August 7, 2026

RRCC NEWSLETTER

Reno Radio Control Club
P O Box 21115
Reno NV 89515

www.renorcclub.org
(Note: ".org" not ".com")

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

Newsletter Editor:
Dan Mitchell

MEETING MINUTES, 5 Aug 2026

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

Members present: 26 (76/4 = 19 quorum present)

2. The meeting started with Rod Case introducing Scott Youngs and Ammon Dole of the Nevada Assistive Technology Resource Center (NATRC). Scott is the project director of the NATRC, and he has worked with Rod to introduce the possibility of having new members with disabilities join the RRCC and fly R/C aircraft at our facility. Scott has visited the RRCC flying site and indicated that, with its cement and asphalt surfaces, it is fairly well suited for use by people with handicaps. The primary exceptions were worktable height (compared to wheelchairs) and that the outhouse is not wheelchair accessible. There are special handicap outhouses available from Sani-Hut that could be rented when the NATRC program is active at the field. Ammon is a UNR graduate student that has created 3D printed accessibility tools and developed computer system tools that allow disabled persons to use standard radio control boxes to fly R/C aircraft. He also mentioned wiring arrangements to allow buddy box capability between non-matched transmitter brands. Club member Dave Denne described how he found R/C flying in Reno. It was sort of an accidental discovery that turned into a very important and regular past-time. He explained that the hobby is an "out" for handicapped people—a release from the pains and difficulties of a disability. Scott concluded the presentation estimating that as many as 25 people might participate in flying training with the adaptive controllers.

3. Cameron (the Prez) spoke about longtime Club member, Gene Mapel, who passed away recently at the age of 82. Cameron mentioned the connection Gene had with the people of the Club and his large influence on operations at the field. Several members shared memories about Gene, all of which reflected Gene's kindness, his deep interest in flying, and how he helped others to enjoy the sport. He will be missed! Cameron promised to pass along whatever info he gets regarding memorial service, etc. A sign was made and will be posted with the others on the Conex. It was suggested that a memorial fly-in be scheduled.

4. Duane Nelson (Tres.)—This month there was very little income, no expenses, and the Market account increased by $800. For specific numbers, please ask Duane for a copy of the report.

5. Randy Connors (Sec.)—No report.

6. Guest: Matt States, a US Marine Corp veteran, is returning to the hobby after a few years away. He is very interested in fuel powered aircraft (another glo guy!) and pretty much has to start over on learning to fly. He lives in Fallon and works at the Air Base as a parachute rigger. (At the end of the meeting he joined the Club. Welcome aboard!)

7. Students Tri Phan, Ryan Hanson, and Jim Richardson can fly on their own, though they have not gone through the informal-formal solo exam. Cathy Phan and Phil Riek are progressing with buddy chord training.

8. The University of Nevada, Reno (UNR) Design, Build, & Fly (DBF) Team will be going through a build and fly challenge this weekend. They have 24 hours, starting at 9:00 a.m. on Saturday, 8 Aug, to design and build two identically powered foamboard electric R/C airplanes; one to fly fast, one to fly slow. On Sunday, 9 Aug, they will test fly the models at the RRCC field. The field will be open for normal sport flying. However, to test the speed capabilities of the aircraft, the team asks to have an "open runway" a few times in the morning to stage a "high/low" speed trap.

9. Turbine flying rules have been developed and are included later in this newsletter. A copy will be made into a sign and displayed at the airfield.

10. Given that this is a very busy month, the Event Coordinators have decided to postpone the Night Fly & BBQ (originally scheduled for 15 Aug) until a weekend early in September.

11. The Reno Sparks Indian Colony (RSIC) Open House is <u>very definitely scheduled</u> for Saturday, the 22nd of August (it is <u>not</u> tentative). The 22nd is the National Model Aviation Day which is a perfectly appropriate day for engaging with our community, the RSIC. The focus is to give the kids of the community a fun and instructive model aviation experience. The event will start at 8:00 a.m. and go to Noon. There will be airshow style flying, buddy box training, simulation flying, wooden glider decoration, a raffle for the kids, and a static display. Come on out—the more the merrier. Airplanes for the static display are always welcome. There will be doughnuts and coffee in the morning. The main offering for lunch will be pulled pork sandwiches, with sausages as a backup. Of course there will be side dishes. NEEDED—please bring E/Z-Up style sunshades for the dining area.

12. The Commemorative Air Force (CAF) is putting on a Hanger Dance. 3:00 p.m. to 10:00 p.m. on Saturday the 29th of August. The event is located at the Stead Airport—hangers and ramp area just to the west of the Airport Terminal. Most of the local aviation related organizations have been invited to attend and participate. There will be music, dancing, car show, static airplane show, and airplane rides. It is a free event. The UNR DBF team and RRCC have been invited to have displays (what we call a "mall show"—table, simulator, information handouts, and display aircraft). It could be good publicity exposure for the Club. If anybody is interested in this as a project, please contact Cameron.

13. Local R/C pylon racing hasn't quite gotten traction. There is still discussion of what airplane/race-class should be selected.

14. The meeting adjourned at 8:01 p.m., before we had a formal Show-N-Tell. So, members wandered among the show items, asked questions, and told stories.

Scott and Ammon, of NATRC, had some video footage and various R/C stick “adaptors” on display.

Rod Case showed a little Ultra Stick. ‘Not sure if it had a special feature or if it was part of the NATRC presentation.

Ray English and Cathy Phan brought in some building technique demonstrators. Two structures, one with diagonal bracing (Ray’s favorite—triangles) and one with just square open spaces. The piece with diagonals is intensely rigid compared to the open structure. The triangle sample was notably heavier—probably <u>not</u> because of the added wood, but because of the higher wood density.

Skip Baltar displayed his turbine jet with the canopy off. This allowed viewing of the inner workings of a typical turbine aircraft.

Bob Barnett shared a very pleasant two-mastered, fore-and-aft rigged boat. With all the nautical names for all the small sailing craft in this world, only Bob would know what type of vessel this is. The rigging looked functional, so it can be assumed that this model is R/C guided.

Jake Qualey brought in a <u>very</u> clean Fw 190. Besides having absolutely terrific overall good looks, the model featured a 3D printed engine fan. There is also a very intense looking pilot. Ask Jake about the “gun camera.”

RRCC Turbine Aircraft Regulations

(July 2026)

1. Follow ALL AMA rules and regulations regarding turbine aircraft operation.
2. Minimum of 2 AMA Turbine Wavier qualified pilots must be present for turbine aircraft operations.
3. Fire suppression equipment will be loaded into a vehicle, or vehicles, prior to any turbine aircraft flights. The equipment will be returned to the Conex

after the session is over.

4. A spotter must be used for all turbine aircraft operations. The spotter should be an AMA Turbine Waiver Holder, or knowledgeable about turbine operations. (This is also an AMA requirement.)
5. The turbine pilot is responsible for any and all turbine aircraft fire and fire suppression related to their aircraft. Assistance by others is invited and recommended.
6. Turbines will be started at the ends of the apron with their tails facing toward the dirt area; away from all people, planes, gear, or anything else that could be damaged or harmed by turbine exhaust.
7. No high energy maneuvers toward the crowd or pits.
8. Dead-Line for slow and normal maneuvers is the middle of the runway (white line along the middle of the runway).
9. Dead-Line for high-speed passes is the outside edge of the runway, NO EXCEPTIONS.
10. RRCC is a multi-plane field. Please be aware of others. Read the field. Talk to your neighbors.

Make a plan.
HAVE FUN.

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.)

Panther

Sometime in the early 1960's a full-size US Navy F9F Panther airframe was set up at a park in Hayward, California. The "fighter jet" was placed in the recreation area for kids to play on. It didn't have landing gear but was mounted close to the ground on short plinths. The airplane looked great in its original Navy-blue color scheme. Kids loved it.

I was probably about eight years old when we discovered the jet. My sister and our two friends were all older than me. They were brave and tall enough to shimmy up the smooth-surfaced vertical stabilizer so that they could sit on the horizontal stabilizer. I tried it a couple times but was never comfortable with the height.

Instead, I would crawl through the exhaust opening into the belly of the airplane. It was rather roomy in the engine area because the fighter had been powered with a centrifugal flow turbine (naturally fat). The aircraft was gutted. However, there were plenty of sharp metal edges and cut

wire ends hanging out to get cut and poked with. It was possible to access the cockpit from the engine bay, but that part of the airplane was usually packed with kids.

When I was done with my imaginary combat mission I would lie on my belly, face forward, and slide out of the airplane through the left air intake. It was a short drop to the ground. After a quick inventory of the cuts, punctures, and bruises, I'd go back to playing.

We moved away from the area for a couple years. Then we moved back to a different home in Hayward. I was delighted to find that the Panther was still in the park. I found that I still didn't have the nerve to climb up to the horizontal stabilizer.

However, I did climb inside via the tail pipe opening. After rattling around for a while, I decided to get out. As usual, I lay on my belly and slid face first out of the left air intake. Oooops! This time I got stuck—real stuck. A couple years of growth made just enough difference. I couldn't go forward and I couldn't go backward—and nobody around to help. There was nothing inside that I could brace my feet on. And the outside faces (fuselage side, air intake combing, and wing leading edge) were all too smooth to get any kind of purchase.

After the panic subsided, I discovered that I could tilt my hips just enough to allow me to advance a fraction of an inch at a time. I eventually plopped out on the ground, exhausted and embarrassed. I inventoried the cuts, punctures, and bruises—and never went back.

I still think the Panther is a great looking airplane.