



RC AEROGRAM

The Monthly Newsletter of the Eugene RC Aeronauts Flying Club

Editor – AL Barrington

Volume 15 Issue 10

October 2019

Deadline for next edition: November 14, 2019

Next Club Meeting – Tuesday, October 15th, 7pm, at River Road Abby's Pizza Parlor (No Host)



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 recent weeks have 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.

See you then!

Roger

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AMA Charter #530

GOLD LEADER CLUB

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Roger Dahl

Vice President
Frank Blain

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Jeff Lutz

Safety
Mike Burgess

Flight Training
OPEN

Webmaster
Jim Corbett

Field Maintenance
Jim Corbett



Secretary and Treasurers report

Jeff Lutz – Secretary / Treasurer jefflutz@q.com

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

Aikens, Quinn Barrington, Al Bell, Cecil Blain, Frank - VP Booth, Martin Broich, William Burgess, Mike - Safety Byrne, John Carlstrom, Dave Cook, Doyle Corbett, Jim Dahl, Roger - Pres Fenner, Dave Firth, Peter	Funk, Robert Gorake, Carl Gorake, Chad Graham, Mel Graville, Dwayne Guidero, Michael Hansen, Don Hiatt, Ed Hiatt, Sam Kurt Hiner Hoard, Wayne Hokenson, Ron Johnston, Gerald Knox, Ron	Kopriva, Tom Lee, Mike Lutz, Jeff – Sec/Treas Martins, Bill McWha, Doug Morehead, Gary O'Donnell, Chuck Prudell, Matthew Salle, Robert Schaad, John Schiltz, Dave Schiltz, Don Sharpe, Dave Simington, Dave	Teague, Daniel Thompson, Mel Tomlin, Trevor Von Moss, Larry Walker, Richard Warmund, Wayne Wellenton, Alan Werneth, Brad Williams, Dale Willis, Oliver Willis, Pat Willis, Theo Winz, Roger Wright, Richard Yarborough, Geral
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Treasurers report September 2019

Beginning balance: \$7,976.98

Expenses:

Field Sand: \$249.00

Above all sanitation: \$69.75

Paper statement fee: \$5.30

Total expenses for October: \$324.05

Income:

No income for October

Balance as of 10-10-19 \$7,652.85

Next meeting is at Abby's River Rd. 10-15-19 7:00 p.m.

See you there Sincerely, Jeff Lutz

What's in an N-Number?

Contributed by President Roger Dahl
Continued from last edition

Why "N" Version 1

As early as 1914, states began to license airplanes based in their states. This was partly motivated by the prospects of increasing the state's coffers through the associated licensing fees with public justification being easy identification of aircraft being operated in a way that put life and property at risk. States pursuing this aircraft licensing direction tended to follow their existing licensing practices for personal watercraft. Maryland was the first state to enact aircraft licensing requirements sometime in late 1914. The first aircraft license issued was MAR-1. Other states soon followed and generally used some sort of shortened alpha character followed by numbers.

U.S. delegates attending the Paris Conference and working on the Convention for the Regulation of Air Navigation were aware of the individual state's licensing efforts. In an attempt to avoid confusion with the display of a required state identification number, this group appears to have requested the letter N that it deemed would stand for the national number.

As to the issue of avoiding confusion? A quick check of state names shows that states with names beginning in N are among the most prolific. If we assume that these states would use N as part of their state registration identifier, then the selection of N for a national identifier would only add to the confusion. With Utah being the only state beginning with "U," this would have been a more logical choice based on this rationale. Furthermore, this letter was not assigned at the 1919 conference, so was readily available.

Why "N" Version 2

The delegates, being very patriotic selected the letter "N" in recognition of the thirteen original states that formed the U.S. "N" was selected because it is the thirteenth letter in the alphabet.

Now one can just imagine a bunch of bureaucrats sitting around a table - probably after having consumed copious amounts of alcohol - coming up with this rationale. The only problem is that the letter "N" is the fourteenth letter in the alphabet. So what letter was excluded? Or, did these individuals just not have a firm grip on the alphabet. This version is probably best categorized as an interesting story but not the real reason "N" was selected.

Why "N" Version 3

This version is based on current events of the time. The four U.S. Navy Curtiss flying boats (designated NC-1 thru NC-4) set out on May 14, 1919, to begin the first crossing of the Atlantic by an aircraft. As we know, only NC-4 successfully completed this crossing, eventually arriving in Plymouth, England, on May 27, 1919. This first flight (albeit not nonstop) preceded the nonstop flight by Alcock and Brown by almost a month. The flight was still fresh on everyone's mind at the time the first international aviation congress convened and our delegation selected "N" in commemoration of this first flight.

This story sounds logical, particularly if none of the U.S. delegates were Navy types and were unaware that the "N" designation for the NC-4 really stood for Navy. This story like the others has not been substantiated.

Why "N" Version 4

The letter "N" was selected to stand for North America, with "C" being assigned to Central America and "S" for South America. The U.S. ended up exclusively with "N" because Canada was part of the British Empire in 1919 and the registration convention for such colonies was to use the British designation in combination with an assigned letter. Canada's designation was G-Cxxx which was changed later. Along with this story goes the postulation that the letters "US" or "USA" could not be selected because the U.S. was one of the five "super" powers designated to have only a single registration prefix. The letter "U" was unacceptable for unknown reasons, even though it was not assigned to any country during the 1919 convention.

The problem with this version is that it is rife with inconsistencies. As we can see in Table 1, the list of assigned registration letters to all the 1919 participants, Brazil was given P-Bxxx and Panama S-Pxxx, neither of which is consistent with this theory. In fact, a quick scan will show you other inconsistencies as well. Furthermore, Great Britain was quite content with the single letter "G;" so the U.S. could have just as easily accepted "U."

To Be continued in next edition . . .



Field Maintenance

- Jim Corbett

Field notes:

Sep 19 - We have a load of sand to apply to runway, need some dry weather to do that.

Sep 20 - Two batteries donated to replace the two stolen a month or so back.

Oct 1 - New pit cover (donated by Mike Burgess) installed.

(some extra straps will be added soon)

Jim C



Upcoming Events



Happy Birthday!
To all members born
in the month of
October

2019 ERCA Club Officer Contact Info.

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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