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

Last year complaints about airlines increased 22%. There were probably more complaints, but the airline lost them. (Contributed by Bob Barnett)

MEETING MINUTES, 1 Jul 2026

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

   Members present: 22 (75/4 = 18.75 quorum present)

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

3. Guests or New Members:

   A. Bryan (last name?) is a student at UNR and a member of the Design, Build, & Fly (D.B.F.) team. His role in the team is to oversee engineering of "Structures and Payload" on the aircraft that will be built for competition.

4. Board Member Reports:

   A. Josh Tatu (V.P.)—Not present.

   B. Duane Nelson (Tres.)—The Tax Man got his share this month. Duane paid the estimated quarterly tax and the last of the tax penalties. That brought overall Club value down just a little. As always, you can get specific numbers by asking Duane for a copy of the report.

   C. Randy Conners (Sec.)—No report.

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

   E. Robert Piper (Safety)—Not present.

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

   A. Pylon Practice didn't quite happen. On Saturday morning, 27 Jun 2026, Bob Barnett and Dan Mitchell arrived at a very empty airfield. The wind was blowing like heck, and it wasn't any too warm. Apparently Bob and Dan got up too early to see the postponement email. No problem. Some guys gathered the next day (Sunday the 28th) with better weather conditions. But, oops, no battery for the race airplane.

   B. Pylon Racing is scheduled for 11 Jul 2026. This will be a casual, introductory event, so bring whatever you would like to race. The organizers will try to sort the attending aircraft into possible race classes. For example: AeroScout race, Hobby King Extra race, classic T-34 race. If there is just a big mix of aircraft on site, we can conduct a "Run What You Brung" race—handicap racing where the race start is staggered so

that it is possible for all aircraft to cross the finish line at the same time. The pylons will be put up that Saturday. Despite the almost total unavailability of new T-34 airframes, there is a lingering desire to resuscitate the class. If you know anything about sources of T-34's (kits or assembled), contact Cameron. The Phoenix Tiger has been identified as a possible substitute.

6. Old Business:

   A. RSIC Open House. We are still scheduled to have the Open House on 22 Aug 2026, 8:00 a.m. to 12:00 p.m. As stated before, the site layout will be much like the Warbird event with Cameron's trailer south of the Conex. Tables for eating will be south of Cameron's trailer. Somebody suggested renting a large tent for the tables—that will be investigated. Otherwise, we will need any available EZ-Ups for the dining area. Simulators will again be situated under the permanent sunshade. Air show and training aircraft are being lined up. Please bring airplanes for the static display. There might be doughnuts and coffee in the morning. Pulled pork will be the main offering at lunch.

   B. The outhouse needed pumping. That was accomplished in June.

7. New Business:

   A. Turbine jet discussion/vote. Skip Baltar lead the discussion regarding operation of turbine jets at the RRCC field. AMA and self-imposed RRCC rules will be in place for turbine aircraft to be allowed to operate at our airfield. One such RRCC rule is that there will be three AMA Turbine Waver Holders on site during jet operations. The complete list of rules will be published and distributed. A copy will be displayed next to the normal field rules on the back of the old radio impound (the big metal board and posts situated between the sunshade and the Conex). The turbine folks are going to supply the Club with three pressurized water fire extinguishers. Skip Baltar will be the Jet Operations Safety Officer—all questions on the subject should go to him. A vote was taken and passed with an overwhelming majority in favor of turbine jet operations.

8. Member input, questions, comments:

   A. Randy Connors reminded everybody that the Legion Hall is hosting a classic car Show & Shine at the hall on 4 July 2026.

9. Show and Tell:

Rod Schurtz displayed his "Not-A-Hots". He calls it that because, even though it looks a lot like a Hots, it is not a Hots. The changes are major, but subtle. The fuselage is described as "solid" because the "canopy" is built onto the rest of the body (not removed like the original). There is a lot of internal reinforcement added to prevent the characteristic fractures/breaks just aft of the wing saddle. The wings are slipped on using wing tubes and retainer bolts. Radio compartment access is through a hatch on the bottom. The wings also have 2-1/2" of wing sweep. The sweep was added, not for any aerodynamic reasons, but because it makes the airplane look faster. In keeping with the 4th of July mood, he applied graphics saying: "USA 250". The intended owner is planning to power this model with a Super Tiger .61.

Ray English described a Saito 60cc, gas, three cylinder, four stroke, radial engine that he was delivering to the Qualey Air Force. The engine retails for about $1,280. Ray's modifications, which dramatically improve engine run, are about $400, depending on the mods. He warns not to use gas with alcohol in it (to help prevent internal rusting). He also specifies using Klotz KL200 lubricant in the fuel.

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.)

Who needs "Theory"?

The University of Nevada, Reno (UNR) now has an Aerospace Engineering Program. The members of the department have decided to put together a team of students to participate in a Design, Build, and Fly Competition (DBF). The event is sponsored and organized by the American Institute of Aeronautics and Astronautics (AIAA). For the competition, the students must develop, construct, and operate a model airplane that can achieve specific mission requirements. This is a yearly event and schools from around the world contest for cash prizes.

Part of the total competition score is a grade received on a written Design Report. This document can be as long as 60 pages and is typically packed with equations, graphs, charts, and diagrams (not casual reading). All this theory is based on data and computational support that is easily accessed. Computer modeling is readily available. The internet is an almost unlimited source of data—even data appropriately useful for small R/C sized projects. So, theory plays a big role in the creation of these DBF model airplanes.

When old-time modelers are exposed to all this theory, they are likely to recall what designing and building was like in the past—particularly projects by hobbyists. Useful data and computational support hardly existed even as late as the 1980's. The internet was still only an experiment. Computers were small and limited (e.g. a personal computer called the "Fat Mac" featured 512K of memory—yippy!). And any computer modeling that was available was dedicated to full size aerospace projects. There was almost no theory used in the hobby. R/C airplanes were designed using "rules-of thumb" and a good dose of "That looks about right!"

Fred Deudney eloquently expressed his view on using "theory" for designing models in his 1986 book called *Radio Control Slope Soaring*. He wrote: "The most indisputable proven fact in the whole of modelling is that the design of (model) planes is so uncritical that no mathematical processes are needed. Also, from the sheer weight of evidence, it would seem unlikely that resorting to calculations would put your "solution" anywhere but in the middle of a broad tolerance band, at best. What is particularly discouraging to anybody who prefers not to leave it all to intuition, is that whilst there's no difficulty in using equations, the calculated result will be no more reliable than the aerodynamic data fed in, and this for models is likely to be very poor indeed. So, it isn't necessary, it isn't likely to offer advantages, and it's just as likely to be worse."

Perhaps theory might actually have a place in the hobby now days…