

January 9, 2026



RRCC NEWSLETTER

Reno Radio Control Club
P O Box 21115
Reno NV 89515

www.renorrccclub.org
(Note: ".org" not ".com")

Meeting Room:
American Legion Post 30
730 4th Street
Sparks NV 89431

Newsletter Editor:
Dan Mitchell



Reminder to all members who haven't renewed their dues: use P.O. Box 21115, Reno, NV 89515 when paying by check in January. Of course, web site payments are available too.

For those who have paid by mid-January, the treasurer plans to hand out their 2026 membership cards at the February meeting. The gate lock will be changed in February.

MEETING MINUTES, 7 Jan 2026

1. Meeting called to order at 7:00 p.m.

Members Present: 21 (Quorum present)

2. Approval of previous meeting minutes. Accepted as published in Dec 2025 newsletter.
3. No guests or new members.
4. Introduction of the 2026 Board members and their reports:
 - A. Vice President—Josh Tatu. Looking forward to everybody having fun flying.
 - B. Treasurer—Duane Nelson. The checking account is showing a nice increase because of the collection of renewal dues. The stock market was up for the last month, and our stock account reflects the positive change.
 - C. Secretary—Randy Connors. Out of town.
 - D. Newsletter—Dan Mitchell. I did not have much to say at that moment. [Editor's Note: After the meeting I realized that I would like to recognize somebody who didn't often get much praise, yet was a great help to me in the last six years. Thom Riddle. He maintained a membership email list and distributed all my notifications, meeting reminders, and any other written traffic that I needed to get to the members. Thank you, Thom.]
 - E. Safety Officer—Robert Piper. Piper and Gene (2025 Safety Officer) both indicated that there were no incidents to report for the last month.

5. Cameron Crowell (the Prez) has designated an Event Committee consisting of Robert Piper, Ivan Morales, and Rod Case. The idea of having more than one person working as event coordinators is to help spread some of the workload and open up a different variety of events. They are expecting to have a meeting of their own during January. One of the duties of the Event Committee is to coordinate with the Carson City and Fernley clubs to avoid “double booking” with the events of those clubs. The Committee will start looking at a few event ideas:
 - A. Poker Game Night. Not to be confused with an R/C Flying Poker Run! They are talking about an evening social event with real cards.
 - B. The RSIC Open House. This is a very important event for the Club because it helps us build our relationship with the community that supports us. It is focused on the children of the community (though adults are quite welcome). There will be STEM activities, R/C model air show, and buddy box flying. If last year is a guide, we expect to have the event in late summer.
 - C. School STEM presentations. There are three schools already being considered. Ray English will look into obtaining training materials from AMA (many of them are free).
 - D. Swap meet? See item 8.A. below.
6. Runway crack fill and seal. The main runway is definitely due for its once-every-three-year fill and seal. For the crack filling, we have traditionally rented the big orange machine and bought the blocks of tar. The work is hot, heavy, and takes a big portion of a day. Then we would pay a company to lay down a seal coat. The whole process is very pricey and completely necessary. If we stay up on the maintenance, it can be decades before we would consider another layer of actual asphalt (BIG \$’s). The cross runway is a good example of what happens when the maintenance is neglected.
 - A. The Prez has been getting quotes for having the work done by professionals.
 - 1) A company called Affordable Striping and Sealing has given an estimate for \$9,600 to fill the cracks (every crack ¼” and larger) with material that is the same as what we have used, and a double coat of slurry seal. Main runway only (see below). In the past, we spent around \$12,000 and had to do the labor ourselves. [Editor’s Note: The full quote is listed on the web site under “newsletters”.] A vote regarding this bid is scheduled for the February meeting.
 - 2) The Prez is also getting bids for “repairing” the cross runway. This will involve an actual layer of asphalt. He was expecting a bid later in the week.
 - B. The Prez has also looked into applying for an AMA Site Improvement Grant. The due date for application is 1 Feb 2026 (for a “before the fact” grant). Grants can also be

applied for after the work is done (in the following year). A grant can be worth up to a couple thousand dollars, which would help take the edge off the maintenance costs.

7. The Prez would like to put together a Social Media Committee. They would work in the FaceChatInstaTwit (Facebook, SnapChat, InstaGram, Twitter) world. A more up-to-date and properly maintained electronic presence could help bring in new members and showcase our flying site. We are calling out for volunteers to do this work.

8. Members input, questions, comments:

A. Ray English (Donations Processing Committee) indicated that his trailer is still quite full of donated airplanes to sell. He also has many engines to sell. Several members suggested reducing prices in order to help reduce inventory. There was also a suggestion to have a Swap Meet—invite Carson, Fernley, Gardnerville. The Club hasn't had one in years—could be fun.

9. Show and Tell:



Josh Tatu showed the fuselage of his kit-built Phaeton 90. We've seen this model doing some fast cruising in the air for some time now. But he started having problems with it—twitching and other scary things. So, he disassembled it and, to clean it up, he pulled off some of the neon green covering. Josh added a remote receiver and reorganized some of the guts.



A coat of candy apple green paint, with an overlayer of epoxy resin, was used to fill the areas where the covering had been removed. If he still has control issues, he might look at switching out the main receiver. We hope you found the issue because we know how much you enjoy flying this one.



Rod Shurtz displayed a really speedy looking scale model of a Reno Air Race Formula 1 racer (name unknown). The original kit was intended for electric power, but he converted it to glow. A Rossie .45 swinging an APC 11 x 11 propeller “ought to deliver the mail.” He thinks it might make 130 mph. Rod is waiting for Jake Qualey to test fly it.



Bob “Barnstormer” Barnet brought his ¼ scale Folker Eindecker. He is scratch building it from a set of plans that he got from the AMA Plans Service. It will be powered by a Saito 1.70 three cylinder four-stroke engine. He expects it to weigh in at about 17 lbs. He redesigned the wing from one 91” piece to two smaller pieces with



carbon fiber tubes for mounting (sure makes it easier to transport).



The cowl came from Fiberglass Specialties. The machine gun is 3D printed and came from Rose (sp?) Miniatures. He already has carbon fiber tubes, but somebody mentioned (for everybody’s benefit) that Central Hobbies is a good source for carbon tubes. Bob

always wanted to fly a WWI airplane with Mel Qualey. Now he will be able to do so.

10. Thank you and Adjourn (8:00 p.m. ±)

RENO RE-KITS & NEAR MISSES—Relatively true R/C airplane stories.

(Warning: these stories may contain references to glow fuel, wood construction, and 72 MHz radios.)

Watching Paint Dry

I don't remember how much trouble I had with vacuum forming the cowl on the little white airplane in the photo below. The relief angles were pretty good, but it probably was still a bit of a fuss to remove from the plug. A plug is a form made of wood, metal, plaster, etc. that gives the basic shape to the desired part. An example of a plug and its associated formed part are shown in the second photo below. The cowl for this airplane was formed with sheet ABS plastic that has a smooth side and a textured side. You always form this type of plastic with the texture on the outside, away from the plug, to prevent the part from “locking” to the plug. A lot of sanding is needed to remove that texture. Only then can you start sanding for a final finish.

In preparation for painting, I sanded for hours/days—ending with wet sanding using paper having grit in the high hundreds. Shot black primer three times, and wet sanded after each coat—silky smooth and ready for the gloss black final coat. The day for painting the gloss coat was perfect—80° and dead calm. The garage had been cleaned out and there was no dust in the air. I shook the can well and sprayed the paint as smoothly as I could. The paint went on perfectly—like looking at black water. It so amazed me that I, literally, stood and “watched paint dry.” As it was drying, though, the finish started to turn dull. I looked at the can (which was still in my hand)—PRIMER BLACK! Argh! After so many days of sanding, I refused to sand it again! I sprayed the gloss black over the unsanded primer. The result was surprising and pleasing. It came out with the texture and finish of “anti-glare” black, like what you see on full size airplanes. That was good enough for me!

