



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



LOST AND FOUND: A month or more ago, a foam sailplane was lost by somebody at the field. Sometime after that, the wreckage was found and left in the sunshade area to be, hopefully, claimed by the owner. After several weeks, I asked Dale Dey if he would try to put it back together and make it flyable. We don't have a name or phone number for the person who lost the airplane. If you know or see the owner, please let me know so we can get the model back to him.

MEETING MINUTES, 4 Mar 2026

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

Members present: 21 (57/4=14.25 Quorum present)

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

3. Guests or New members:

A. Tri Phan came as a guest and is a graduate level student at UNR, working on a degree in Aerospace Engineering. He's anxious to check out our flying field and to start flying R/C.

B. Gary Brounstein also came as a guest and said that he has flown R/C in the past.

4. Board Member Reports:

A. Josh Tatu (V.P.)—Not present

B. Duane Nelson (Tres.)—We have had a lot of people sign up for membership recently. The checking account took a big hit due to paying income tax interest/penalties/filing. We also paid for renewal of our AMA charter. Another expense was to start the AMA magazine subscription for the ACT school. The investment account increased. Total assets were up for the month. A full financial report is available from Duane.

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

D. Dan Mitchell (Newsletter & Instructor)—Ryan started landing on his third flying day—a real testament for the benefits of using a flight simulator daily! Thank you Duane Hyer for giving him the RealFlight system.

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

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

A. The event schedule is being worked on. We have the Carson City schedule to refer to so there are no overlaps.

B. Warbird Fly-In and BBQ is on for Saturday, 14 March 2026, starting at 8:00 a.m. The focus is on warbirds, but if you don't have one, bring an airplane anyway (call it a "scale target drone"). Our local District X AVP, John Johnson, is expected to be on site. We are also expecting the District X VP, JR Schiager, to be present! This is a big deal because we don't remember having seen a VP in the area since the early 1990's.

1. The plan for food/drinks/utensils includes hot dogs or brats, hamburgers, potato salad, beans, water/Gatorade. Cooking will start at 11:00. Members are encouraged to bring sides and other food.
2. The flying site might need to be cleaned up this coming weekend (7 Mar 26). The outhouse ought to be broomed and washed. Weeds, junk, and the large pile of horse manure (close to runway, southeast edge) need to go away.
3. A donation bucket will be in use (probably located on the food table).

6. Old Business:

A. Cameron announced that RRCC is now, officially, a Silver AMA Leader Club. The Certificate indicating our status as a Silver Leader was passed around. Each member at the meeting received a silver hat pin (there are enough for all members).

1. There is a check list of requirements that must be met to be a Silver Leader Club. Cameron said that we started the year meeting all but three conditions to be Silver. Those were easily fixed. Cameron thanked the previous staff and membership for all the work that was done to bring the Club to a high standard (even without having the goal of becoming a Leader Club).
2. In order to stay a Silver Leader Club, all the conditions that were met to be Silver must be maintained each year. For example, the *Model Aviation* subscription we started for a school (in our case, the ACT School) must be renewed each year.
3. To become a Gold Leader Club, we would have to meet three more requirements (probably not for us):
 - a. We need an AMA Leader Member—an experienced, long-time AMA member who often communicates with AMA headquarters.
 - b. All aircraft must be sound level checked and operate at less than 98dB at 20ft.
 - c. Have a regular association/activity with a charitable organization.

B. Crack fill and seal will possibly take place in April (depending on weather).

C. Ray English and UNR student contacts.

1. Ray gave some AMA and FAA material related to School STEM training to Cathy Phan.
2. Cathy Phan (Recent new member), Tri (pronounced "Tree"), and Dr. Sting (you will have to ask her about that) are scheduled for a brief R/C buddy box flying experience on Friday, 6 Mar 26, at 9:00 a.m.
3. As part of Tri's studies in Aerospace Engineering, he will work with a team of students to design, build, and fly an R/C model airplane. The aircraft must be able to accomplish specific tasks. Of course, reports and such will have to be written and presented.

7. New Business:

A. Cameron gave out raffle tickets for two \$50 Amazon gift cards. Two tickets were drawn. Mel Qualey and Dale Dey were the lucky winners.

8. Show and Tell

Dale Dey brought a mostly complete frame-up of a Great Planes Super Aeromaster to give to anybody who might be interested. Tri took it for “ambiance” in the UNR meeting/work room. Thank you, Dale.



Not “showed or telled”. Steve Altoff brought some R/C airplanes and related stuff and made an after-the-meeting “trunk-to-trunk transfer” into Rays truck. Ray will take the stuff and sell it at the swap meets. Thank you, Steve.



9. Meeting adjourned at 7:40 p.m.

THIS JUST IN!

The 14 Mar 26 RRCC Warbird Day was a terrific success. The pictures don’t do it justice—lots of people and lots of airplanes. The day started clear and cold, though it did warm up before lunch. The winds were strong and (unusual for our field) nearly straight down the runway—flyable, but a bit of work. District X Vice President JR Schiager and District X Associate Vice President John Johnson were both present. We had a great turnout from the High Sierra RC Club (Carson City), and possibly some people from outlying areas. Lot’s of work went into getting this event together and making it run. A huge thank you to everybody who helped in any way to make this amazing day happen!





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.)

“Never say die”

When Kai Jensen first introduced cross country flying as a competitive event, he ran it like an automotive rally. We had teams that consisted of four people—Driver, Navigator, Spotter, and Pilot. The teams were released onto the course at time intervals to keep the competitors separate. The vehicles used were open, like a pick-up truck with the camper shell removed. The Pilot and Spotter sat in the bed of the truck. One team used a VW dune buggy.

The whole course of the event had five to six landing sites (Check Points) spread all over the country north of the RRCC airfield (Red Rock Road, Antelope Valley, Pyramid Hwy, etc.). The landing sites were relatively straight bits of road out in the middle of nowhere—dirt or pavement. The average time between landing points, traveling at the specified course maximum of 35 mph., was 20 minutes. A typical two stroke .40, running rich, might not get much more than 15 minutes out of a small fuel tank. So, auxiliary tanks were often required. Six legs, at 20 minutes each, gives two hours of total flying time. To be sure of maintaining radio contact, some pilots switched flight batteries part way through the course.

Scores were based on how close our flying times were to the “perfect” flying time (a quantity that only Kai knew). For each leg of the course, the flying times started when the airplane’s wheels left the ground and ended on touch-down. A good score was only possible if nothing out of the ordinary happened.

On one of these early “rally” type cross countries, I landed at the second Check Point, somewhere off Red Rock Road. The surface was straight and level but covered with coarse gravel—anything from large sand up to walnut size rocks. The sides of the road had a berm and big rocks. After landing, I refueled the tanks and prepped the airplane for the next leg. When the Check Point Coordinator released me to fly, I started the engine and pointed the airplane down the road.

The rough surface made it hard for the airplane to get up to flying speed and rudder/nose-wheel control was poor. Just as the aircraft was getting close to take-off velocity, I saw that it was headed toward the berm and large rocks. There was not enough control to get away from the berm, and I could see that I was about to end up in a wreck. So, I quickly closed the throttle to idle. A little late! In the next instant, I saw two things. 1) The airplane hanging four feet in the air, pointed straight up, with the engine at idle. 2) The main landing gear tumbling down the road. I had hit a big rock, tore out my mains, and bounced into the sky.

No time to think! Both thumbs went straight forward—full throttle and full down elevator. The (now) nose heavy airplane responded nicely and leveled out. As I started my climb-out, I had a moment to look at my

team. A forlorn group they were, “hangdog” faces all around. Frank (Driver), his wife (Navigator), and Thom Lamborn (Spotter) were all moaning that we were “out of the event”, “ruined”, “finished”, etc.

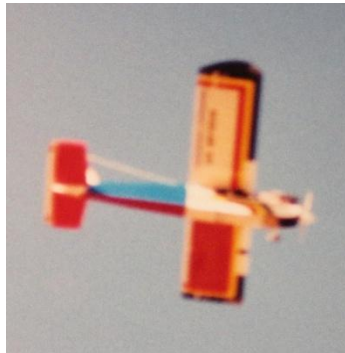
I started yelling: “Thom, get the landing gear! Frank, start the truck and get it over here! Let’s go! Let’s go! We’re on the clock! WE CAN CRASH AT THE NEXT SITE!” We mounted up and off we went. I then had 20 minutes to consider the best way to crash softly.

The next landing site was west of the “Moon Rocks.” A light wind had come up and was blowing right down the road. We couldn’t ask for anything better—uphill landing, into the wind. My plan for minimizing damage was to kill the engine on short finals and try for a full stall touch-down on the road. I circled and set up a diagonal approach from the opposite side of the road. Then I cut the engine. Oops! Too far out. There was no way that I could make it to the road. I had two choices. 1) Land in the airplane-eating sagebrush. 2) Land in the ditch that was on the far side of the road. I chose the ditch.

The ditch was about a foot and a half deep by about three feet wide. The top edges of the ditch were covered in tall dry grass. The engine, nose gear, fuselage, and tail all settled in the open space down the middle of the ditch—never touched a thing. The wingtips hit the tall grass which slowed the airplane down. The vegetation progressively bent as the airplane slowed and ever so gently lowered the model to the ground. With the engine off, the only sound was the SSWISSHHH of the wing tips passing through the grass. The wings never touched the dirt—no damage at all. There weren’t even any grass stains on the wing.

The landing gear still had one of its original screws. A quick search through the Point Controller’s car scared up two sheet rock screws and an automotive body panel screw. A little creative screwing and the model was ready for the next leg of the event.

We did not win, but it sure felt great to be able to finish the course. “Never say die!”



The mains still tumbling down the road. Thom with the landing gear. 20 minutes to figure it out.