the B-26 could not be flown on one engine. This was disproved by several experienced pilots, including Colonel Jimmy Doolittle, who flew demonstration flights at MacDill Army Air Field, which featured takeoffs and landings with only one engine. Also, 17 Women Airforce Service Pilots were trained to demonstrate the B-26, in an attempt to "shame" male pilots into the air.^[11]

In 1942, aviation pioneer and company founder Glenn L. Martin was called before the Senate Special Committee to Investigate the National Defense Program, (or also known as the "Truman Committee"), which was investigating defense contracting abuses. Senator Harry S Truman of Missouri, the committee chairman (and future Vice President and 33rd President of the United States in 1945–

1953), asked Martin why the B-26 had problems. Martin responded that the wings were too short. Senator Truman curtly asked why the wings had not been changed. When Martin replied that the plans were too close to completion, and his company already had the contract, Truman's testy response was quick and to the point: In that case, the contract would be canceled. Martin corrected the wings.^[12] (By February 1943, the newest model aircraft, the B-26B-10, had an additional 6 feet (1.8 m) of wingspan, plus uprated engines, more armor, and larger guns.)^[13] Indeed, the regularity of crashes by pilots training at MacDill Field—up to 15 in one 30-day period—led to the exaggerated catchphrase, "One a day in Tampa Bay".^[14] Apart from accidents occurring over land, 13 Marauders ditched in Tampa Bay in the 14 months between 5 August 1942 and 8 October 1943.^[14]

B-26 crews gave the aircraft the nickname "Widowmaker".^[6] Other colorful nicknames included "Martin Murderer", "Flying Coffin", "B-Dash-Crash", "Flying Prostitute" (so-named because it was so fast and had "no visible means of support", referring to its small wings) and "Baltimore Whore" (a reference to the city where Martin was based).^[15]

The B-26 is stated by the 9th Air Force to have had the lowest combat loss rate of any US aircraft used during the war. Nevertheless, it remained a challenging aircraft to fly and continued to be disliked by some of its pilots throughout its military career. In 1944, in answer to many pilots complaining to the press and their relatives back home, the USAAF and Martin took the unusual step during war of commissioning large articles to be placed in various popular publications to educate the public and defend the flying/accident record of the B-26 against "slanders". One of the longest of these articles was in the May 1944 issue of Popular Mechanics.^[8]

General characteristics

Crew: 7: (2 pilots, bombardier/radio operator, navigator/radio operator, 3 gunners)

Length: 58 ft 3 in (17.75 m)

Wingspan: 71 ft 0 in (21.64 m)

Height: 21 ft 6 in (6.55 m)

Wing area: 658 sq ft (61.1 m²)

Airfoil: **root:** NACA 0017-64; **tip:** NACA 0010-64^[65]

Empty weight: 24,000 lb (10,886 kg)

Gross weight: 37,000 lb (16,783 kg)

Powerplant: 2 × Pratt & Whitney R-2800-43 Double Wasp 18-cylinder radial piston engines, 2,000–2,200 hp (1,500–1,600 kW) each

Propellers: 4-bladed constant-speed feathering propellers

Performance

Maximum speed: 287 mph (462 km/h, 249 kn) at 5,000 feet (1,500 m)

Cruise speed: 216 mph (348 km/h, 188 kn)

Landing speed: 114 mph (99 kn; 183 km/h)

Combat range: 1,150 mi (1,850 km, 1,000 nmi) with 3,000 pounds (1,400 kg) bomb load and 1,153 US gal (4,365 L) of fuel

Ferry range: 2,850 mi (4,590 km, 2,480 nmi)

Service ceiling: 21,000 ft (6,400 m)

Rate of climb: 1,200 ft/min (6.1 m/s)

Power/mass: 0.10 hp/lb (0.16 kW/kg)

Armament

Guns: 11 × .50 in (12.7 mm) M2 Browning machine guns. One flexible in nose position, four fixed in blisters on fuselage (fired by the pilot), two in dorsal turret, two in tail turret, one each in port and starboard lower waist positions

Bombs: Up to 4,000 lb (1,800 kg)



Open House

