



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



MEETING MINUTES, 7 Oct 2026

1. Meeting called to order at 7:06 p.m.

Members present: 21 ($78/4 = 19.5$ $21 > 19.5$ quorum present)

2. Approval of previous meeting minutes: Voted in favor to accept as published in the Sep 2026 newsletter.
3. Guests or New Members: With help from Cathy Phan, the UNR DBF team forwarded five new members (AMA and the Club). Below are their names and what part of the DBF team they represent:

- A. Brennan Kincannon—Propulsion and Electronic Systems
- B. Brian Wyrsh—Structures
- C. Cameron Christy—Aerodynamics
- D. Amy Dudley—Systems Integration
- E. Daniel Janusz—Manufacturing (not present)

4. Board Member Reports.

- A. Vice President (Josh Tatu) not present. Cameron explained that, though the VP job is rather “low profile”, it still needs to be filled. The VP conducts meetings and such when the President is not available. In the past, the VP could also handled special projects like arranging STEM events at schools. (Thank you to Tom White for doing this work in the past).
- B. Treasurer (Duane Nelson). The Club received \$70 in donations from events. For IRS reasons, it is important that we identify the money receive at events as “donations”. We had \$435 in expenses. The market account was down a little. For specific numbers on income, expenses, savings, etc., please ask Duane for a copy of the report.
- C. Secretary (Randy Connors). Randy showed us the business license that the Club received from the Reno Sparks Indian Colony. The license expires on January 30th, 2027. The license indicates that we are non-profit and do not have to pay taxes to the RSIC.
- D. Newsletter and Training (Dan Mitchell). The DBF team members that just joined will be learning how to fly. Since they are AMA members, they can receive flight training from any AMA member who is willing and capable of teaching. They are not restricted to receiving training from the IPP mentors.
- E. Safety Officer (Robert Piper). No incidents to report.

5. Event Information.

- A. Last Month’s Events: Thank you so much to Rod, Piper, and all the others who helped to make all these events happen!

- 1) Pylon Race, 5 Sep. The best pylon race event so far this year—lots of excitement, lots of interest. There were some issues with the procedures of starting the races. Revisions are being considered to make the racing smoother, including the use of a loudspeaker. We are also considering not having trophies or ribbons for the top three finishers. Instead, the Club will try using nicely colored & decorated plastic cards that indicate the race and placing (1st, 2nd, and 3rd).
 - 2) Friends from Disabled Community, 19 Sep. This was an interesting and big event. 12 to 14 disabled people had opportunities to get stick time with our Club instructor pilots. Some of the adaptive control equipment was tested and used.
 - 3) Combined Glider Event and DBF Team Flying Day, 26 Sep. There were a couple gliders that wandered around looking for and finding lift. The DBF team got “buddy box” stick time. It is good for the UNR students to get flying time because it puts all the theory into better perspective.
 - 4) Night Fly, 3 Oct. There was a nice bunch of people that came out for late evening flying (still some daylight/twilight). Hot dogs and hamburgers were BBQed. The hard-core “Night Flyers” produced five or more fully lighted aircraft when it got really dark.
- B. Pylon Racing Schedule discussion: Various ideas were proposed. If you have any ideas or want to help make racing happen, please talk with Rod Case, Piper, or Cameron. The rules and procedures are being developed and organized as we go. Possible race schedules to consider are:
- 1) Race on the 2nd Sunday or Saturday of every month?
 - 2) Race on Saturdays from January to June, then race on Sundays from July to December.
 - 3) Start a 6-month race series (accumulate points for placings at the end of the season).
- C. RSIC possible reschedule? Silver Club status requires that we have a community event at least once a year. Our RSIC Open House was going to be that event (kids, STEM activity, air show, buddy boxing—what could be better). Fire and a continuing “state of emergency” cancelled our first two attempts. If we want to try the Open House again, we need to know the status of the “state of emergency” and if the RSIC can provide kids and resources as previously planned. Cameron will contact the RSIC. Otherwise, Randy Connors has a lot of contact with the Boy Scouts—it may be possible to set up a STEM show-n-tell with them. Or, we could look into a STEM show-n-tell with a local school.
- D. Holiday Party at the Legion Hall.
- 1) So far, the plan is to have the Holiday Party at the Legion Hall (normal meeting room) on the 19th of December. The food will be catered.
 - 2) A raffle can be arranged. We should definitely consider having gifts for the “significant others.”
 - 3) There was also mention of a possible talent show. Music by a local Jazz Band could be arranged.
6. Old Business:
- A. Nominations for board members. Except for Vice President, all the board members have indicated that they are willing to stay in their positions for next year. As noted above, we do need a VP. Please consider volunteering for the job.
- B. A raffle was conducted. Four tickets were drawn. Gift cards were the prizes:
- 1) Sam—Amazon

2) Cameron (UNR)—Motion R/C

3) Rod Case—Amazon

4) Tri—A Main Hobbies

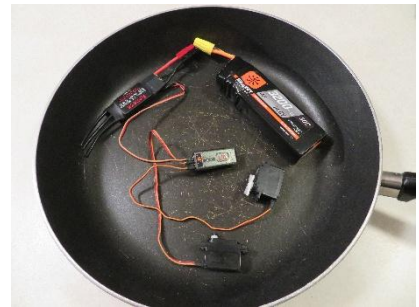
C. Cameron (Prez) plans to have the updated Field Rules and the Turbine Jet Rules posted at the field by the next meeting.

7. New Business: Rod Case announced that the UNR DBF team intends to add five new AMA/RRCC members each year. Go Pack!

8. Member Input, Questions, Comments: Ray English indicated that he will be going to the Sacramento Area Modelers swap meet on Saturday, Oct 10th to sell the RRCC airplane stuff he has in his trailer. He wants members to know that they can buy airplanes and flight equipment from him. Contact him and see if he has something you would like.

9. Show-N-Tell:

Dan Mitchell showed a battery that somebody left out at the field after a crash. Dan urged members to locate all remnants of crashes, particularly batteries, and take them home. Our LiPo batteries can be discharged to a safe, “empty” condition by submerging them in a brine solution (salt & water) for a week or so. Dan showed a different way. He uses a frying pan w/lid, an unwanted ESC, receiver, and some servos to slowly draw a battery down to “empty”. The idea is based on finding “lost” airplanes that remained turned on and are depleted when found after a few days have passed. When the battery is really empty (use a VOM to check) strip all the wires and twist them all together with a wire nut. “Batteries+” has been taking them. Redwood Materials might take used LiPo’s (somebody needs to research on where and how).



Amy presented a Flite-Test Guiney Pig foamboard model that she assembled. It is to be used as a test-bed for ideas being explored in the DBF project. The landing gear arrangement for this model was rather lame, so we ended up flying it without wheels.

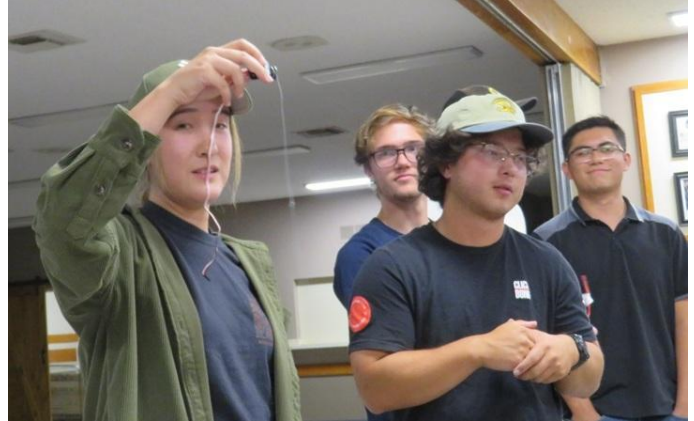
Sam displayed a set of Du-Bro landing gear that underwent destructive testing. 50 lbs., added slowly, only squashed the gear near flat. The gear recovered almost back to their original shape. The gear failed when 15 lbs. were added and dropped from three feet....just like a particularly hard landing!



Brennan showed the motor and battery that were selected for the actual competitive DBF airplane. The battery size is limited, by the event rules, to a maximum capacity of 100 Watt-hours. The 6S 4500mAh battery is 99.9 Watt-hours. That’s about as close to the limit as you can get!

The rules for this year's competition require that a simulated "sensor" be deployed out of, and returned back into, the carrier airplane while in flight. A winch for the job must be "engineered" by the team. Amy holds an off-the-shelf winch servo. It was found to be too slow for the job.

10. Meeting Adjourned at 8:01 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.)

“Vectored Thrust”

Lanier made a kit they called the “Stinger.” It came in a variety of sizes, including one suitable for 60 size two-stroke engines. Steve built his Stinger with an O.S. 91 four-stroke. It was not a particularly fast airplane, but it did have muscle.

Steve wanted to “beef up” the firewall so that it could handle the added power. He added a piece of fiberglass to the face of the firewall. The glass went under the chin and back to the landing gear mount. I don’t believe the glass extended onto the top or sides of the nose—if it did, there was not very much.

Now, Steve’s flying style included a goal of always landing “full stall” right at the threshold of the runway. ‘Certainly easier said than done.

One fine day, Steve brought his Stinger in for a landing and got his stall. The problem was that the airplane stalled four feet over the runway. The machine dropped like a brick and hit hard. It bounced. It bounced hard—nearly all the way back up to where it started. Just as it reached the top of its bounce, the firewall broke loose.

The fiberglass stayed in place and acted like a hinge on the bottom edge of the firewall. The engine (still running) and firewall rotated about 120 degrees on this make-shift hinge. The “new” trust line was down and back. The throttle cable stayed back, pulling the carburetor throttle arm back; which, in turn caused the engine to suddenly go from idle to full throttle. The fuel and pressure lines were long enough to remain attached, thus continuing to supply the engine with fuel.

The net result of all this was that the Stinger had massive, vectored thrust downwards and backwards. The plane made two and a half complete “outside loops” before it finally schmacked into the runway.

Is that some fancy 3D flying, or what?!