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, 2 Sep 2026

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

   Members present: 18 (77/18 = 19.25 quorum not present)

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

3. Guests or New Members:

   A. Jessica Peterson is a UNR faculty member who is overseeing the Design, Build, and Fly (DBF) program. She gave a quick talk about the DBF team and the newly started competition year. We scheduled a "Learn to Fly" day for the DBF members. That will be on Saturday, 26 Sep 26 starting at 8:00 (sharing the field with the Glider Event). We plan to give the DBF students buddy-box flying time—an opportunity for the team members to experience the physical results of the application of all that theoretical calculation that they are familiar with. Chris Peterson (husband) was also in attendance.

4. Cameron (Prez) pointed out that the Club Bylaws require that the cycle for electing Club Officers starts in the September meeting. The elected positions are: President, Vise President, Secretary, and Treasurer. Presidential Appointments are: Safety Officer, Newsletter Editor, and Activities Director. The Club cannot exist without the officers. If you value having a flying field, consider helping as a staff member. The Vise President position is open and needs to be filled.

5. Treasurer Report. Duane said that this last month we took in $155, spent $808, and the investment account increased by $400. The last of the seven years of IRS payments has been made. We should be free of concerns with the taxes, late fees, and penalties for that period. The taxes are now paid on a quarterly estimate arrangement. Duane could really use some I.T. help fixing and securing the Pay Pal feature on the web site. We are currently limited to cash or check for paying dues. Cameron might be able to take credit cards using "Square." He would then pass the dues payment to the Club.

6. Safety Officer. Piper announced that he spotted a four-foot gopher snake near the pits. Yes, there are snakes, including vipers, out in the desert (a.k.a. flying field). If you are bit by a poisonous snake, don't waste time trying to kill the snake. Use a pen to draw a circle around the bite and write the time of the bite. Go directly to an emergency room (large hospital). Don't break traffic laws getting there, but don't waste time (e.g. stop for lunch). The doctors can tell what kind of snake it was by how much the poison has advanced (that's why you circle and time stamp the bite). Now that they know the type of snake, they can give the proper anti-venom.

7. Event Committee. (Rod C. & Piper)

   A. The 29 Aug 26 Race Day was a bit of a bust. There was some concern about incomplete distribution of the announcement. There will be another attempt on Saturday, 5 Sep 26. Pilot's briefing at 8:00.

   B. The RSIC Open House has been rescheduled to a Saturday, 12 Sep 26 (tentative). We are waiting on permission from the Tribal Council (lifting of the State of Emergency).

8. Old Business: The memorial services for longtime member, Gene Maple, are not scheduled yet. Cameron will notify the Club when he hears of any service information.

9. New Business: No raffle this month, but Cameron plans to have one next month.

10. Floor open to Member input, questions, comments:

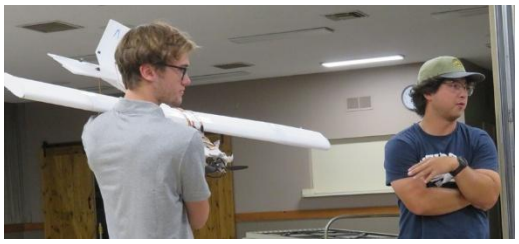
   A. Discussion again about a Club Banquet. Some call it a Christmas Party. Some call it a Year End Banquet. It just depends on if it is in December or January. We use to install the new Club officers at the event. There used to be a raffle, member "roasts", and sometimes Club related slide shows and video footage. We talked a little about locations and costs. The Legion Hall with catering is a possibility. The 19th of Dec. was mentioned as a possible date.

   B. Ray asked about having an auction. He says that if the event is advertised in the local states, six months ahead, we might get enough of a turnout to make the event worthwhile. Local city permits and rules may not be that hard to deal with.

11. Show and Tell:

Rod Schurtz showed us a classic Quickee 500 race plane. Not powered by a Dub Jett, nor a Nelson; this one sported a Fox 40. Fox engines might have been more common when the race class first started. This is the first time the engine has been run (pulled new out of storage, no doubt). With 5% nitro, it turned up about 17,000 rpm. Rod figures the 40% nitro aught to give it a kick! This particular set-up usually gave 170 mph performance.

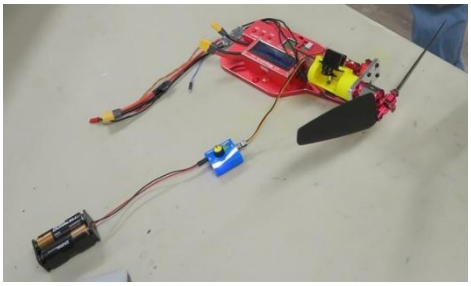
Sam Case and Brian displayed one of the two airplanes that were build during a 24 Hour DBF Challenge. The UNR DBF team was tasked to design and build two foam board, electric powered airplanes; a slow one and a fast one. The design and build part of the project started Saturday morning (8 August) and ended Sunday morning. The two aircraft were delivered to the RRCC airfield that Sunday morning. Sam was the test pilot. Both airplanes crashed on their first flights. Some quick field repairs took place and both airplanes flew



successfully on the second round. This wasn't just a couple of guys knocking out one model apiece. There were around 17 students who had a hand in this, all with different tasks—lots of lessons learned in communications, coordination, design, and building. Except for a few details, this "slow airplane" wing is the nicest/strongest foam board wing I have ever seen.

Rod Case had several of the handicap adapter fittings to give away to anybody who was interested. These are 3D printed plastic adapters that friction fit over the sticks of a normal transmitter. The longer stick extensions have the effect of heavily detuning stick input—essentially eliminating a need for expo. There were also a couple "lap trays" that could hold a transmitter for a seated pilot.

Tri Phan showed a variable pitch propeller arrangement that is part of his work at UNR. The prop hub is a commercial unit that uses a servo and linkage to adjust the pitch of the prop hub. Tri's work involved making a mount that aligned the hub, motor, and servo.



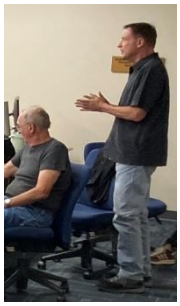
12. Meeting adjourned: 8:01 pm

UNR Design, Build, and Fly (DBF) Team Introduction Meeting (located on the UNR campus).

On the evening of 31 Aug 2026, over 40 people showed up for the first official "team" meeting of the 2026/2027 competition season. RRCC was well represented. Quite a crowd. It is amazing how many students you can attract when you offer free pizza.

RRCC member, Ray English describes some of his modeling background and reminds everybody of the strength of triangles.

RRCC Newsletter Editor, Dan Mitchell lists his model building history and reminisces about getting sucked out of a jet airplane.



RRCC member, Tri Phan was the lead speaker and organizer of the meeting. Here he is describing how participation in a DBF project can have beneficial effects when a young Aerospace Engineering graduate is applying for an Aerospace related job.

RRCC member, Sam Case spoke about his involvement in the DBF program. He is the Chief Engineer and Primary Pilot for the project.

All photos by RRCC member, Cathy Phan.

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.)

"Ultimate Surprise"

Jerry Kunze had a fairly new ¼ scale Ultimate Biplane that had been suffering from engine trouble. Adjustments had been made and the gas engine was now running fine. Jerry was having a great time putting the model through lots of whoop-de-dos and flippity-whatnots.

I was standing next to Jerry while he was doing all this flying. He wanted to share the fun, so he asked if I wanted to fly the biplane. I said "yes," and he handed the radio to me. I quickly got control of the airplane and put the model through a loop. Then, just as I finished the maneuver, the engine quit.

Thankfully, the airplane was situated high and reasonably close to the field. Jerry asked if I wanted him to land it. I said I was okay. I set up an approach from the east. The bipe was carrying just a bit too much speed and when the wheels touched, one of the wing tips tapped the runway. I apologized for scrapping the wing. Jerry waved that off and said that that was the best landing that model ever had.

Post flight checks revealed that the fuel tank was empty. Empty?! Thanks, Jerry!