



# RC AEROGRAM



## The Monthly Newsletter of the Eugene RC Aeronauts Flying Club

Editor – AL Barrington    Volume 15 Issue 12    December 2019  
Deadline for next edition: January 16, 2020

**Next Club Meeting – Tuesday, February 18<sup>th</sup>, 7pm, at River Road Abby's Pizza Parlor (Club Hosted)**  
**No meeting December or January**



### From Our President

Hi All,  
I'd like to wish you all a very Merry Christmas, and a Happy New Year!  
I hope this finds you all having a great year end!  
We have had a wonderful year, and I'm very thankful for all that have carried the load to help the Eugene RC Aeronauts welcome new members, and have a good time promoting this

hobby that we enjoy!

We will not be having a meeting this month, (December) nor a meeting in January! We want you all to enjoy your families in this time, and we will reconvene in February, and will welcome you all with free pizza and drinks to welcome you all!

Our November meeting was "petite", but we had a good time, and our newsletter publisher, Mr. Al Barrington, has volunteered for the next year to become the Vice President. This was a welcome surprise, and we thank Al for all that he does for the club!

I hope you all are finding time to work on something that may actually fly!

Be safe and enjoy the winter months!

See you in February,

Roger Dahl

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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@q.com](mailto:jefflutz@q.com)

### Eugene RC Aeronauts members paid for 2020

<u>Officers</u> Dahl, Roger - Pres Barrington, Al -VP Lutz, Jeff – Sec/Treas Burgess, Mike - Safety	Fenner, Dave Hansen, Don Hoard, Wayne Kopriva, Tom Martins, Bill	McWha, Doug Salle, Robert Thomas, Jim Yarbrough, Geral	
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## *Meeting minutes for November 2019*

*The turnout for the November meeting was pathetic to say the least. This was the club's election meeting and I think we had 6 people show up. At this point I wonder to myself if it's even worth having monthly meetings at all. It seems as no club members have any interest in attending them. Anyway, that's enough of a rant. The clubs elected officials are as follows:*

*President: Roger Dahl  
Vice President: Al Barrington  
Secretary/Tres.: Jeff Lutz  
Safety Officer: Mike Burgess*

*There will be no meeting in January so we will see everyone in February.*

*P.S. Don't forget that membership dues are being collected at this point so please get them in the mail.*

## *Treasurers report December 2019*

*Beginning balance \$7,186.00*

*Expenses:*

*Above all sanitation: \$69.75*

*Abby's pizza November meeting: \$124.76*

*US bank analysis service charge: \$10.00*

*Total expenses for December: \$204.51*

*Income for December:*

*Member dues: \$110.00*

*Total income for December: \$110.00*

*Balance as of December 16, 2019: \$7091.49*

## *What's in an N-Number?*

*Contributed by President Roger Dahl*

*Continued from last edition*

The reason "N" was assigned to the U.S. was in recognition of the industry leading development and deployment of wireless communications by the U.S. Navy that had been using "N" as the prefix to its station call-sign identifiers since 1909.

Obviously, at this point in history (1912) aircraft were barely capable of carrying a pilot and passenger, much less a bulky wireless set. By 1919, when the CINA met, both aviation and wireless technology had made great advances - in part due to developments associated with WWI. Aircraft were now capable of carrying wireless communication gear and the practice of including such gear was increasing. As an international protocol for identifying wireless stations already existed, the CINA simply adopted a subset of the ITU call-sign identifiers for consistency. Support of this can be seen in the CINA specifications quoted above that state aircraft are to use their registration number in wireless communications with base stations. By combining the ITU standards into the registration marks, the CINA was simply assuring clarity in wireless communication on an international basis while avoiding unnecessary redundancy.

Support for this version is found in Aviation magazine dated June 11, 1923 (page 639) that states:

"Nationality Mark of American Aircraft: Aviation reported some time ago on the strength of a Norwegian government decree published in "Machrichten fur Luftfahrer" (the German air department bulletin) that Norway had adopted the letter "N" as its nationality mark. As this letter had previously been allotted to the United States as its aircraft nationality mark, it was editorially suggested that when this country becomes a party to the International Air Convention, the American representatives should ask to



have the letter "W" allotted as our aircraft nationality mark. It was pointed out that as the letter "W" was one of the international call letters allotted the United States - as is "N" - such a choice would be eminently practical as well as an act of homage to the Wright brothers. The National Aeronautic Association of U.S.A. now announces on the authority of the Controller General of Civil Aviation in Canada that at the third session of the International Commission for Air Navigation, the letter "E" was granted to Norway as that country's nationality mark, with the letter "N" as the first letter of the registration mark. The letter "N" therefore remains the nationality mark allotted to United States civil aircraft." [Norway never adopted the E-Nxxxx allotted to it, but later standardized on LN-xxxx]

This article tends to support the supposition that the CINA adopted the ITU call-sign identifications as both "N" and "W" appear to have been allocated to the U.S. The article also implies that we quite easily could have ended up with our aircraft registration numbers beginning with "W", though not in honor of the Wright brothers.

Unfortunately, the U.S. Department of Commerce Bureau of Navigation (responsible of administering wireless radio communications from 1911-1927 didn't get with the program. They continued to require separate radio licenses in planes so equipped. During the 1920s and 1930s, they even issued separate call-sign identifiers to these stations beginning with the letter K. For example, in 1937 Amelia Earhart's call-sign on her Lockheed 10E, NR16020, was KAHQQ. It was not until the late 1940s that the practice of assigning call-signs was discontinued, though they still required a radio license for both the radio transmitter and the operator.

So, we can probably thank, indirectly, the U.S. Navy for the "N" in the U.S. aircraft registration, as some have postulated, but it wasn't because of the transatlantic crossing of the Navy-Curtiss flying boats.

#### "N" Mark History

Interestingly enough, the U.S. Government would not ratify the 1919 accord. It wasn't until 1926 that the issue of national aircraft registration had reached a point of visibility that forced Congress to finally act in the form of the Air Commerce Act of 1926. In the meantime, in 1921, the National Aircraft Underwriters Association, a service organization for the insurance industry, attempted to establish a five-letter licensing code. The code included the prefix letter "N&

followed by four alpha characters (N-ABCD) in a manner similar to that currently used by a number of countries including Great Britain (G-ABCD). This system was purely voluntary and had no governmental backing or support. Due to a lack of support from either the government or by manufacturers, only 33 planes were registered by the end of 1922. The system had been abandoned by 1925. While the exact number of aircraft registered with this system probably never exceeded 50, there are aircraft from this period that appeared with registrations in this form.

In May 1926, the Federal Government finally got its act together with its first attempt at organization via the Air Commerce Act that became effective in January 1, 1927. This system essentially implemented the 1919 Paris Convention relative to national identification but deviated in that the identifying marks would be numbers 0000 through 9999 rather than four Roman letters. It further extended the system by including a classification letter to denote commercial (C), State (S), or private (P). The letter "C" was used to designate approved (airworthy) aircraft used in commerce and for airmail. The "S" included all state and federal government owned and operated aircraft. The "P" designation was created to sort out private aircraft from the "C" and "S" types, but this lasted only until March 1927. The need for the "P" designation was obviated by most states requiring aircraft operating within their boundaries to bear a "C" number. Interestingly enough, Oregon where much flying activity took place, was one of the few exceptions to this requirement. From the implementation of the Air Commerce Act until the late 1930s, the aircraft registration actually consisted of two parts – the Identification Mark Assignment number, and if approved for any form of formal license, the prefixes. A limit of four numbers was deemed adequate at the time to handle all possible aircraft registrations - after all, who in 1926 could imagine an aircraft population numbering more than 10,000?

To Be continued in next edition . . .

# Winter Build Challenge

**New Event Announcement**

**Mickey Cohen Memorial Winter Build Challenge**

**Maiden day for winter builds**

**Will be: Saturday June 6 2020**

*The main goal of the Winter Build Challenge is to stimulate and encourage traditional model building within the club. It will also be a good platform for sharing modeling techniques and will hopefully provide some good content for our newsletter and Facebook page. Don't be afraid to bring your build to the monthly meetings for show and tell or advice from fellow builders. The WBC is for experienced builders and beginners alike. It's important to know you will NOT be judged at any time on your building skills.*

*The end game for this event will be a maiden flight party, Saturday June 6 2020. All entries will be expected to make their maiden flight, one-at-a-time, on that day. If you are not comfortable flying your plane, you can have somebody else do the test flight. After all of the maiden flights are done, successful builders become eligible to win prizes or cool stuff yet to be determined.*

#### **Here's the Challenge:**

- **Must be a NEW build from a balsa kit, foam kit or plans. No repair jobs of previously flown aircraft. No ARFs.**
- **Previously started kits are okay, but they should have no covering and the framework must be less than 50% completed.**
- **Models must be radio-controlled, of any size or complexity, and powered with glow, gas, or electric.**

**To enter, you must post at least one current photo showing the starting point of your project in our newsletter or on the club's Facebook page. Remember, this is a social event - no secret projects allowed. To finish the challenge, your plane must be flown at the maiden flight party. The plane must take off, make at least one lap, and land.**

#### **The Challenge is open to any AMA member.**

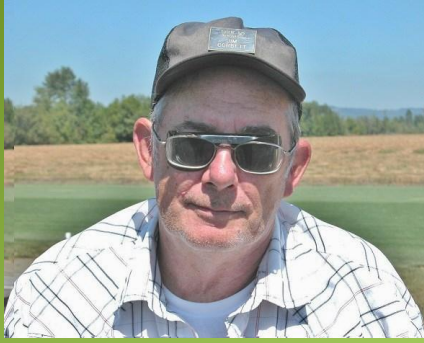
*For now, let's consider these guidelines to be semi-fluid. There may be good reasons to make some tweaks down the line. It's not like this is a competition. The idea is to challenge yourself, learn a thing or two, and have fun.*

*If you are a relative newcomer to building, take some time to research your kit options and talk with a few experienced club members for ideas and advice. If you are an established builder grab a kit out of your stash and start gluing!*

Questions, suggestions, comments, or ideas? Contact Jeff Lutz 541-954-8955  
[jefflutz@q.com](mailto:jefflutz@q.com)

*Once again, I will have plaques made for every builder that builds and flies a plane. I have contacted RTL fasteners in hopes of getting a few raffle prizes to raffle off to the builders. At a minimum I will purchase a plane kit to raffle once again, this year. So, get your kits out and get to building. If you've never built a kit airplane maybe this winter is the time.*

<b>List of builders so far ...</b>	<b>Jeff Lutz</b>	<b>Old School Model Works Javelin</b>
	<b>Oliver Willis</b>	<b>Ultimate Biplane</b>
	<b>Pat Willis</b>	<b>1/3 scale Decathlon</b>
	<b>Sam Hyatt</b>	<b>Unknown</b>



## **Field Maintenance**

**- Jim Corbett**

### **WINTER FLYING RULES**

During November, December, January and February  
on Wednesdays, Saturdays and Sundays no flying is allowed prior to NOON.  
**DO NOT ARRIVE AT THE FIELD BEFORE NOON.**

## **Upcoming Events**

**Happy Birthday!**  
To all members born  
in the month of  
**December**

### **2019 ERCA Club Officer Contact Info.**

<b>President</b>	<b>Roger Dahl</b>	<b>(541) 579-5959</b>	<a href="mailto:roger@artistry-in-motion.com">roger@artistry-in-motion.com</a>
<b>Vice President</b>	<b>AL Barrington</b>	<b>(541) 935-4960</b>	<a href="mailto:albarrington@msn.com">albarrington@msn.com</a>
<b>Sec/Treasurer</b>	<b>Jeff Lutz</b>	<b>(541) 689-3567</b>	<a href="mailto:jefflutz@q.com">jefflutz@q.com</a>
<b>Safety Officer</b>	<b>Mike Burgess</b>	<b>(541) 998-1839</b>	<a href="mailto:mikeshanb@hotmail.com">mikeshanb@hotmail.com</a>