



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



Everyone drinking, taking shots, and whooping-it-up while flying to Vegas. Everyone chugging water and dead silent on the way back. (Contributed by Bob Barnett.)

MEETING MINUTES, 3 Jun 2026

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

Members present: 19 (73/4 = 18.25 quorum present)

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

3. Guests or New Members:

A. Bryan Canning has been to a few meetings and out flying. He is now a new member. Welcome aboard Bryan.

B. John Johnson is an AMA District X Associate Vice President—our own local AVP. He used to live out at Silver Springs and now lives closer to Reno. So, he has joined the RRCC. Welcome to the Club, John.

4. Board Member Reports:

A. Josh Tatu (V.P.)—Not present.

B. Duane Nelson (Tres.)—The checking account had some small expenses. The investment account was up again. The overall Club worth is up. For specific numbers on income, expenses, savings, and the like, please ask Duane for a copy of the report.

C. Randy Connors (Sec.)—Working on renewing our business license with the RSIC. The Legion is hosting a Classic Car Show and Shine on the 4th of July. All are invited.

D. Dan Mitchell (News. & Instruct.)—No report.

E. Robert Piper (Safety)—Not present. Gene reported that he hadn't seen or heard anything to report.

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

- A. Poker Run Fun Fly was held on 23 May and was a fun time. The individual flying “tasks” were changed just enough to give them a new feel. They were also easy and luck-dependent enough that newly soloed pilots could compete. (I can vouch for the “luck” part.) Financially, the event broke even.
- B. Biplane and Glider All Around Fun Fly was held on 30 May. Six gliders and one biplane showed up. No big “boomer” lift, but lots of small and medium. We got our flying time in. Nice quiet event.
- C. Pylon Racing Practice will be held on 27 Jun. The purpose of the event is to explore ideas and potential aircraft for a low-cost, easily accessible racing class. Come on out, go around the pylons with whatever you bring, and see if we can get some sort of racing going again.

6. Old Business:

- A. RSIC Open House. RRCC staff and Logan Miller (RSIC) had a meeting before this evenings’ Club meeting to start organizing logistics for the 22 Aug Open House. The activities, buddy-box training, air show, and static display will be pretty much the same as in previous years. Physical layout and food will be arranged more like what we had at the Warbird event (Cameron’s trailer near the Conex and tables south of that). We will be needing EZ-ups for shade over the tables. The Open House was very well received last year, and we are hoping for an even bigger turn-out this year.
- B. Vote regarding a discount on dues for anybody who is a member of another Northern Nevada R/C 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). Majority voted in favor.

7. New Business:

- A. Cameron conducted a raffle. Sam Case won a gift card for Amain hobbies. Bryan Canning won a gift card for Motion R/C.
- B. We are due to have the outhouse pumped.

8. Member input, questions, comments:

- A. Skip suggested that we should have some type of Swap Meet, maybe combined with a flying event. Or, an auction. Possibly in September?
- B. There is definite interest in having a Christmas Party. It is a good way to build the social side of our Club. It will be nice to involve the non-flying members of the family.

9. Show and Tell:



Sam Case brought plans and some laser cut wood parts for a UNR DBF (Design, Build, & Fly) Summer project. The DBF team can’t work on next year’s competitive project until the Fall. So, in the meantime, they are building a 45” wingspan, Bf.109. The plan is to adapt the Messerschmidt to carry a water balloon and release it in flight. The team is working off



of a set of AMA plans and have already cut many of the parts using a laser cutter in the UNR “workspace”. The workspace is free to students and available to non-students for a fee. The facility is located in the Mackay building on campus.

10. Meeting adjourned at 7:40 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.)

“Perfect?”

It may be hard for newer fliers to believe, but there was a time when ARF’s were not common—a time when kits were King. If you wanted a new airplane, you actually had to build it. Pride and individualism went into these machines. Just near the end of this golden era of building, a kit came out that sold like wildfire. It was called the “Perfection.”

I personally took exception to the name. For starters, I considered it to be terrifically ugly. And, after looking at the plans (rough, error peppered drawings), I felt that there was way too much “thud and blunder” engineering. Despite my personal feelings, the kit was amazingly successful. Everybody and their brother bought one because it was easy to build, easily personalized, lent itself well to modification, and generally flew well.

It wasn’t long before you had either built, owned, flown, or (at least) seen a Perfection. I had the honor (?) of flying five of them.

Kai Jensen’s had the fastest roll rate and could perform terrifically brisk maneuvers. Kai pointed out that I had strongly bad mouthed the design, then turned around and flew the heck out of his for twenty minutes. “If it’s that bad, why are you flying it for so long?”

Jerry Kunze’s was the fastest. He put some kind of YS (.65?) four stroke on his that really pulled the plane with authority. Lots of zoom and gobs of vertical—a real barn burner!

Bobby Brown and Daryl Saldausky were possessed with an insatiable desire to add power, wingspan, weight, and drag. Flying their Perfections was a bit funky. I gave Darrel a few tense moments, though, while I used his to practice full throttle touch-and-goes. He gave me a hard time about that for quite a while.

Steve had the nicest looking Perfection that I have ever seen. His came with the added bonus of good handling. The shaped cowl, realistic landing gear, split elevators, full depth rudder, angled fin, and shaped ailerons were all pulled comfortably through the sky by a large O.S. four stroke. That is, until I smeared the airplane across the desert floor...

I had just started a Cuban Eight. ‘Made it up and over the first half loop and was headed down the diagonal. Then I discovered that I could not roll upright. No response! There it was, full throttle, inverted, 45 degree dive, and all we could do was watch.

At the impact site there was a crater eighteen inches long, six inches deep, and six inches wide. We found most of the parts but could not locate the engine. We looked, and looked, and looked. I thought it might be the situation of a grey engine hiding in grey bushes, so I stayed near the crash site. Steve felt the engine was out in the open and started marching in the direction indicated by the long axis of the crater. 200 ft. later, he found it. That engine had been thrown the equivalent of a third of the length of our runway. It was a very sad, but spectacular, end for the “Perfection” that came closest to perfection.