

# The Tale Spinner

An AMA Gold Leader Club

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

March 2006

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



## SUN DANCERS R/C CLUB

PORT ST. LUCIE, FLORIDA

### CLUB OFFICERS

President Chris Costantino 215-2530  
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### T-SHIRT & HATS

Pat Buzzeo 336-7327

### MEMBERSHIP CHAIRMAN

Ken Bridges 201-5509

## PRESIDENT'S MESSAGE



Hello Sun Dancers,

April is upon us and Spring has sprung. There is not much new to report. Midway looks great and everyone has been doing a great job in helping out. As always we would love some input from the members both good or bad. I hope to see everyone out there and keep' em flying and remember to have fun..

*Chris*



**Big Bird Fly-In  
February 25, 2006**

## SUN DANCERS FUN-FLY APRIL 8, 2006 START TIME 9:00 AM

This is a club members only fun-fly with model plane games of both chance and skill. The games are designed to allow soloed pilots to test their skills and to enjoy the fun of competition. There will be prizes for the winners of the games.

The club will provide food and soda for all members and guests that come to fly and or watch the event, as long as the food lasts. A good time is planned for all who come.

Larry Olsen, CD

### AGENDA FOR MARCH MEETING

Regular meeting March 2, 2005

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

# Regular Meeting Minutes

**Date of Meeting:** Thursday, March 2, 2006

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

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

**Number of Members present:** 21 including 4 Officers and 3 Board Members

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

**Secretary's Report:** Minutes of regular meeting of February 9, 2005 were approved as read.

**Treasurer's Report:** Treasurer's report of January 1 to January 31, 2005 was approved as published in previous newsletter. A verbal update on February's expenses, income and balance was provided. This verbal update included the financial results of the Big Bird Event.

**Vice Presidents Report:** Our continued AMA Gold Leader Club status for 2006 was announced.

**Field Report:** Midway field remains in excellent condition.

**Field Search Status Report:** Walt Swentzell reported that he had received a call from Councilman Jack Kelly informing that at the moment no construction activity is planned for the land at the east end of our flying field. It was cautioned that that could change on a day by day basis.

**President's Comments:** Chris thanked those members who had worked at the Big Bird Event. He said that it was the "best club volunteer activity observed so far".

**Old Business:** The PAL Program is moving along well. Flight training and kit construction assistance continues on Saturday mornings at Midway Field. Some engines and other aircraft parts have been distributed to the participants.

Front license plates with the Club Logo have been ordered. They should be available in the next two weeks at a cost of \$5.00 each.

**New Business:** A motion was voted on to amend the By Laws. The motion is as follows: Amend Article III, E. 2 to read as follows:

Pay all bills up to **\$500.00** after authorization of two board members. Pay all bills between **\$500.00 and \$1000.00**

after authorization by any five board members. Pay all bills over **\$1000.00** after authorization by a majority vote of the membership at a regular or special meeting.

The motion passed.

**No Board of Directors meeting was held between Feb. 7 and March 2, 2006.**

**A Club Members Fun Fly will be held on April 8, 2006.** Larry Olsen, Walt Swentzell and George White will coordinate the event.

The Board of Directors agreed to see that local High Schools receive a free subscription to the AMA Publication "Model Aviation".

The **Next Meeting** is scheduled for **April 6, 2006**

**Show and Tell Presentation:** Charlie Fisher demonstrated a SIG, built from kit, Something Extra. Tobe Kallner presented Micro electric aircraft. Thanks to both presenters for demonstrating their efforts.

The 50/50 Raffle was held. Al Chiaverini pocketed 50% of the funds while the other 50% went to the Show and Tell presenter Charlie Fisher by drawing.

The meeting was adjourned at 8:15 PM.

Submitted by Vern Gillespie  
Club Secretary

## SUNDANCER SHIRTS & HATS

Shirts Available in  
Small, Large, X Large, XX Large and XXX  
Large  
Shirts \$10  
HATS \$15

**CONTACT: Pat Buzzeo**

**772-336-7327**

## TREASURER'S REPORT

### February 1 to February 31, 2006

**Bank balance as of 1/31/2006** **\$30824.94**

#### Income

Membership Dues		
To General Fund	\$ 665.00	
To Field Fund	\$ 160.00	
Big Bird Event	<u>\$3518.00</u>	
Total	\$4183.00	<b>\$4183.00</b>

#### Expenses

Grass cutting	\$270.00	
AMA Insurance & Fees	\$105.00	
Big Bird Expenses	\$3140.24	
Storage Locker	\$ 45.79	
Stamps	\$ 106.63	
Membership Printing	\$ 103.82	
Staples Supplies	\$ 94.97	
Field Maintenance	\$ 247.50	
PAL expense	<u>\$ 42.52</u>	
Total	\$4156.47	<b>\$4156.47</b>

#### Account Balances 2/28/06

General Fund	\$ 13117.18	
Field Fund	<u>\$ 17894.29</u>	
Total	\$ 31011.47	

**Bank balance as of 2/28/06** **\$31011.47**

## TREASURER'S REPORT

### BIG BIRD FLY-IN 2006

This report does not include some expenses that were paid in March and some income received in March for the Big Bird.

#### Income

Registration	\$ 540.00
Kitchen	\$ 927.00
Raffle	\$ 621.00
Parking	\$ 980.00
Cash advance returned	<u>\$ 450.00</u>
Total	\$3518.00

#### Expenses

Printing of Flyer (Jan. exp)	\$ 125.66
Startup Cash Advances	\$ 450.00
Event Makers (Tent, stoves, Tables, Chairs)	\$ 931.29
Sam's Club Food	\$ 871.18
City of PSL (Bleachers)	\$ 67.11
Craft House (prizes)	\$ 292.85
Raffle prizes	\$ 300.00
Roett's Trophies	<u>\$ 227.81</u>
Total	\$3265.90

## Fun-Fly Games for April 8

#### EVENT 1 - Team Taxi

A pylon is placed on the ground about 60 feet from a starting line. The pilot stands at the starting line with his back to the plane and pylon. His partner instructs the pilot how to taxi toward the pylon until the plane is past the pylon.. He then instructs the pilot to taxi around the pylon and back to the starting line. The lowest time wins. One engine restart is allowed. Time limit is 5 minutes. Lowest time wins.

#### EVENT 2 - Climb and Glide for Duration

Time starts when the wheels leave the ground. Climb for 30 seconds and shut the engine down. Verify shut-down by advancing the throttle. Glide to a landing. Time ends when the wheels touch the ground. The longest time wins.

#### Event 3 - Loops and Rolls

Time starts when the plane leaves the ground. The pilot then alternately performs three loops and three rolls (one loop followed by one roll etc.). When the last roll is complete, the pilot lands. Time ends when the wheels touch the ground. The lowest time wins.

#### Event 4 - Dice Rolls

The pilot sets up the plane and starting equipment in the starting box (three foot square box marked on side of the runway). The timer starts the clock and the pilot rolls a pair of dice. The pilot then starts the plane and takes off. When in the air, the pilot does loops equal to the number he rolled on the dice. The pilot lands and brings the plane back to the starting box. (taxi or carry) The pilot then rolls the dice again until he gets the original number again. The timer then stops the clock. Lowest time wins.

#### Event 5 - Prop Race

The plane with the prop removed is placed in the starting box (painted square on ground by pilot station) At the start of the clock, the pilot installs the prop and hand starts the engine. He then takes off and flies one circuit of the field (360 degree turn) and lands. He then taxis or carries the plane back to the starting box where the clock is stopped. Lowest time wins.

# Impressions

Well, we dogged the bullet Saturday and got rained out Sunday but to my way of thinking the Big Bird Rally of 2006 was a success.

Saturday was one of those Florida days when you can see it raining “over there” and it’s dry over here. It did rain for a bit about the middle of the morning and that did drive some spectators away but if they would have hung in they would have witnessed what I feel was the best noontime show that the Sun Dancers have been privileged to put on.

That show started out with Ivan Gutierrez flying Bob Alessi’s jet followed by Nick Defelici putting a helicopter through gyrations you have to see to believe, if then?

It didn’t end there though because then we got to see a whole squadron of war birds including two Stuka dive bombers, a couple of Thunderbolts, three or four P-51,s ( I lost count ) three Japanese Zeros and , and one of my favorites, A big beautiful Corsair. So the sky was literally filled with war birds. I was so busy looking at them that I missed one “hard” landing. I didn’t say crash because that P-51 will live to fly again.

Still not enough? It was time for the big acrobats to do their thing and they did. We had President Chris Costantino, Ivan Gutierrez and one other great flyer who shall remain nameless because I didn’t get his name. Sorry about that! With three planes up there doing torque rolls, walls and waterfalls and some maneuvers I don’t have the names of it made for 15 minutes of eye popping entertainment.

There were 42 or 43 Big Bird flyers registered and the biggest bird there was a half scale Christian Eagle and just the sight and sound of that bird would have been enough to satisfy a crowd of spectators if they hadn’t seen the previous flyers. Great

stuff.

This was “just” the halftime show because in addition to that we had planes in the air almost all of the time and one of the highlights to me also was the gaggle of six or seven ( lost count again) PT-19’s in their army Yellow and Blue colors and the lone Pt-22 done up in shiny aluminum all flying in loose formation. Another sight to see..

My favorite plane there? Gonna have to declare a tie between Doc Bridges BIG Zero and the Corsair.

The Sun Dancers and their chief cook and bottle washers again manned the food concession and if you didn’t have a cheeseburger, soda and chips you missed out. And by the way, if you were a volunteer worker, the food, coffee , water, soda pop was free. I asked for a Filet Mignon but they just laughed at me? Can’t have everything.

I don’t know who garnered up all of the pilot prizes, workers prizes and raffle prizes but they did more than justice to those items. Toby Kallner and Walt Swentzell manned the raffle booth so I’m going to give them the credit. Notice I said pilot, workers and raffle? Since we got rained out Sunday and 12 or 13 of the pilots prizes went unclaimed they will be awarded at our next fun fly. HOWABOUTHAT. So get ready for that Fun Fly!!!!

So all of the gang that showed up Sunday gathered under the shelters until the rain quit and told stories, drew the raffle tickets, drank free coffee and soda pop and ate donuts and buns and dismantled the PA system, took down the barriers and banners and delivered same to storage.;

All in all, what with one great day and all of the camaraderie of two days, that’s why I consider our Big bird Rally a success.

*Jack DeLisle*

# Stuff



AK Hobbies Extra 300

I've got about a dozen flights on the Extra 300 and it's turning out to be one of those, "It's a better plane than I'm a pilot". That's not saying much but it's true.

I started out with the CG at the front of the recommended range and the plane was "twitchie" and dropping a wing when I didn't tell it to if I gave it much of an elevator command. That made me a whole bunch nervous so I moved the battery pack from the trailing edge of the wing up to about the stated CG and that's where I've kept it.

Earlier I said that the cowl and the wheel pants were both fiberglass and looked a little thin but that I would see how they fared? The wheel pants started to crack around where they were attached to the fiberglass gear so I took them off after the second flight. I might put on another layer of glass where they attach and see how that works because they do look neat? The cowl has stood up well with no signs of cracking and I might have a hint for you here? The pictures [instructions] show just a short piece of fuel tubing acting as a "washer" on the small sheet metal screws holding the cowl in place. So far the small screws show no sign of backing out. I also used that same scheme on the canopy and they aren't coming loose either!

And while we are talking hints I read that using those CA hinges and gluing them as reinforcement for holes in plastic and fiberglass material prevents cracking. I might try

that on those wheel pants instead of the extra fiberglass?

The cowl came with both holes open in the front as per the full scale extra and I have since put a clear plastic deflector on the left side hole because the Magnum 92 four stroke was running warmer than I like. I also opened up the scale opening on the bottom of the cowl to get more air flowing past the engine and that has done the trick.

What else have I done? Let's see? O yea. A couple of the "points" on the covering trim had started to lift and I got the covering iron out and tacked them back down.

I have had a 13-8 prop on that engine since I started flying it and have been thinking of putting on a 14-6 or 14-5 for a little more thrust and a little less speed but other than that the plane looks like it's going to be a winner?

The big loops come out about at the same place I start one and that's nice. Usually I have to make a correction at the top to make that happen. Small loops are so tight that I wouldn't know if they were coming out where they started or not?

The knife edges? On both right and left hand the plane "tends" toward the bottom of the fuse and it takes just a hint of up elevator to keep it on the straight and narrow. Walt Swentzell showed me how to program that out with my radio too.

Inverted flight needs a touch of down elevator. Outside loops are about the same as inside but I still start them higher just in case.

I haven't tried a Lomchavok yet but the snaps are snappy so I'll settle for that for awhile.

I'm still working on the landings because that fiberglass gear is springy and lets you know it by going airborne if you bounce it. Practice, practice, practice.

Like I said in the beginning, this plane will do whatever you tell it to and no more or less. I guess that would be called an honest plane!

So if you are looking for a less expensive plane to practice hot dogging this might be it? I bought mine from AK hobbies in Iowa for \$160 plus shipping. Not bad for a 65 inch wingspan Extra 300, HEH !!!

*Jack DeLisle*

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

Well the big bird is over and done, if mother nature was on our side we would have done a lot better, next year **will** be a better year!

Monday and Wednesday were just gorgeous days and we flew with some great success. Vinny Rosato flew with some great expertise he always says he can't but he proved himself wrong .

On Friday the 3<sup>rd</sup> we had an early group come up to the field it was a nice few minutes and then the wind and storm clouds came. The clouds came and went and we flew..

Charlie Fisher flew his brand new Something Extra which he built in three days from a kit. It flew just great, he then brought out his ME 109 and ran the engine on the ground. He didn't finish painting his new toy and is waiting on the decals. It is going to be a looker.

We then had a great meal Frank Di Giano made the peppers onions and mushrooms at home Vinny Rosato did the shopping for the sausage patties and the rolls. Our group has a new chef we gave him the name of Chef Wally (Walt Moucha) he did a fine job for a beginner.

March is known to be a crazy month and it is living up to its reputation much wind no rain but a lot of strong cross winds. We are able to fly one or two flights and hopefully land in one piece. Speaking of landing Frankie Suspenders is down to a 2 hop landing down from a 3. At a boy Frankie.

I was flying my gorgeous Piper Arrow made several approaches and kept drifting toward the high grass do to a strong cross wind (and not being a good pilot yet)I brought it around several times on my final approach I went out further then I usually do when I discovered rather late that I was still behind the trees and not in front . Too late as you guessed Balsa is not stronger than those ugly trees. I was told that the trees that got in my way moved ???

We had some great hot dogs this past Friday donated by Charlie Fisher. Vinny Rosato and Ricky Callero did the cooking. Lets hope for better flying weather soon.

**THE SATURDAY AFTERNOON  
GANG  
By Rusty Pieper**

Yippee, it's Saturday afternoon... let's burn some fuel! Hello, everyone Spring is in the air and a few less planes too. This month could or couldn't be Klaus Schramm's month depending on if you are an optimist or pessimist. He scratch built a Gatow Delta wing plane that Jonathan Hart successfully flew for him. It is powered with an OS LA40 engine. He also had the wing come off his Lanier Shrike and it went in the canal. There was a WM Skyraider on it's maiden flight that slipped the surly bond of earth, tried to dance the skies with laughter, but instead made a splat sound when it hit the lake.

Pastor David Hart built a Morris Hobbies Su-du-Khoi (ARF version) for Jonathan Hart. It is powered by an OS SF 46 and flew well. Pastor, now that you know it flies can you put the decals on it?

This last weekend Dan and Matt McBride came to the field without an airplane. Dan did not have his cowboy hat or boots on either. I can understand forgetting your plane, but not your hat and boots. I'm going to keep an eye on this situation.

All considered it has been a very enjoyable month including the weather.

I have a tip for when you adjusting your high speed and idle mixture needle valves. Pinch the fuel line to see how quickly the RPM's increase. You should have at least a few seconds before you notice the RPM's go up. If they do not go any higher and it just shuts off, you are too lean.

Oh yea, I almost forgot, Curtis Wiseman is still building the Great Planes trainer his wife gave him for Christmas. He hasn't given us a date of when his moment of truth will be... my note pad will be waiting!

Cheers!

## TUESDAY-THURSDAY-SATURDAY GANG

By: Walt Swentzell and George White

The field at Midway is starting to look sloppy with the flight line fence falling down and the pilot stations deteriorating. The PVC pipe has been in place for 9 years and the "U.V." has made it brittle. We need to discuss repairs/replacement at the next meeting.

Our PAL program is moving along well with a total of 55 training flights so far. Walt and Larry are really on their toes now as David Imperato and David Kennedy have progressed to the final approach and landing.

Don't forget the fun-fly on April 8th, it'll be a lot of fun and more luck than skill is all it takes to win some good prizes. Free sandwiches and soda for all. Any size and type of plane is able to enter and you can a second plane if your initial plane is damaged. Even Helicopters???? Sure.

*George*

Not much happening on Tues and Thurs except for the usual number of crashes, without mentioning any names.

The main activity on Saturday morning with our PAL boys. We get busy but we have fun and it is quite rewarding.

George White does all the pit work. Training and teaching of the mechanical aspects. Proper assembly and maintenance, fueling, starting and safety, and all other ground school information.

Jim Cargill does the building portion over on the picnic bench. Step by step procedures. Larry and I do the flying with the "buddy box". Each boy gets at least one lesson per week. George and I supply our trainers.

All the boys have trainer kits in 40 or 60 size, that we have been able to purchase at a good discount. We also put together building tool kits that include knives, blades, glue and miscellaneous hardware. At this date George has supplied engines and most of the radio equipment with more to come.

The most rewarding part is that the boys have completed the framework and have started to do the covering. They are doing a good job. I have already had two covering classes at my home shop.

It is a pleasure to be working with these boys building their own models and eventually seeing them fly.

*Walt*

P.S. Anyone with spare covering equipment, irons, heat guns, socks? We could use them.

## 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 – 2921 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**—HiTech Servos, Glue & Epoxy  
Call 878-4602

## FOR SALE

**Doug Grant - 220-2833** Doug has several planes that he wants to sell. He loves to build them but hasn't been able to enjoy flying them. He feels that they would be happier with a more active life. These planes are all ready to fly with all servos and receivers installed.

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

Goldberg J-3 Cub 6.5 ft. wingspan with a new OS70FS 4 cycle engine. Futaba CH-36 \$300.00

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

**Rusty Peiper - 772-332-7128** Rusty has new ball bearing sets for all your engines. Give him a call when you are looking for a bearing

**Tommy Osteen - 461 -1299** Tommy has a number of planes, engines and radios to sell.

Super Hots-61OS-radio \$225.00

GP Cherokee-61 sup tigr- flaps&Radio \$200.00

172 Cessna- 46 OS-Radio \$200.00

CAP70" 120 Sup Tigr-Radio \$400.00

Ultimate -91 ASP- Raido \$400.00

High Fly- Sport plane - 25 eng \$150.00

Rear Wind Pusher Sup Tigr 45 -radio \$225.00

Give him a call for engines and other stuff.

# SHOW AND TELL



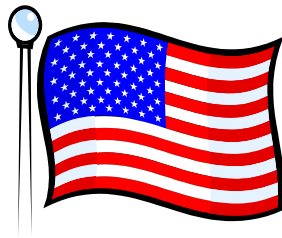
**Tobe Kallner** brought the smallest R/C plane that I have ever seen. It is a miniature "Shoestring". The plane is foam with a motor about the size of a pencil. The servos are small coils of wire with a magnet in the coil that moves the control surface. The wing-span is 10" and it weighs 0.4 oz. The transmitter is a miniature too. Yes it really flies!!!



**Charlie Fisher** had his new SIG "Somethin' Extra". The SIG kit is really nice laser cut and well designed. Charlie built the plane in three days!! The engine is a Saito 72 four cycle. It is covered in Coverall and finished with Dope. The Saito should really make it perform. Mine does very well with a 46 two cycle, But won't hover. (Ed)

## The Tale Spinner

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**NEXT MEETING - April 6, 2006 7:30 PM**

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