



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



HELP WANTED: Duane Nelson (RRCC Treasurer) is asking for help in two areas.

1. IT support to fix and manage the Pay Pal account.
2. Accounting. (Non-Profit status is not as simple as you would like it to be.)

Please contact Duane if you can help or know somebody who can.

775-846-0679

redytorace@aol.com

MEETING MINUTES, 6 May 2026

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

Members present: 20 (70/4=17.5 Quorum present)

2. Approval of previous meeting minutes: Voted in favor to accept as published in the Apr 2026 newsletter.

3. Guests or New Members:

A. Bryan has been out at the field a couple times and has flown his tiny foam Cub. He ordered an E-flite Apprentice and accessories. Given how well he's doing with the Cub, it should not be too long before he has the bigger airplane figured out.

4. Board Member Reports:

A. Josh Tatu (V.P.)—Not present.

B. Duane Nelson (Tres.)—The Pay Pal account was hacked (twice since 22 Apr). \$1620 was missing from our bank account. Proper authorities were notified. At first, the bank would not cover the losses, then turned around and made it good. Consider our Pay Pal off duty until this is cleared up. The club did not lose any money. Duane wrote a report with specific details of the hack attempt and his actions to correct the situation. He included a “Proposed Next Steps” list in the report. See Duane or Randy if you would like a copy of the report.

The process of clearing up the Unrelated Business Income tax errors of previous years is progressing nicely (six out of the seven years are close to completion). The Club took in \$250 in dues, received donations of \$121 for used airplane stuff, spent some money on a new AeroScout Club Trainer and associated equipment. The checking is down some, and the investment account

is up some. Total Club value is up. The full financial report is available from Duane if you are interested.

!!Next time you see Duane, thank him for all the hard work he has been doing!!

- C. Randy Connors (Sec.)—Nothing to report.
- D. Dan Mitchell (News. & Instruct.)—Listed the various students he has and their status (two very ready for solo).
- E. Robert Piper (Safety)—Not present. Gene reported that he hadn't seen or heard anything to report.

5. Event Committee Report (Rod Case & Robert Piper):

- A. Poker Run Fun Fly is scheduled for Saturday, 16 May 2026. Every time you fly, you get a card. See what kind of poker hand you can build. Highest hands win prizes. Easy and fun.
- B. Here is a proposed list of the events for the year. (Check the Club Calendar on the web site for updates or changes):

- 30 May—Biplane & Glider all around fun fly
- 27 Jun—Pylon Racing Practice
- 22 Aug—RSIC Open House (pretty solid on the date)
- 12 Sep—Multi Day Scale & Night fly camping (at Stagecoach)
- 14 Nov—RRCC Turkey Shoot balloon bust

6. Old Business:

- A. The Club now has two electric Club Trainers. One is an AeroScout that the Club purchased. Piper donated an Apprentice. Skip Baltar offered to donate a Cub. Rod Shurtz donated three simulator discs and a simulator remote. Contact Cameron if you are interested in using any of the club training tools.

7. New Business:

- A. Cameron applied for and was approved for an AMA training day starter kit. It is expected to be delivered in 3 or 4 weeks. The kit is intended for use at the RSIC Open House (22 Aug 2026). The kit contains: 2 AMA Alphas, 2 Cloud Busters, 3 Cadets, 15 balsa gliders, paper materials, & helpful club resources. Somebody needs to look the kit over and figure a plan to implement its use.
- B. An idea was fielded for a way to boost membership. We could offer a discount on dues for anybody who is a member of another Northern Nevada RC Club and joins the RRCC. People who can show proof of active membership in one of our sister clubs will pay yearly dues of \$75 (a discount from the normal \$100/year).
- C. We discussed possible membership discounts schemes for the UNR students. One suggestion was to discount their Club dues to \$50/year. Dave Becher indicated intent to fund a grant. Discussion was tabled for the time being. The Design, Build, & Fly (DBF) team presently has 12 members. They have a goal of 30 members.

8. Member Input, Questions, Comments:

- A. Ray English was in the hospital recently for a shoulder operation.
- B. Randy Connors mentioned that 16 May 2026 is Armed Forces Day. There will be an associated event at the Legion Hall.
- C. Tri Phan and Sam Case are members of the UNR DBF team. The next official DBF build competition doesn't start until school starts in the Fall. In the meantime, the team would like to build some model airplane kits to get experience with building techniques and develop an understanding of how model airplanes go together. They are looking for electric or fuel kits that require building. Perhaps some RRCC member has a kit or two that could be donated to the team.
- D. Skip Baltar presented information about flying R/C turbine aircraft in general and key procedures to implement if turbine aircraft are to be flown at the RRCC field. Here is a partial list of points that were covered:
 - 1) When turbine aircraft are operated, at least three pilots who hold AMA Turbine Waivers need to be on site.
 - 2) To avoid the crowded flying conditions of weekends, turbines would more likely be operated on week days.
 - 3) A turbine pilot needs to have a spotter while flying.
 - 4) "Fuel Bags" are starting to replace hard walled fuel tanks in turbine aircraft—a technical innovation that helps reduce the possibility of fire in the event of a crash. The original fiberglass tanks would crack open, spraying fuel on the hot engine. The Fuel Bag, though, can flex during an impact. Also, the amount of plumbing is reduced with the use of the bag.
 - 5) Lithium batteries (Li-Ion, LiPo, LiFe) are everywhere (ignition batteries for gas engines, power for electric starters, power batteries for flight, receiver batteries for aircraft of all types). Lithium can burn. If you crash, make sure you find your batteries and take them to a safe place.
 - 6) Fire extinguishers are already required when operating turbine aircraft (AMA rule). Extra, air pressurized, water extinguishers should be kept on site.
 - 7) Turbines run on Diesel, Kerosene, or Jet A fuel.
 - 8) RRCC has about eight members who operate turbine aircraft.
 - 9) The membership is aware that some clubs have had problems with jet aircraft dominating the flying time. Cooperation/consideration is required.

A vote on this issue is expected in two months (July).

9. Show and Tell:

Sam Case brought in his Hanger 9 Carbon Cub 15cc. It is powered with a Saito .91 Golden Knight four-stroke. As Cubs go, this is one of the best-behaved I have ever seen—the tail is up quickly during the take-off roll and the whole aircraft is off the ground in very little time. The model may have been sitting a little cattywampus because one of its landing gear springs got a hard stretch the other day.



A classically decorated Curtiss Hawk P-6E was presented by Mel Qualey. He paid \$750 for the kit that came from Dynamic Balsa. The 56 DLE engine was another \$400. Covering material added up to \$250. The markings came from Callie Graphics. Mel hand-painted the claws on the wheel



pants. The project was started on 1 Jan 2026 and there are a couple more weeks of work before it is ready to fly. Mel left the struts off for our Show and Tell because they are a bother to install. This is a real iconic 1930's biplane and should look great in the sky.



10. Meeting adjourned 7:40 p.m.

If the black box flight recorder is never damaged during a plane crash, why isn't the whole plane made out of the stuff? (Contributed by Bob Barnett. Editor's note: I have actually heard somebody seriously ask this question. I told them that if they saw how an airplane is built, they would never want to fly again.)

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.)

“Tip to Tip”

Back in the “Bad Old Days” of R/C flying (1990's) we often had as many as five airplanes in the air at one time. As you flew, you were constantly avoiding collision—it was 100% defensive flying. However, we noticed that mid-air collisions seemed to happen more often when there were only two airplanes in the sky. Perhaps we let down our guard when we were flying in all that open space...

Dick Anderson was justifiably proud of his newly completed Carl Goldberg 60 size Super Chipmunk that he had built from a kit. He was nervous, though, because the model was still quite young and it was the largest thing he had ever flown.

Tom White was inexplicably pleased with his fairly new, 20 sized, low wing, sport, A.R.F.

Tom had just made a high-speed pass along the runway from east to west and proceeded to curve smoothly to the north. Just as Tom's airplane cleared the end of the runway, Dick took off—also from east to west. I was standing with Mr. Anderson and I could see that the Chipmunk and the A.R.F. were converging. The Chipmunk had a rather high closing speed. I said to Dick, “You better look out—that big old twelve-inch prop will eat up that little airplane!” Clearly the “new airplane adrenaline rush” had dulled Dick's hearing.

Mr. Anderson's Chipmunk propeller just barely nicked the extreme outer end of the A.R.F.'s wing spar (maybe 1/32"). The impact instantly popped the spar right out of the ribs—the spar broke away from the rest of the wing near the root. The wing covering tore along the leading edge of the spar, along the wing root, and along the tip. The spar stayed attached to the loose covering which was, itself, still attached to the trailing edge of the wing. The A.R.F. bobbed and wobbled through the air with its spar and torn covering trailing along behind the wing.

Despite the huge amount of asymmetric drag, lost lift, and turbulated air over the stabilizer, Mr. White managed to pull off a nicely executed emergency landing. The little airplane suffered no other notable damage. Dick's Chipmunk was completely unscathed—including the prop. That O.S. 60 never missed a beat.