



RC AEROGRAM

The Monthly Newsletter of the Eugene RC Aeronauts Flying Club

Editor – AL Barrington

Volume 15 Issue 9

September 2019

Deadline for next edition: October 10, 2019

Next Club Meeting – Saturday, Sept 21, 1 p.m. at the flying field.



From Our President

Hi all,

The summer is waning, and the days are starting to shorten!

It's been a good summer, with lots of dry days, but the last week has been exciting, with lots of rain, and

thunderstorms!

We would like to lay some sand down on the runway, but we need some dry days to help us out, or we will do damage to the runway while applying the sand! We will need to see how things go, and we will send out a NOTAM if/when it is time to do it.

Please join us for our last outdoor meeting of the year! It will be held on September 21st, at 1:00 p.m.

See you then!

Roger

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AMA Charter #530

GOLD LEADER
CLUB

President
Roger Dahl

Vice President
Frank Blain

Secretary
&
Treasurer
Jeff Lutz

Safety
Mike Burgess

Flight Training
OPEN

Webmaster
Jim Corbett

Field Maintenance
Jim Corbett



Secretary and Treasurers report

Jeff Lutz – Secretary / Treasurer jefflutz@g.com

Eugene RC Aeronauts 2019 paid members (57 members paid as of 6/14/19)

| | | | |
|------------------------|------------------|------------------------|--------------------|
| Aikens, Quinn | Funk, Robert | Kopriva, Tom | Teague, Daniel |
| Barrington, Al | Gorake, Carl | Lee, Mike | Thompson, Mel |
| Bell, Cecil | Gorake, Chad | Lutz, Jeff – Sec/Treas | Tomlin, Trevor |
| Blain, Frank - VP | Graham, Mel | Martins, Bill | Von Moss, Larry |
| Booth, Martin | Graville, Dwayne | McWha, Doug | Walker, Richard |
| Broich, William | Guidero, Michael | Morehead, Gary | Warmund, Wayne |
| Burgess, Mike - Safety | Hansen, Don | O'Donnel, Chuck | Wellenton, Alan |
| Byrne, John | Hiatt, Ed | Prudell, Matthew | Werneth, Brad |
| Carlstrom, Dave | Hiatt, Sam | Salle, Robert | Williams, Dale |
| Cook, Doyle | Kurt Hiner | Schaad, John | Willis, Oliver |
| Corbett, Jim | Hoard, Wayne | Schiltz, Dave | Willis, Pat |
| Dahl, Roger - Pres | Hokenson, Ron | Schiltz, Don | Willis, Theo |
| Fenner, Dave | Johnston, Gerald | Sharpe, Dave | Winz, Roger |
| Firth, Peter | Knox, Ron | Simington, Dave | Wright, Richard |
| | | | Yarborough, GERALD |

Treasurers report September 2019

Beginning balance: \$5,969.13

Expenses for September:

August BBQ supplies: \$44.37

US bank paper statement fee: \$5.00

Field expenses: \$317.10

BBQ supplies for MonsterFest: \$133.36

Above all sanitation August service: \$69.75

BBQ supplies for Labor Day fly: \$37.57

Beginner plane for MonsterFest raffle: \$150.00

Awards for MonsterFest: \$60.00

Total expenses for September: \$817.15

Income for September:

Member fees: \$218.00

BBQ donations from MonsterFest: \$116.00

BBQ donations for Labor Day: \$46.00

Raffle donations from pilot's raffle at MonsterFest: \$1,465.00

Raffle donations from public raffle at MonsterFest: \$355.00

Pilot fees from MonsterFest: \$625.00

Total income for September: \$2,825.00

Balance as of September 12, 2019: \$7,976.98

What's in an N-Number?

Contributed by President Roger Dahl

A recent query to the American Aviation Historical Society (www.aahs-online.org) asked the question, "What is the origin of the "N" in United States civil aircraft registrations?" How did the U.S. end up with "N" instead of "US," or some other designation, as the prefix on our civilian aircraft? After all, Sweden has "SE", Great Britain uses "G", Germany has "D" (Deutschland), and France is "F". And while we are considering this question, where do the C, L, R, X and S prefix designations (NC12345, NX123B, NS123) as seen on some aircraft come from?

1919 Commission Internationale de Navigation Aerieenne

The origins of the N in the U.S. registration can be traced back to the Commission Internationale de Navigation Aerieenne (CINA - the Convention for the Regulation of Air Navigation) established as part of the Paris Peace Conference immediately following World War I. A part of this conference was the adoption of the Convention for the Regulation of Air Navigation that laid the foundation of the system of international aircraft identification still in use today. In these proceedings, the first letter(s) of the identification designating national origin are set as in the examples described above. Each major participating country was allowed a single identifying letter and to specify their own designation letter. The U.S. delegation was allocated "N."

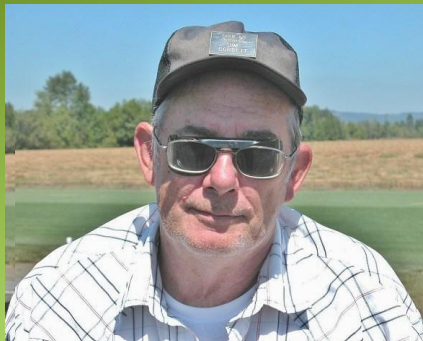
The convention stated that:

"The nationality mark shall be represented by capital letters in Roman characters. The registration mark shall be represented by a group of four capital letters; each group shall contain at least one vowel, and for this purpose the letter Y shall be considered a vowel. The complete group of five letters shall be used as a call sign for the particular aircraft in making or receiving signals by wireless telegraphy or other methods of communication, except when opening up communications by means of visual signals."

The nationality and registration marks are assigned in accordance with Table 1.

While the exact rationale for selecting the letter "N" has not been preserved, there are a number of stories as to why "N" was chosen. Some might be classified as "wives' tales," others seem to have a grain of truth to them. Though none have been substantiated, here are a few reasons that have been uncovered.

... To be continued in next month's edition.



Field Maintenance - Jim Corbett

Field notes:

Watering_Schedule_Sept_2019.pdf - Cancelled.

We got more rain than expected.

Preparing to apply sand to the runway and it needs to be dry.

2019 ERCA Club Officer Contact Info.

| | | | |
|-----------------------|---------------------|-----------------------|---|
| President | Roger Dahl | (541) 579-5959 | roger@artistry-in-motion.com |
| Vice President | Frank Blain | (541) 345-7449 | 541.954.2342 |
| Sec/Treasurer | Jeff Lutz | (541) 689-3567 | jefflutz@q.com |
| Safety Officer | Mike Burgess | (541) 998-1839 | mikeshanb@hotmail.com |