



# RRCC NEWSLETTER

Reno Radio Control Club  
P O Box 21115  
Reno NV 89515

[www.renorrccclub.org](http://www.renorrccclub.org)  
(Note: “.org” not “.com”)

Meeting Room:  
American Legion Post 30  
730 4<sup>th</sup> Street  
Sparks NV 89431

Newsletter Editor:  
Dan Mitchell



## MEETING MINUTES, 1 Apr 2026

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

Members present: 14 (67/4=16.75 Quorum not present)

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

3. Guests or New Members:

- A. Mark visited as a guest. Mark works with Ryan (a recent new member) and has a 15-year-old glow powered trainer. He is interested in learning to fly again.

4. Board Member Reports:

- A. Josh Tatu (V.P.)—There were some “life” things that kept him away for a few months. He’s glad to be back.

- B. Duane Nelson (Tres.)—Membership rose from 57 to 67 this last month. The market account is lower because the \$9,600 for the runway crack fill & slurry coat came out of that account. Also the stock market was down. Resolution of the income tax situation is progressing—two out of the seven years are paid.

- C. Randy Connors (Sec.)—Out of town.

- D. Dan Mitchell (Newsletter & Instructor)—Earlier in the meeting, Cameron Crowell (The Prez) mentioned that we have two new Introductory Pilot Mentors (AMA IPP): Shannon McGuffey and himself. Steve Althoff is an unofficial alternate back-up.

- E. Robert Piper (Safety)—Not present.

5. Event Committee Report (Robert Piper & Rod Case)—Ivan Morales has stepped down from the committee.

- A. The Warbird Day event went very well despite the wind. The District X VP was impressed with the Club and felt welcomed. Cameron’s son took about 700 pictures. These will be edited down to a convenient pile and made available through the website or email.

- B. The Easter Balloon Pop is a go for 9:00 a.m., Saturday, 4 Apr 26, at the RRCC field. Test your flying skills and pop some balloons!! Prizes depend on the number of entries. Food and drink provided. \$5.00 entry. So far, the weather forecast looks good.
- C. A Pylon Racing Practice is on the schedule for 27 Jun 26. An idea for a possible race plane would be the Hobby King Duraflly EFXtra Racer. They are about \$170, come in red or green, and are BNF. Using a 3S 2200 battery, the model is quick. A 4S, of course, really makes it sing. There is a yellow version with longer wings (1100mm vs 975mm). Ray asked about trying T-34's.
- D. Saturday, 22 Aug 26 is still being held for the RSIC Open House.
- E. Just a reminder: The Club calendar is on the website and can be viewed without having to log in.

6. Old Business:

- A. The crack fill & seal was completed on 24 March. Affordable Striping did a very good job. If we are consistent about doing the fill and coating every three years, the runway should stay in good shape for a long time. The pits and cross runway both need a bit more love to get back into good shape. Maybe next year.
- B. RRCC involvement with UNR: There are two separate activities with the University (though, right now, they pretty much involve the same people).
  - 1) R/C flight training. There are presently three people who are learning to fly R/C because they are interested and want to learn. Also, they know that the flying skills/experience will help them with their work in UNR's Aerospace Engineering department.
  - 2) Student Design, Build, Fly Competition (DBF). UNR wants to put a team of students together to compete in the 2026-27 school year (too late now for the 25-26 year). In the 2024-25 year, 111 Universities from all over the world competed, 96 attended the fly-off—it's a big deal! Each year, the tasks that the student designed, built, and tested aircraft are required to accomplish are different. One year, the aircraft was expected to lift numerous small objects and perform a banner tow. The next year, the aircraft had to heavy lift a couple objects on pylons and launch an autonomously guided glider. The students must organize and execute research, design, manufacturing, and testing. A design proposal and a design report are required to be written. RRCC involvement would include flight training (see above), design/build mentoring, and use of our flying site for test flying.
- C. Ray sold some of the donated stuff at the Oakdale swap meet. He made some money for the Club and spent \$140 on gas.

7. New Business

- A. Cameron (The Prez) wants to vote to buy two trainer airplanes (one AeroScout and one Apprentice) with batteries. He also wants to get a laptop computer and flight simulator software. Without a quorum, though, there could be no vote. Ray said he would look in the trailer of airplanes to see if we have something that will work. He also offered his laptop.

8. Member Input, Questions, Comments:

- A. Ray described the Western Antique Aeroplane and Automobile Museum in Hood River, Oregon as a real “must see.”
- B. Cameron (The Prez) will look again at quotes to repair the cross runway and pits.
- C. Skip Baltar asked that the Club discuss the turbine ban and vote to lift or retain the ban. The discussion needs to include technical advances, safety procedures, and plan implementation.

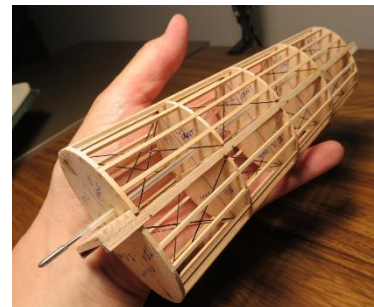
9. Show and Tell:

Cameron (The Prez) gave us a look-see at the “green” version of the Hobby King Duraflly EFXtra Racer (potential race airplane for Club racing). There are no wheels, so hand launch is required. The T-34 style air start would probably suit these models—shorten the time between launch and start so you don’t use up your battery orbiting. Need to figure out how much race time you can get out of a 3S 2200. Looks fast!



Josh Tatu showed the bare-bones wings for his next Phaeton Bipe. He took the dihedral out of the bottom wing. The engine will be the same gas 4-stroke that he used in his previous Phaeton. This time the fuselage will be all fiber glassed from the very beginning. Some nice work on those wings, Josh!

I (Editor) passed around yet another example of Carbon Stuffed Balsa (CSB) and Twisted Carbon Tow (TCT). The test piece represents about seven inches of a sailplane tail boom—a design that I am about to start building. I didn’t want to start without knowing if the carbon structure was strong enough. As it turns out, the boom section is crazy ridged.



10. Meeting Adjourned at 7:50 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.)

GoPro Rescue

Tuesday, April 12, 2022, was a beautiful, sunny spring day. Steve Althoff had his 35% Aeroworks Extra 260 out for some big aerobatic flying. This model’s DLE 111cc engine pulls with authority and the Sullivan Skywriter smoke system creates a great big smoke trail. Steve mounted a GoPro “Hero” camera on the turtle deck. To make things just a little different, he mounted the camera facing aft—which allows a terrifically clear view of the smoke.



The flying was going fine until things weren't completely fine. Steve describes it: "Entering an inverted flat spin, the GoPro ejected and was briefly visible falling away from the plane." Sure it was "brief." Steve was probably busy flying, and a GoPro is a small object to track as it plummets to the Earth.

Steve posted a group email to the RRCC to let everybody know that there was a GoPro lost out in the desert. The area to search was: "Pretty much the whole eastern part of the flying field north of the runway."

Skip McConnell found out about the missing camera and made it one more thing to look for. Sometimes he would walk to look for specific items people had lost, and sometimes he would walk just for the sake of walking. He kept his eyes open and on his second or third trip, he found the GoPro. There it was, sitting in the middle of a large clear area—just dirt, no bushes. It was probably there for about a month.

Two things make this story a bit different than the usual lost airplane tale.

1. A GoPro "Hero" is small—maybe less than 2 sq.in. per side, give-or-take. And it is mostly black. It could have landed in a bush or tall grass. It could have hit soft dirt and been covered in dust. No, it was just there waiting to be picked up. Imagine the odds of finding such a small thing in such a large space, given the general nature of the directions on where to search!

2. The video footage was being recorded on an SD card. So, everything the camera saw, from the time it was turned on for flight, until the time the battery died, was recorded and saved—no data lost. Therefore, the plunge to the ground was recorded. For a surprising amount of time, during its fall, the GoPro managed to be pointing up at the Extra 260. There is an amazing amount of relatively clear, air-to-air footage of the airplane in flight—almost like it was a planned shot. (Stills from GoPro footage below.)

