

# The Tale Spinner

An AMA Gold Leader Club

Web Site: [www.sundancersrc.org](http://www.sundancersrc.org)

June/July 2006

A Publication of the Sun Dancers Radio Control Club of Port St. Lucie, Florida. AMA Charter Club 2375



## PRESIDENT'S MESSAGE

There is no message from the President this month.

### LEO FRING

Our good friend and fellow Sun Dancer, Leo Fring, 82, passed away on Tuesday June 27 after a long battle with cancer.

Leo was a bomber pilot in WWII and retired from The New York Telephone Co. He was a charter member of the Sun Dancers and the first Treasurer of the Club.

Leo is best known for his yellow Telemaster that he loved to practice landings and takeoffs with. We will miss him, he was a real gentleman.

A service for Leo will be held at the Aycock Funeral Home 6026 N US-1 Ft. Pierce at 2:00 Sunday July 2nd.

### AGENDA FOR SEPTEMBER MEETING

Regular meeting September 7, 2006

Call to order, 7:30 PM  
Secretary's report (vote approval)  
Treasurer's report (vote approval)  
PAL Program Status Report  
Field Search Status Report  
Presidents comments  
Old business  
New business  
Show and Tell  
Adjourn

### SUN DANCERS R/C CLUB

PORT ST. LUCIE, FLORIDA

#### CLUB OFFICERS

President Chris Costantino 215-2530  
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Treasurer Ken Bridges 201-5509  
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Walt Swentzell 465-4454  
Vinny Giuffre 336-1154  
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#### FIELD MARSHALS

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Walt Swentzell T,Th,Sat. 465-4454  
Bill Squillace Sun. 971-9100

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Larry Olsen 879-1827  
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Rusty Peiper 461-9828

#### T-SHIRT & HATS

Pat Buzzeo 336-7327

#### MEMBERSHIP CHAIRMAN

Ken Bridges 201-5509

### SUN DANCERS FIELD SEARCH

On Thursday June 22, Vern Gillespie and Walt Swentzell had a meeting with the City of Port St. Lucie officials Don Cooper, city manager, Jerry Bentrrott, assistant city manager, and Chuck Proulx, director of parks and recreation. We were prepared to ask for a flying site at the new waste treatment plant area. Our plans were rejected by Don Cooper who said that the land would be used by the city for future industrial expansion. However Mr. Cooper presented us with an aerial photo of a city owned site that might be used for our flying site. We said we would look at the site and report the feasibility of using it for our flying.

On June 23 Vern, Walt and Ken Bridges inspected the site. We will report to the board and membership. At first look, the site is a big clear area with a very large lake (perfect for float flying) and high ground with a crown that would allow water runoff. The area has retention ponds for runoff water and a pumping station. The board will have to decide to accept this area and then

Continued on page 6.  
(See pictures on page three)

# Regular Meeting Minutes

**Date of Meeting:** Thursday, June 1, 2006

**Place of Meeting:** IRCC, Fort Pierce, FL

**Time of Meeting:** 7:30 PM

**Number of Members present:** 18 including 2 Officers and 2 Board Members.

**Meeting called to order by:** Secretary, Vernon Gillespie

**Secretary's Report:** Minutes of regular meeting of May 4, 2006 were approved as read.

**Treasurer's Report:** Treasurer's report of April 1 to April 30, 2006 was approved as published in previous newsletter. A verbal update on May expenses, income and balance was provided. Balance at the end of May was \$30,433.45.

**Vice Presidents Report:** No Report

**Field Report:** Midway field remains in good flying condition. Repair Activity to the flight line fences and pilot stations has been completed and looks great.

**Field Search Status Report:** Nothing really new. Letter being drafted to send to City of Port St. Lucie Mayor and Council Members to express our desire to remain at our present field or have assurance of relocation.

**President's Comments:** No Comments

**Old Business:** The PAL Program is moving along well. One student, David Kennedy, has completed and successfully flown his aircraft. His solo flight is expected soon. We hope to use this occasion to promote in the local media the PAL program and our support of this activity.

A motion was made and seconded to suspend the club meetings for the months of July and August 2006. Discussion and vote on this motion was held. **The motion passed.**

**New Business: The War Bird Event** is scheduled for **December 2 and 3, 2006.** **The Big Bird Event** is scheduled for **March 24 and 25, 2007.**

**Board of Directors meeting was held May 31, 2006.**

Separate minutes for this meeting will be included in the next newsletter.

The **Next Meeting** is scheduled for **September 7, 2006**

**Show and Tell Presentation:** Tobe Kallner (Squirt 700) and Carl Saporiti (J-3 Cub) presented their aircraft. Details will be listed in the next newsletter.

The 50/50 Raffle was held. D. McCune pocketed 50% of the amount, while Carl Saporiti, by drawing, was awarded the other 50% of the monies.

The meeting was adjourned at 8:10 PM.

Submitted by Vern Gillespie  
Club Secretary

## SUNDANCER SHIRTS, HATS & LICENSE PLATES

Shirts Available in  
Small, Large, X Large, XX Large and XXX  
Large  
Shirts \$10  
Hats \$15  
License Plates \$5

**CONTACT: Pat Buzzeo**

**772-336-7327**

## TREASURER'S REPORT May 1 to May 31, 2006

**Bank balance as of 4/30/2006** **\$31069.08**

### Income

Membership Dues		
To General Fund	\$ 165.00	
To Field Fund	\$ 60.00	
Shirts and Hats	<u>\$140.00</u>	
Total	\$ 365.00	<b>\$ 365.00</b>

### Expenses

Grass cutting	\$247.50	
Storage Locker	\$ 45.79	
New Fence Material	\$ 561.56	
Gas Grill Parts	\$ 12.27	
Portable Toilet	<u>\$ 133.51</u>	
Total	\$ 1000.63	<b>\$ 1000.63</b>

### Account Balances 5/31/06

General Fund	\$ 12159.16	
Field Fund	<u>\$ 18274.29</u>	
Total	\$ 30433.45	

**Bank balance as of 5/31/06** **\$30433.45**

## Board of Directors Meeting Minutes

**Date of Meeting:** May 31, 2006

**Place of Meeting:** Johnny's Restaurant, Port Saint Lucie, FL

**Time of Meeting:** 6:30 PM

**Number of Members present:** Six of eight. Chris Costantino, Ken Bridges, Vern Gillespie, Vinny Giuffre, Bill Squillace and Walt Swentzell

**Meeting called to order by:** President Chris Costantino

**Secretary's Report:** Minutes from the last meeting were approved as read.

**Treasurer's Report:** No Report.

**Old Business:** Van Huntman is finalizing the safety rules and sign-off policies for "new flyers". The revised rules were not available at this meeting. We plan to have the rules ready for the next board meeting to review and implement.

**New Business:** The Big Bird Event is scheduled for **March 24 and 25, 2007.**

Slight revisions to the Midway Field rules were approved and will be posted. The revisions mainly have to do with the helicopter flying area.

We will also post the AMA Safety Rules for 2006 at the flying field.

Walt Swentzell gave a complete update on the field search activities. He included options for flying site locations at the Sewage Treatment Facility to present to the City for reconsideration. A letter has been drafted for submission to the Mayor, City Manager and Council Members of the City of Port Saint Lucie renewing our efforts to secure a flying field.

**Events discussed for Year 2006 include the following:**

The War Bird Event is scheduled for **December 2 and 3, 2006.**

The **Next Meeting** has not been scheduled.

The meeting was adjourned at 8:00 PM.

Submitted by Vernon Gillespie, Club Secretary

## POTENTIAL NEW FLYING SITE NEAR GREEN RIVER PARKWAY



View standing on north end of strip facing East



View standing on North end of strip facing South



View standing in center of strip facing South



View of lake from Green River Parkway. Would be excellent float flying site.

# The Snowbird

Hi Sundancers,

I'm reading the June Issue of Model Aviation and on page 66 in the upper left hand corner is a picture of a very beautiful British Westland Whirlwind of World War II fame built by John M. Smith from Pennsylvania from Walt Moucha plans.

Having the honor of being the announcer for the Warbird rally this passed year and for the Big Bird rally for a number of years I have watched Walt and many others display their planes on the ground and in the air and meeting them up close and personal and in all of that time I never connected Walt Moucha, our Walt, with the seller of model airplane plans.

I e-mailed Larry Olsen and asked him if the Walt Moucha selling plans was "our" Walt? I really thought it was because how many Walt Moucha's could there be and Larry answered back confirming that he was.

Larry went on to say that he remembered Walt and his father entering the Empire State Championship scale and pattern contest in the seventies and were also in the World Championships and came in second one year.

Isn't this a great hobby and club? YES.



Pictured above is an Ultrafly® Furious 3D foamy biplane and I'm showing it to you because this particular plane no longer exists. At least it is no longer in my posses-

sion. This is a tale of woulda, shoulda and coulda or "Do as I say and not what I do" tale.

This plane had all of the latest and greatest electrical equipment including an Outrunner motor, 25 amp ESP, Li-Po batteries, miniature dual ball bearing servos and a six channel Polk's Hobby Seeker III receiver.

It was a nice sunny Saturday, June the Third but a pretty good breeze out of the North. I felt the wind in my face and decided that the foamy could at least hold it's own. Bad decision #1. The Furious was sat on the ground facing the wind and I throttled up and the plane was "flying" in like three feet. Now I'm about to make bad decision #2 because I decided that I could trim the plane out and still get in a flight. I fought the plane and it was going into the trees if I couldn't get control so I tried for another four or five seconds and this is where I made my final bad decision. Instead of just giving up and chopping the throttle and let nature take it's course I kept trying to bring it back and asking those with better eyes what the plane was doing and that didn't work at all so I finally chopped the throttle. Two minutes to late as it were.

The consensus of opinion was that the plane came down probably a quarter or more mile away in a densely wooded nature area, the area I originally tried to avoid and causing this tale of woe, and we drove over to the nature center in hopes that it might be spotted by some hikers and eventually we might get the plane back? But I don't hold high hopes!

Why am I telling you this? Because you won't live long enough to make all of the mistakes and ,hopefully, this story of bad decisions will keep you from making them too.

Jack DeLisle

**MONDAY, WEDNESDAY, FRIDAY  
GANG, AKA the flying B.B.Q's  
By Al Chiaverini**

Received a phone call from Chuck Giaccone one of our members who also lives in Georgia. Chuck flies up there and told me he met a farmer next to their airfield. When you fly over his property, his son shoots at your plane. It's time to look for a new flying field Chuck.!

The first Friday of the month we had a hot dog fest which was paid for by Norm Grieve. He treated his fellow fliers to a nice lunch. It was his farewell till next year, upon his return to his home in Michigan. Norm is an early bird he Charlie and Chris are always competing as to who got in the first flight of the day.

Frank DiGiano is also heading back home to the North Country. We will miss both of you and we wish all of our fellow snowbird members safe trips back home.

Well what can you say, it's something I don't like to put in the news letter, but Doc Bridges was flying his B-25 and something went wrong, one engine stalled and the wing came off. I'm not sure how or why but it crashed. I don't think anyone can say what the cause really was.

It's been a slow week not too many flyers but some beautiful weather and great conditions helps to really enjoy our hobby.

Vinnie Rosato is in New York celebrating his 70+ birthday with family and friends. Vin you gave a chubby guy a great looking hat. He was at the field flying his p-51 but he wasn't wearing that hat.

During our relaxing time some of our group are getting that urge to build. They are trying to make up their minds on their next summer project.

I've submitted this column early as I will be in Alaska on vacation.

Safe landings to all.

*Al Chiaverini*

**THE SATURDAY AFTERNOON  
GANG  
By Rusty Pieper**

Greetings from the Saturday Afternoon Guys:

I think everyone will agree, the heat is on. It has been hot in the afternoons with little wind. Activity has been slow this month. I guess swimming pools and staying in the air conditioning is more enticing this time of year.

However, some of us are diehards, do or die modelers and nothing is going to stop us from flying. One such person is Byron Hoganson. He brought out a new 3-D plane called the Herrier. It came from Horizon Hobbies. It has an OS-46 engine and flew well. It has large control surfaces and was tempting fate, but made its maiden voyage.

I was able to revisit my engine problem with my Phaeton 90 and Saito 150. The engine has an 's' stamped on the mounting lug. I found on the net (reportedly) that this means the engine has higher compression and was made for low nitro fuel. This is why my 30% heli fuel was detonating. I tried 15% fuel and it purrs like a kitten now. I really like the way the plane flies too. I had an offer to buy the plane, but can't part with it....It's a keeper.

I am checking into having another tailgate swap meet. I checked with Mahogany Row (Walt, George and Larry) and they said it would be okay. I want to have it advertised in the AMA magazine to get higher attendance. Please gather up all the items you don't want anymore and come participate. I'll let you know more next month.

I am saying this in jest even though it is true. It seems funny to me that some planes spend more time hovering in the middle of the field than the helicopters do.

My tip of the month comes from a problem somebody had with extending a needle valve on a cowled engine. I save the brass flexible throttle pushrod for this exact purpose. If you tin (solder) the tips of a cut length of this material, you can tighten the needle valve set screw on one end and a wheel collar on the other end. This will allow you to adjust the needle valve and it won't vibrate loose like a piece of wire or allen key. You may have to grind the ends to make them round to fit, but it is worth the effort.

If you have a chance, please come out and fly with us.

*Rusty*

## TUESDAY-THURSDAY-SATURDAY GANG

By: Walt Swentzell and George White

Another month, and the full summer heat is here; at least the strong winds have decreased. We have been noticing an increase in non-members showing up on a regular basis at Midway, and some are quite argumentative about wanting to fly at OUR field and not joining the club. We all have to watch for this kind of behavior and approach these non-members to make them aware that the only guest status is AMA membership and 3 times to fly as a "sponsored" guest.

The PAL Program is going smoothly with David Kennedy now a member of the club, and Jeremy Malone has completed 7 landings and take-offs with no help from Larry. As Larry puts it, "He 's a smooth flier" so I'm sure we will see a lot more of him as soon as he completes his own plane.

As the heat of summer sinks in, a word of caution. This high heat and humidity takes a lot of engine workload so don't try to use too much of a propeller load on your engines as it makes them go over the edge in engine temperature and they quit leading to dead stick landings.

*George*

Sun Dancers Field Search (continued from page 1)

Notify the City. All interested members should look at the site.

Directions - From US - 1 Take Walton road East to the Green River Parkway. Turn right on the parkway and head South about a mile to the Martin County line. Looking to the right (West) you will see a large lake. The land on the West side of the lake is the potential flying site.

Directions to get on the site. - From Green River Parkway going South, turn right at Malaleuca. Go to Berkshire and turn left. Follow Berkshire South to the end at Blackwell. Turn left on Blackwell and drive past University Terrace. The next right is the entrance road. There is a vehicle gate, but you can walk in.

If you get lost, call me 465-4454 or 519-6879 (cell)

*Walt Swentzell*

(NOTE) The land is in Martin County but is owned by the City of Port St. Lucie.

## ADVERTISEMENTS

Ads are free for member's to buy, sell, trade model equipment, to buy something special or advertise a model service. Just call in or e-mail your ad to the editor. You must, however, notify the editor each month if you wish to continue your ad in the next month's newsletter, otherwise, it will be assumed that your item has been sold or located. Commercial ads will remain as a courtesy to our local area hobby vendors until they request otherwise. The local area code is 772.

**GB's Hobby Shop** – 460-2844 – 6839 South U.S. 1, PSL in the Lexington Shops 0.9 miles north of Prima Vista Blvd is a full line hobby shop with a full service shop.

**South Florida Hobbies** – 465-9441 – Hobby Shop – 2931 South US 1, South Fort Pierce. One block north of the railroad crossing and behind Pizza Hut.

**Walt Swentzell** - 465-4454 - Foam wing cores. Make wing kits.

**The Craft House Hobby Shop** – 683-0764 – Joyce Hart has a very well stocked hobby shop located at 1379 North Military Trail, West Palm Beach.

**Ricky Calero**—878-4602 HiTech Servos, Glue & Epoxy

**Rusty Peiper-332-7128** New ball bearings for model engines

## FOR SALE

**Doug Grant - 220-2833**

Great Planes Tiger Moth Biplane with a new OS91FS 4 cycle engine. Futaba CH-36 \$400.00

BVM Maverick with BVM-91 ducted fan engine.

The receiver is JR CH-41 Flown twice \$1200.00

BVM Bobcat XL with Jetcat 80 turbine, digital servos, JR PCM rec. on CH-41 All new \$7500.00

**Bill Klein - 336-0704** Bill has two model airplanes for sale. Both are ready to fly.

**Aeroteck P38** profile model, foam core with wood sheeting, 60" wingspan, 43" long. Twin Magnum XL .28 engines, Six servos, FM receiver, 6 volt (five cell) onboard battery. \$ 200.00

**Multiplex Space Scooter** all foam, electric motor, seven cell battery with charger, transmitter, receiver, servos. Complete as it came from the manufacturer. \$ 100.00

# Sun Dancers RC Club Midway Field Rules

## General

1. Every pilot must be a current member of the Academy of Model Aeronautics or a student of an AMA instructor and a member of Sun Dancers R/C Club or a guest of a club member. Guests are allowed three visits before joining the Club.
2. All flying is to be in accordance with AMA safety Code and these field rules and interpretation is the responsibility of the Field Safety Director(s).
3. Model plane flying shall be restricted to the hours between 7:00 a.m. and sundown on weekdays and Saturdays, and between 8:00 a.m. and sundown on Sundays and holidays.

## Field Safety

1. Flying is permitted over all areas of the field north of the flight line except over and behind the pit area.
2. All takeoffs must be from the runway except helicopters.
3. Pilots must advise all other pilots on the flight line of their intention of takeoff, landing, dead stick, loss of control, man of the field, all clear and etc.
4. All pilots are to operate their aircraft from one of the designated pilot positions.
5. If necessary, the pilot may stand behind the plane on the runway for takeoff. However, immediately after takeoff he must move behind the flight line to a designated pilot position.
6. A general direction of flight will be established that is parallel to the flight line. All takeoffs and landings shall be made in the direction of flight that has been established. In the event of severe cross winds exceptions may be made by announcing your intention to those that are currently flying but at no time be toward the pit/spectator area.
7. The first turn after takeoff shall be away from the flight line.
8. No more than four planes and two helicopters are allowed in the air at one time.
9. When flying, pilots must always keep themselves between the plane and the pit and spectators.
10. Planes must not be taxied in the pit area. The pilot or helper must have firm hold of the aircraft at any time the aircraft engine is operating behind the flight line.
11. Spectators must remain at least 25 feet behind the flight line.
12. Helicopter flying is to done from the helicopter flight stations located at the designated helicopter flying area. Only two helicopters in the air at one time are allowed in the helicopter flying area.
13. Helicopter practice hovering area is to be on the West Side (pond side) of the helicopter flight stations and slightly south of the access road.
14. Spotters/helpers are highly recommended while aircraft are flying.

## Frequency Control

1. All transmitters must be placed in the impound area at the frequency control board when the pilot arrives at the field. Make sure the switch is in the off position. All transmitters are to have flags denoting frequency channel and name of member easily visible.
2. Club Membership ID Cards must be placed in the frequency control board pockets for the frequency being used before turning the transmitter on. Guests must place their AMA Card in the pocket to use the frequency.
3. Frequency use is limited to 15 minutes when other members are waiting to fly on that frequency.
4. Look at other planes flying for unusual behavior when you turn on your transmitter. Shut it off if it is causing a problem and check for the cause.
5. If anyone causes a crash or a loss of a plane because of a rule violation, it shall be their responsibility to make restitution to the plane's owner. If the involved parties cannot reach an amicable resolution, the BOD will review the event and take appropriate action.

## Noise Control

1. Mufflers or tuned pipes are required on all engines .075ci and larger. Four-cycle engines meeting the 98 dbA limit are excepted. Applies to airplanes and helicopters.
2. A sound limit measured 9 feet downwind from the plane on the exhaust side with the engine running at full throttle shall not exceed 98 dbA. Any engine exceeding this must make appropriate modifications.
3. Breaking in engines is not allowed in the pit area. Engine adjustments in the pit area are limited. Engine break-in should be done at the East End of parking area near swale.

## SHOW AND TELL

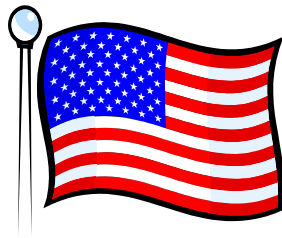


Carl Saporiti brought his recently completed J-3 Piper Cub from a Herr Engineering Kit. The wingspan is 48 in. and it weighs in at one and a half pounds. Power is from a Norvel .061 with a throttle.

Tobe Kallner showed us his Squirt - 700 from a Stevens Aero kit. It uses a surplus brushed motor that cost \$14.95. Building time 15 hours. Total cost with LiPo battery, servos and controller \$400. Very good flyer and trainer on three channels. Span 57", Weight 2 1/2 pounds.

# The Tale Spinner

237 SE Whitmore Drive  
Port St. Lucie, FL 34984



**NEXT MEETING - September 7, 2006 7:30 PM**

**KOBELGUARD STUDENT UNION BLDG., IRCC, FORT PIERCE**