



RRCC NEWSLETTER

Reno Radio Control Club
P O Box 21115
Reno NV 89515

www.renorclub.org
(Note: “.org” not “.com”)

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

Newsletter Editor:
Dan Mitchell



MEETING MINUTES, 4 Feb 2026

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

Members present: 18 (50/4=12.5 Quorum present)

2. Approval of previous meeting minutes: Accepted as published in Jan 2026 newsletter.

3. Guests or New members:

A. Matt Smith has flown fixed wing models before and is looking to start again. He is also interested in helicopters.

B. Ryan Hanson is new to flying R/C.

4. Board Member Reports:

A. Josh Tatu (V.P.)—Not present

B. Duane Nelson (Tres.)—Both checking and investments have increased this month. No major expenses. Member cards for renewed memberships will be mailed on Thursday, 5 Feb 26.

C. Randy Connors (Sec.)—Nothing to report.

D. Dan Mitchell (Newsletter & Instructor)—Nothing to report. [Editor’s Note: If you know somebody who is not getting the newsletter, let somebody among the Club Staff know. The newsletter distribution is based on the membership list in the Club web site {renorclub.org}.]

E. Robert Piper (Safety)—No incidents or issues to report.

5. Event Committee Report (Robert Piper, Ivan Morales, Rod Case):

A. “Warbird Fly-In & BBQ” has been scheduled for the 14th of March. If you have a warbird, bring it out. Though the focus is on warbirds, non-warbirds are welcome (scale or otherwise). Come out and fly, eat, and have fun!

B. “Poker Night” is being put together (card game—not flying). This is a Club fund raiser that will be open to members and non-members. A temporary gaming license has been secured—to keep it all legit.

C. “Poker Run” is being put together (this one is a flying event). Each participant starts with two cards. Fly three times. Each flight includes a minimum of: Take-off, one aerobatic maneuver (e.g. loop, roll, Lomcovák, etc.), and one landing. The pilot receives a card for each “flight”. Highest poker hand wins.

- D. Other events being considered are “STOL competition,” “Carrier Landing,” and “Pylon Racing.” (The racing could be with low cost foamie electrics—or dust off the old T-34’s?). If you know of an event you would like to put on, please contact somebody in the Event Committee.
- E. We "penciled-in" August or early September for the Reno Sparks Indian Colony (RSIC) Open House. Just coincidentally, the AMA has scheduled their 2026 National Model Aviation Day for Saturday the 22 of August. Clubs all over the nation will be putting on open houses, air shows, flight training, and the like. Clubs that register with AMA will have their event advertised among the national AMA membership. Our Club has no obligation to schedule our open house for the same date as the national event. The RSIC schedule takes priority. [Editor’s Note: I emailed the above information to Logan {our RSIC contact for this event}.]

6. Old Business:

- A. 501(c)(7) tax liability: The RRCC is a 501(c)(7) non-profit, tax exempt organization. For years, we believed that we were completely tax exempt. Unfortunately, (c)(7)’s are required to pay tax on Unrelated Business Income (most notably interest, dividends, and capital gains related to savings and investments). Each year, we are required to file 990-N (e-postcard) and 990-T (Exempt Organization Business Income Tax Return). When the oversight was discovered, the Club Staff proactively prepared seven years of 990-T’s to send to the IRS to square away our tax obligations.
- B. Vote on runway crack fill and paving:
 - 1) \$9,641 for crack fill and seal coat—voted yes. Date for maintenance to be performed: TBD.
 - 2) \$33,000 for re-pave of the cross runway—voted no. Not enough use of the cross runway to justify the expense.
 - 3) \$15,250 for re-pave of the pits and flying station—voted no. We may still need to consider ways to keep the pits/flying stations from turning into dirt.
- C. AMA Site Improvement Grant: AMA indicated that if a club has received a Site Improvement Grant (SIG), they need to wait three years before applying for another. We received a SIG two years ago. Our SIG application will be made next year, after the improvement is completed. (Maximum grant is 25% of cost of improvement.)
- D. Ray English School STEM training material: Going to look into it.
- E. AMA Leadership Club: Cameron (The Prez) has been working on fulfilling the 6 requirements and 6 electives for our Club to be recognized as an AMA Silver Leader Club. Two requirements remain.
 - 1) He has a “Spectator Area” sign that needs to be mounted.
 - 2) He will donate a *Model Aviation* subscription to be received by the ATC School (a technical High School).

Upon receiving the AMA Silver Leader Club status, the members will be able to have little Silver Leader Club “pins” to wear (\$3.00 each). The Club voted to purchase these.

7. New Business:

- A. On 30 Jan 26, the Club Staff had a meeting with Candace Stowell, Planning Director of the RSIC. We talked about several things, two of particular note:
 - 1) Our current Permit with the Reno Sparks Indian Colony ends December 26, 2026. The Hearth Act has not been signed into law. The Hearth Act would have allowed the RSIC to independently

arrange leases without Bureau of Indian Affairs (BIA) involvement. So, we will remain on a Permit. Three years is clearly a short time between renewals. Candace hopes to be able to arrange a 5 or 7 year Permit. It would probably be best to start the renewal process in October.

- 2) The “road” to the field, marked on Google Maps as “West Eagle Canyon Drive”, is one of two major emergency escape routes for the Hungry Valley community. It is planned to be all-weather capable, possibly even paved. Candace asked the Club to provide a letter-of-support indicating the importance of a safe driving surface. The RSIC would include the letter with their request for funding.
- B. One of the requirements for being a Leader Club is to read the AMA Safety Code once a year at a meeting. The Prez read the Safety Code. For a complete copy of AMA’s Safety Handbook please visit: modelaircraft.org/files/100.pdf
 - C. The gate code changes on the 15th of February. Gene reported that the present lock has a damaged seal on the shackle. Moisture gets in and gets cold, making it hard to open the lock. A good dose of WD-40 has been working for the moment. Time for a new lock. The gate code is listed on the web site.
 - D. A past Club member contacted The Prez about 30 model airplanes that he wanted to sell. Cameron took quick action and bought all the models with his own money (\$2,000). Cameron offered The Club an option. The Club could buy all the models for \$2,000, then make money selling them. Or, Cameron would sell them for himself and donate 10% of the profits to The Club. The Club voted for the 10% option. Thank you, Cameron.
8. Member input, questions, comments.
- A. Ray English has been invited to speak at the University of Nevada Airplane Club. He will explain the FAA rules.

9. Show and Tell



Rod Shurtz displayed a very pretty Ryan STA. This model had a complicated history. Rod is not completely sure if this is from a Sig kit or a Carl Goldberg kit. Never-the-less, he saw it in 1971 and fell in love. So, he bought two kits and put them in storage. Many years later, Rick Moody wanted to build a Ryan. Rod sold a kit to Rick. Rick built it and did a very nice job. For some reason, Rod bought it back from Rick and covered it—“Tag Team” model construction. The spinner is only bolted on for show—Rod plans to install a .90 four stroke engine. The plastic wheel spat parts overlap to allow the torque-rod wheel struts to flex during ground handling. Cool airplane!

Duane Hyer brought an unused RealFlight 9 flight simulator to donate to the Club. We gave it to Ryan—one of the new guys.

10. Adjourn 7:55 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.)

“Keep Flying”

Although Arthur Dan flew razorback P-47’s over the Pacific during WWII, he never really got the hang of flying the R/C models. But he did like building models and hanging out with the guys. So, we flew his airplanes, and everybody had a good time.

In the early 1990’s, the Lake Almanor Float Fly was a big event. People would come from various clubs in eastern California. RRCC would be well represented by a dozen or more members—day trippers or folks staying over Friday through Sunday.

Arthur was there with his float equipped Kadet Senior (w/aileron and a honk’n O.S. 1.08 two stroke glow engine). The “one-o-eight” was normally known for reliability and gobs of power.

Not this day. The guys fussed with the engine all morning and part way into the afternoon—run, adjust, run, fly, dead-stick, retrieve, run, adjust, dead-stick, etc. Finally, they reached a point where they declared the engine capable of sustaining flight—then, randomly (?), handed the transmitter to me.

The skies were crowded (five or more airplanes at once), making for difficult flying. And, I really wasn’t sure they had got everything right with the engine. I didn’t share their confidence and was so nervous I could hardly hold the radio. Arthur kept giving assurances: “Don’t worry! Just relax and enjoy the flight.” I was still extremely tense as I took off toward the north. Climbing out and turning south was only a tad less tense. Toward the end of the southbound leg, I was just starting to relax. As I leveled out heading north, I had achieved a fairly normal flying comfort.

And then...WHACK! I saw the oncoming floatplane only a fraction of a second before it and Arthur’s airplane collided. Fellow Club member, Marci (not knowing who was involved in the incident) jumped to my side, grabbed my arm, and emphatically directed: “Keep flying! There’s been a mid-air!” As I watched the remains of Arthur’s airplane plummeting to the lake, I thought: “Yeah.....I know.....”

