TRAC News

June2025 Issue

Hope you made it out to the Warbird event. I would like to thank everyone for making it a success! We had 23 registered pilots . Many spectators. Will share more details at the meeting .

Heli event Sept 27th

We will need volunteers if you're interested. Please contact me or grab me at the club meeting on June 14th.

Hydration

I would like to share with you my favorite drink that works for me it's pink Himalayan salt mixed with water. Add one part pink Himalayan salt (the big, chunky rock salt kind) to a glass jar with a lid. Add four parts water.
You can find pink Himalayan salt at
Walmart ,CVS ,Publix

Safe Flying
Steve Watson

Upcoming Events

TRAC **- Club Meeting at Field, Saturday, June 14, at 11:00AM**
TRAC **- Club Meeting at Field, Saturday, July 12, at 11:00AM**
TRAC **- Club Meeting at Field, Saturday, August 9, at 11:00AM**
TRAC **- Club Meeting at Field, Saturday, September 13, at 11:00AM**
TRAC **- Heli Event at Field, Saturday, September 27, at 08:00AM**
TRAC **- Club Meeting at Field, Saturday, October 11, at 11:00AM**

TRAC MINUTES

May 10, 2025

Meeting Call to Order

Meeting called to order by Pres. Steve Watson at 10:59 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	$ 1135.41
Expenses	$ 172.17
Closing Balance	$ XXXX
Runway Fund	$ 1720

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

New Members/New Pilots

Jude Curtis and Kevin Burgess have gotten their wings

Safety block

It's hot out there make sure you stay hydrated

Old Business

Hats and Turvis' are being sold by Rhonda look for them at the next meet

New Business

Helicopter event is in the planning stages and is set for September 27th, food and drinks will be served.

Show-and-Tell:

Canon Cramer showed off his E-Flite 80mm F-16

Adjournment

11:27 am

Vought OS2U Kingfisher

The **Vought OS2U Kingfisher** is an American catapult-launched observation floatplane. It was a compact mid-wing monoplane, with a large central float and small stabilizing floats. Performance was modest because of its low-powered engine. The OS2U could also operate on fixed, wheeled, taildragger landing gear. The OS2U was the main shipboard observation seaplane used by the United States Navy during World War II, and 1,519 of the aircraft were built.[*citation needed*] It served on battleships and cruisers of the U.S. Navy, with the United States Marine Corps in Marine Scouting Squadron Three (VMS-3), with the United States Coast Guard at coastal air stations; at sea with the Fleet Air Arm of the Royal Navy; with the Soviet Navy; and with the Royal Australian Air Force.

In the late 1930s, Vought engineer Rex Beisel was tasked with designing an observation monoplane aircraft for the U.S. Navy suitable for many tasks, including directing battleship fire. In replacing the standard biplane observation aircraft with a more modern monoplane design, Beisel incorporated innovations making it the first production type to be assembled with spot welding, a process Vought and the Naval Aircraft Factory jointly developed to create a smooth fuselage that resisted buckling and generated less drag. Beisel also introduced high-lift devices and spoilers. In a unique arrangement, deflector plate flaps and drooping ailerons were located on the trailing edge of the wing to increase the camber of the wing and thus create additional lift.[1] Beisel's first prototype flew in 1938, powered by an air-cooled, 450 hp (340 kW) Pratt & Whitney R-985-4 Wasp Junior radial engine.[1]

For combat missions, the pilot had a 0.30 in (7.62 mm) Browning M1919 machine gun, the receiver mounted low in the right front cockpit, firing between the engine cylinder heads, while the radio operator/gunner manned another 0.30 in (7.62 mm) machine gun (or a pair) on a flexible Scarff ring mount. The aircraft could also carry two 100 lb (45 kg) bombs or two 325 lb (147 kg) depth charges.[1][2] Additionally, the "Kingfisher", as it was designated, served as a trainer in both its floatplane and landplane configurations.[3]

The Kingfisher was widely used as a shipboard, catapult-launched scout plane on U.S. Navy battleships, heavy cruisers, and light cruisers during World War II and played a major role in support of shore bombardments and air-sea rescue. Two examples showing the plane's rescue capabilities include the recovery of World War I ace Eddie Rickenbacker and his crew from the Pacific in November 1942[5] and Lieutenant John A. Burns' unique use of the aircraft on 30 April 1944 to taxi airmen rescued from Truk Lagoon to the submarine *Tang*, which was serving rescue duty near the atoll. In all, Burns rescued ten survivors on two trips[6] and was awarded the Navy Cross for his efforts.

Throughout its U.S. Navy service, the OS2U and even its predecessor, the Curtiss SOC Seagull, served much longer than planned, as the planned successor, the Curtiss SO3C Seamew, suffered from an insufficiently powerful engine which was a complete failure.[9] The OS2U was only slowly replaced in the latter stages of World War II with the introduction of the Curtiss SC Seahawk, the first examples reaching the U.S. Navy in October 1944.[10]

General characteristics

Crew: 2
Length: 33 ft 7.2 in (10.241 m)
Wingspan: 35 ft 10.7 in (10.940 m)
Height: 14 ft 8 in (4.47 m)
Wing area: 261.9 sq ft (24.33 m^2)
Airfoil: root: NACA 23015; **tip:** NACA 23009[24]
Empty weight: 3,335 lb (1,513 kg)
Gross weight: 4,980 lb (2,259 kg)
Max takeoff weight: 6,000 lb (2,722 kg)
Fuel capacity: 144 US gal (120 imp gal; 545 L) in an integral wing tank
Powerplant: 1 × Pratt & Whitney R-985-AN2 Wasp Junior 9-cylinder air-cooled radial piston engine, 450 hp (340 kW) for take-off
400 hp (300 kW) at 5,000 ft (1,500 m)
Propellers: 2-bladed Hamilton Standard constant-speed propeller

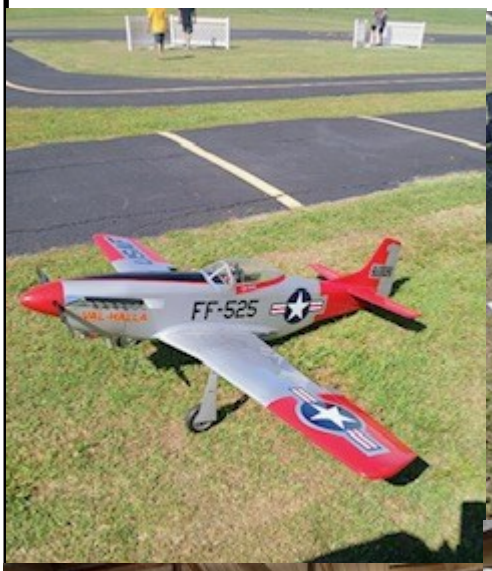
Performance

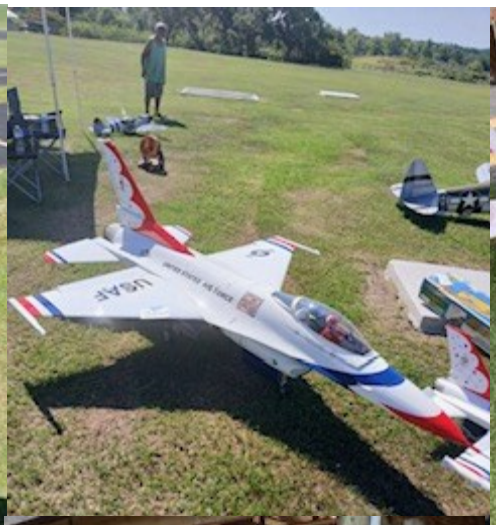
Maximum speed: 171 mph (275 km/h, 149 kn) at 5,000 ft (1,500 m)
Cruise speed: 152 mph (245 km/h, 132 kn) with 75% power at 6,000 ft (1,800 m)
Landing speed: 55 mph (48 kn; 89 km/h)
Range: 908 mi (1,461 km, 789 nmi) with 75% power at 6,000 ft (1,800 m)
Service ceiling: 18,200 ft (5,500 m)
Rate of climb: 960 ft/min (4.9 m/s) at 4,000 ft (1,200 m)
Wing loading: 19 lb/sq ft (93 kg/m^2)
Power/mass: 0.08 hp/lb (0.13 kW/kg)

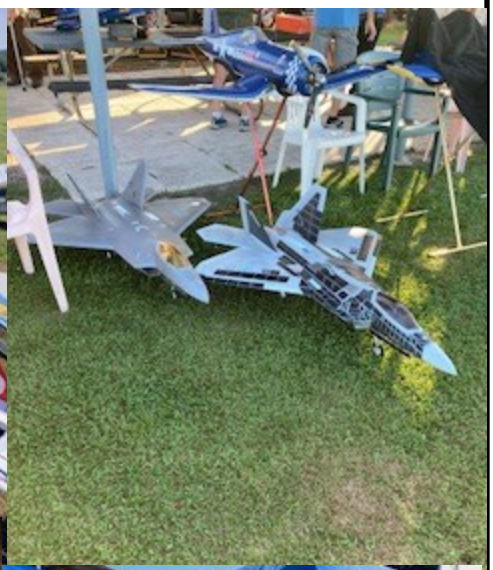
Armament

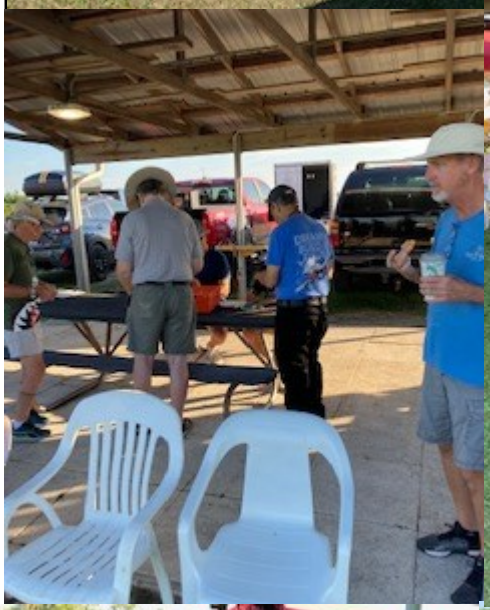
Guns: One fixed, forward firing .30 in (7.62 mm) M1919 Browning machine gun with 500 rounds and one .30 in (7.62 mm) M1919 Browning machine gun with 600 rounds, flexibly mounted for the observer.
Bombs: 650 lb (295 kg) of bombs or depth charges.[2]

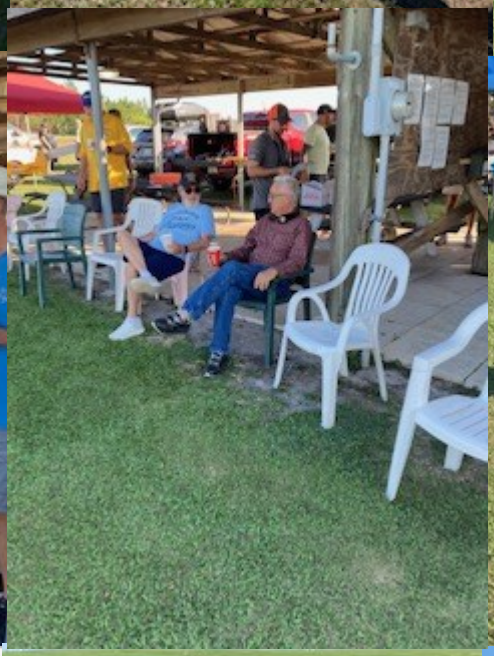
Warbird Event

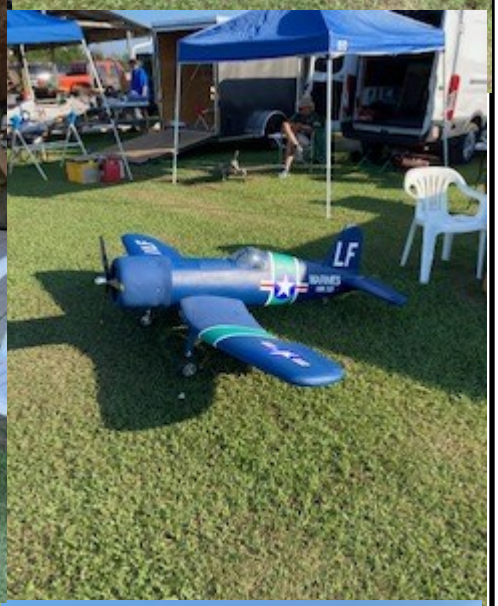


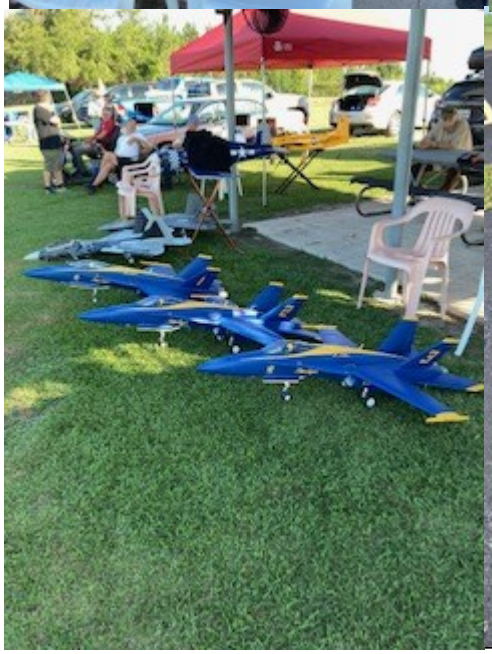


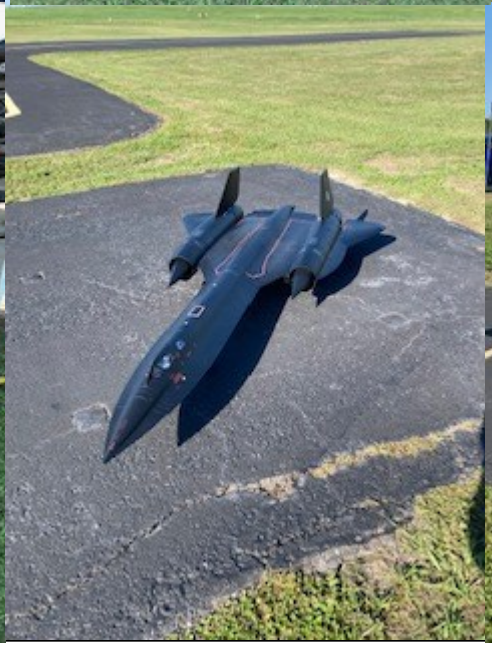


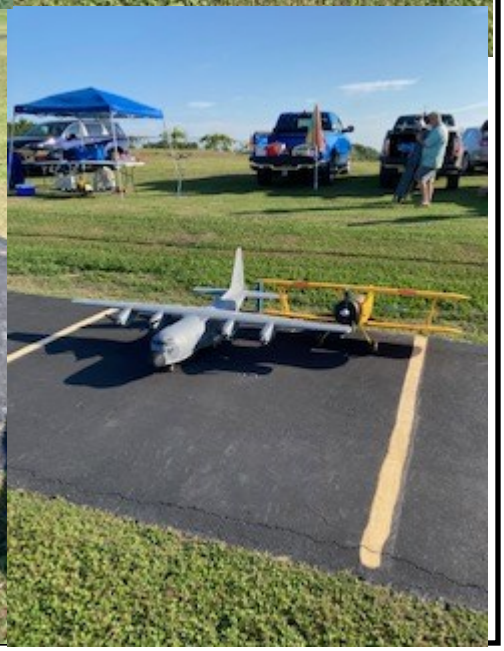












WARBIRD

AMA Sanctioned Event # 17865

Date: May 24th 2025

Location: **TRAC** flying field in Seffner, Florida.

Sign up as early as 8:30 a.m. - Pilot's Briefing at 9:00 a.m.

Flying begins at 9:30 a.m. and continues as long as we have planes to fly!

Food will be available on site.

There will be a pilot fee of $15 per entry for this event that includes food or $10 spectator fee for food

A "Warbird" aircraft is defined a as a model of any aircraft used for military purposes by any country at any time. It must be a scale, or semi-scale rendering, recognizable as such, and marked accordingly. Any prototype offered to the military, but not accepted, would also fall into the category of a "Warbird". It cannot be a model of any aircraft made to look like a "Warbird" simply by applying military markings to it. Got it? ***Let's Roll!***

For info: Contest Director Vince Cesario 813-240-9544

Find out about **TRAC** and a map at http://www.trac_tampa.homestead.com/

DIRECTIONS TO THE FIELD

The field is located at 7208 Taylor Rd, just north of Interstate 4, off 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. Look for the **TRAC** sign. (Field is just past Bing Park). GPS coordinates N 28 01.061' W 082 17.622'