



RC AEROGRAM



The Monthly Newsletter of the Eugene RC Aeronauts Flying Club

Editor – AL Barrington Volume 16 Issue 1 January 2020

Deadline for next edition: Feb 13, 2020

Next Club Meeting – Tuesday, February 18th, 7pm, at River Road Abby's Pizza Parlor (Club Hosted)
No meeting in January

From Our President



Hey All,
I hope you all are starting off 2020 in a good way!
Some of you may have seen on the club Facebook page that I have already donated a plane this year, to aerate the topsoil a little bit, about five hundred feet North of our runway! Thanks to Jeff and Pat for recovering it from the field, as I neglected to wear the

proper "retrieval" boots!
Perhaps a balsa tree will sprout in that spot, as a memorial?
January is already half over, and it is looking like Winter out there, with snow making a bit of a showing in the foothills!
Our first meeting of the year will be on Tuesday, February 18th, at Abby's Pizza on River Rd. 7pm.
If you have been working on a plane this winter, or if Santa brought you something we should see, bring it out for everyone to drool on it! Pizza and soft drinks will be provided free of charge, and it is a "perfect chance" to pay your dues for 2020, if you haven't already done so!

Hope to see you all there!

Roger Dahl

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AMA Charter #530

GOLD LEADER CLUB

President
Roger Dahl

Vice President
AL Barrington

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

Eugene RC Aeronauts members paid for 2020 Total: 25

<u>Officers</u>			
Dahl, Roger - Pres	Bell, Cecil	Kepner, Brandon	
Barrington, Al -VP	Booth, Martin	Kopriva, Tom	
Lutz, Jeff – Sec/Treas	Corbett, Jim	Martins, Bill	
Burgess, Mike - Safety	Fellman, Elizabeth	McWha, Doug	
	Fellman, Scott	Prudell, Matthew	
	Fenner, Dave	Salle, Robert	
	Graham, Mel	Schiltz, Dave	
	Hansen, Don	Schiltz, Don	
	Hoard, Wayne	Thomas, Jim	
	Hokenson, Ron	Tomlin, Trevor	
		Yarbrough, GERALD	

Meeting minutes

No meeting in December or January

Treasurers report January 2020

Beginning balance: \$7091.49

Expenses: Field Lease \$1,500.00

US Bank paper statement fee: \$5.00

Total expenses for December \$1,505.00

Income: Member dues: \$900.00

Total income for December: \$900.00

Balance as of January 15, 2020: \$6,486.49

Membership dues are due NOW! We have around 22 members paid as of right now. Let's get the dues paid up as soon as possible. I will be at the February meeting if you want to pay in person. If you would rather not attend the meeting, then stick a check in the mail.

What's in an N-Number?

Contributed by President Roger Dahl

Continued from last edition

By November 10, 1928, less than two years from the time the DoC started issuing licenses and Identification Mark Assignments, the 10,000th number had been issued and the DoC ruled that, since issuance of numbers above 9,999 would "unnecessarily encumber the wings of planes, a reissue has been started with the addition of a capital letter "E" following the numbers."

A provision in the 1926 Act also allowed for identification of aircraft that did not meet minimum airworthiness requirements. These aircraft were termed Identified Aircraft and were to wear Identification Mark Assignment (IMA) numbers, usually without the N. It was possible to register such aircraft under this provision up until March 1939.

The National Air and Space Museum (NASM) has an on-going Pre-1946 U.S. Civil Aircraft Register Project. In their research of the Department of Commerce records, the earliest document found specifically referring to aircraft markings in a registration file was dated April 20, 1927, when the Department of Commerce sent a letter to the Ludington Exhibition Co., Inc., in Philadelphia. The letter states, in part, Enclosed herewith is your "Identification Mark Assignment" together with a metal identification plate. The identification mark which has been assigned to you must be prominently displayed on your aircraft in accordance with the provisions of Section 41 of the Air Commerce Regulations. The metal plate must be permanently affixed to the fuselage in a prominent place, in order that it may be readily inspected. No letter or other mark or symbol of any kind shall immediately precede or follow the identification mark thus displayed on your aircraft.

The first commercial aircraft license issued in the United States was C-26, issued to Wendrell Pavey of Madison & Edwards Roads, Cincinnati, Ohio, for a Standard J-1. At this point in time, the Department of Commerce was

actually issuing metal plates with both the IMA and Manufacturers Serial Numbers (or substitute numbers, if none existed), although this practice quickly came to an end, and the CAA required manufacturers or builders to affix permanent data plates.

The requirement for the display of the "N" portion of the identification number was only required on aircraft being operated internationally. If the aircraft was locally based and operated, it was only required to display the "C", "S" or "P" number. It is possible to locate aircraft photographs from this period in which the "N" is not displayed, though this practice appears to be the exception rather than the rule. The requirement to use "N" on aircraft operated within U.S. boundaries did not come about until 1948.

In 1929, the Air Commerce Act was amended to modify the identification number convention. Under the new plan, a combination of three numbers and an alpha suffix of: E, H, K, M, N, V, W, or Y was approved. This new block of identification numbers were consumed by the end of 1934! Class prefixes were expanded to include "R" for restricted and "X" for experimental aircraft. A class prefix of "G" for gliders was implemented as well. This class prefix was canceled in 1937 when sailplanes and gliders were placed in the same class as powered aircraft. The "S" class for government-owned aircraft was also dropped in 1937.

By September 1, 1929, the DoC recognized the need to refine their procedures. They acknowledged, in a document issued that date, that "some confusion exists amongst owners as to the privilege of using the international symbol "N" on aircraft, licenses will be issued to cover international operation, except in accordance with Air Commerce Regulations, effective September 1, 1929, planes licensed for experimental purposes shall not display the letter "N". Hereafter, licenses (other than experimental) will not be issued as C-100, or R-100, but as NC-100 or NR-100, etc. Owners of planes, except experimental, may paint the international symbol "N" on the wings and tail for operation in the United States, but will not be required to do so. The symbol, however, must be applied before the plane is operated either temporarily or regularly in a foreign country." This rule was later amended and the prefix "NC-" became standard. It is important to note that the "dash" character was regarded as a part of the registration. The Civil Aeronautics Authority (CAA) continued to adhere to this policy as late as July 1934.

On August 14, 1933, the CAA took a policy stance with regard to numbers issued to aircraft. Up until the post-World War II surplus boom, they were remarkably religious about issuing one and only one number for each aircraft built. In the August 1933 document they went so far as to state "the Department has consistently refused to assign new numbers to aircraft when there has been sufficient identification, of even salvaged aircraft, to connect it with some aircraft of which we have a record, and to which a number has been previously assigned." Had they adhered to this rule, life would have been much simpler for generations of aviation historians and researchers that followed!

In 1935, visionaries stepped in with claims that increasing registration numbers from four to five numerals, increasing the block from 10000 to 99999, would provide a more than adequate number of identification numbers. Unfortunately, even these were beginning to show signs of being gobbled up by the beginning of World War II. The responsibility of administering aircraft identification registrations passed to the Civil Aeronautics Administration portion of the CAA that was formed in 1938. The CAA expanded the registration structure in 1946 to include three and four numerals with other letter suffixes - the letters "I" and "O" were excluded to eliminate possible confusion with the numbers 1 and 0. The block of numbers from 46000 to 79999 was generally reserved for war-surplus aircraft. The class prefix of "L" for limited type certification was also created but lasted only until 1948.

By December 9, 1938, the last of the formerly Identified aircraft (primarily older aircraft for which no ATC has been issued, homebuilt, and aircraft not intended to be operated outside the confines of the state in which they were domiciled) had been attrited. However, when an classified aircraft did not pass inspection, the CAA came up with a new convention for covering these. They would order the removal of the "C" from the "NC-" prefix, and thus the aircraft would become N-11471. This has led many researchers on a merry chase. These were not licenses at this point; they were Identification Marks.

The class prefixes of "C", "R", "X" and "L" were eliminated by amendment to the Civil Aeronautics Regulations (CARs) on June 14, 1948, with only the "N" being used. By 1953 the need to expand the available number of registration slots caused a rule change to include double alpha suffixes with up to three numerals. The letters "R", "X" and "L" were replaced in 1948 with the requirement of a Restricted, Experimental, or Limited sign be prominently displayed at the cockpit entrance. This applied to all new registration issued after December 31, 1948. Recertification of aircraft in the "NL" category, which was defined as military aircraft modified for limited civil use, was extended after an August 31, 1948 deadline - mainly to accommodate air racer owners at the Cleveland Air Races. The CARs extended the deadline to remove the "C", "R", "X", or "L" characters to January 1, 1951.

Now the Fun Begins

What really makes all of this challenging is that none of these rules appear to be cast in stone and examples of exceptions abound. For example, it is possible today to find examples of many of these particular rules. At air shows one can see Golden Age era aircraft with NC registrations, and war birds sporting NL and NX registration identifiers.

Even the Federal Government does not follow their own specifications. The Federal Government initially reserved identification numbers 1 through 26 for their aircraft. This was later expanded to 1 through 300. The original N1 designation was assigned to a Department of Commerce de Havilland DH-4. This aircraft wore the N1 registration even though to conform to its owner's rules it should have carried the identification of NS1.

Because of the Department of Commerce's practice of reassigning numbers after the sale, export or destruction of an aircraft, the N1 number also shows up later on a government Northrop Alpha 2, a Ford 5-AT, a Lockheed 12-A, a Douglas DC-3 and is currently on a Gulfstream G-IV. Furthermore, you can find private aircraft sporting registration numbers in this designated range (N2 and N3 are registered to Cessna Commercial Aviation Finance Corporation, but possibly leased to the government).

Since World War II, special request registrations became popular leading to a proliferation of low-number plus suffix registrations. For a fee, one could have just about anything as long as it was available. The CAA provided regional offices with batch allocations for distribution to add to the confusion.

All of these practices have combined to make using the aircraft registration number a crude reference tool. An "N" number alone is often insufficient to determine the particulars of an aircraft. Though many aircraft have retained their original registration number through the years, a large number of these registrations have also been reallocated or simply changed with change of ownership.

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 clubs 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

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.

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

Need a project for the Build Challenge?

FOR SALE:

Assorted planes and gear. Call Dave Simington @ **541-935-2584**





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.

No standing water on runway as of January 9th.

Upcoming Events

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

2019 ERCA Club Officer Contact Info.

President	Roger Dahl	(541) 579-5959	roger@artistry-in-motion.com
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