

Beware the National Aviation Ctr.

By: Joe Messinger OK, folks! It looks like there's a new scam out there being directed at airplane owners. This is real, I received a letter the other day from an outfit calling themselves the "National Aviation Center." The letter is quite official looking with a red, white, and blue logo, which looks like it could be from a government office. But, when I opened the letter and read it, I smelled a rat. The letter told me that my aircraft's Certificate of Registration was about to expire. They used all the scare words like CRITICAL that my registration be RENEWED on time or I might face PENALTIES.



After trying to scare me into action they told me that if I visited their website or call them at their 800 number I would avoid all the hassle and be on my merry way. First, I looked up my N number on the FAA.gov website and found it will indeed expire on, November 30 of this year and it was the first week in June that I'm reading this nonsense. Upon our return from our recent visit to California, I found a letter from the FAA notifying me that my N number would soon expire and could be renewed for a \$5.00 fee.

I did a Google search for the National Aviation Center and at the top of the list was the Better Business Bureau. What better place to look, I thought. So I clicked on the link and on the first page I saw were the words in all capital letters, "THIS BUSINESS IS NOT BBB ACCREDITED." I also saw a banner on the BBB page that said, "**Out of Business:** According to information in BBB files, it appears that this company is no longer in business." Next I looked at customer complaints and found that they charge \$65.00. (\$60 for their service and \$5.00 to the FAA for the registration.) One customer said, "... on 12-09-2018 we requested that they re-register an aircraft ***** and paid \$65 by VISA card. The card was charged on 12-10-2018. Yesterday, April 24, 2019, we received notice from FAA that aircraft registration was going to expire. Checked with FAA and found this company had never re-registered the aircraft. We registered the aircraft today ourselves. Called National Aviation Center to inquire what was happening. Their customer information has no access to records. Simply says they are behind. That's 4 1/2 months behind! It needs to be resolved by full credit to the account."

I found several other complaints and negative reviews on the BBB site. I have since, round filed my letter and will go through the FAA. Caveat emptor.

EAA Chapter 495 newsletter has a name, "The Wingman"

Yes, we used the new name for our newsletter, The Wingman. Now don't think this is the finished product. Like Rome, it isn't going to be built in a day. We, that's the editorial "We," hope to have a logo along with the name next time but don't think that will be the end of it since "We" will fool around for a while until we get it at least almost right. It's called building a masthead. Thanks for your patience.

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A word from your editor: *By Joe Messinger:* This month your newsletter is a few days late for three reasons. First of all my wife, Martha and, I made a road trip over the southern border to California, which took up about half the month, our grandkids came for the July 4 holiday and I had asked chapter members and friends to send me a memoir of their recollection or stories told by their parents of the events regarding the July 20, 1969 moon landing by Neil Armstrong and Edwin (Buzz) Aldrin. Well, I didn't get any so, there's another idea down the drain.

We had a good trip starting with a drive to Davis, CA to attend the graduation of our granddaughter, Diane, who some of you have met. After a few days there, exploring the town and the campus of UC Davis, we trundled on down to Solvang, CA, and did tourist things for a few days. From there we drove to the Los Angeles area, where we attended a celebration of life at the Caltech Athenaeum for a long-time friend who had passed a few months ago. Sunday we visited our old church home, and renewed many friendships. Our return was a two day affair with an overnight stop in Sacramento. Look for my recollections of July 20, 1969 elsewhere in this newsletter.

EAA 495ers gather at Powers for overnight campout

Powers fly-in: by Rhonda Sprague via Facebook Photos by Rhonda and Kevin Burton



I did it! I flew to Powers Oregon...winds were about 12+ knots on the way there and 8 knots on the way home. Landed, ate dinner and decided to get home when I looked at the air mattress in the "tiny tent". So I jumped in the plane and made it home just before dark.



More Powers pictures on the next page.

Tom Weiss fly-in on the calendar for September 2

Once again Jennifer Weiss is staging the Tom Weiss Fly-In at Felt Field. This year it will be September 2 from 10am to 2pm. In past years EAA Chapter 495 has helped with crowd control and aircraft marshalling. No doubt we will be called upon again this year. Put the event on your calendar and plan to attend as either a participant, worker or both.

Chapter 495 Powers fly-in



A last quick look to the left and I saw a smidgeon on the sun as it went down. This was about half way. I figured at 100 mph, I had 15 more minutes of flying which would just make it to Roseburg.



Fly-in and BBQ camp out to 170R

The afore mentioned trip to California had us pretty bushed and we didn't get to Chris Akin's place for the BBQ. We had planned to drive in and shoot a few photos, which didn't happen, but fortunately both Bonnie Rose and Kevin Burton posted some snaps on the Chapter 495 Facebook page, which we lifted and a few appear here. This is a good reason to sign on to our Facebook page. It is open to the public for viewing but only members can post. Thanks, Paul Schafer for maintaining this asset for us.



More 170R photos next page.

170R fly-in BBQ



Around the Patch:

by Steve Kame

I am still absolutely amazed at how fast time flies when a person retires! It's almost time for the Akin Fly In as I write this. My wife and I were gone for the last part of April and most of May while we went on a European vacation, which kinda went sideways, however, we made the best of it and enjoyed what we did get to have. When we got back, (five days before our luggage!) it was back to cleaning up the place from storm damage, clearing overgrown brush, graduations, routine doctor check-up appointments, and a multitude of other mundane tasks. One task which I'm STILL trying to get time to work on is the fuel seep on the right fuel tank. ARRGH! It's O.K. though, because Ken and Ester need some help getting our cooking equipment, tables, chairs, and "stuff" to the Akin Fly In on Saturday A.M., and my trusty, beat up, almost 50 year old pick up will earn it's keep. According to their newsletter, the Creswell EAA Young Eagle rally will be held on July 4th instead of July 6th as previously reported to us. I plan to use a 172 and go up and help out. Our EAA 495 Veterans Day parade float is starting to come together, as the V.A. representative has sent us some paperwork that we on the board will fill out and get our spot in the parade! If you have a hangar at RBG, Heads-Up, there will be a new gate code starting pretty quick.

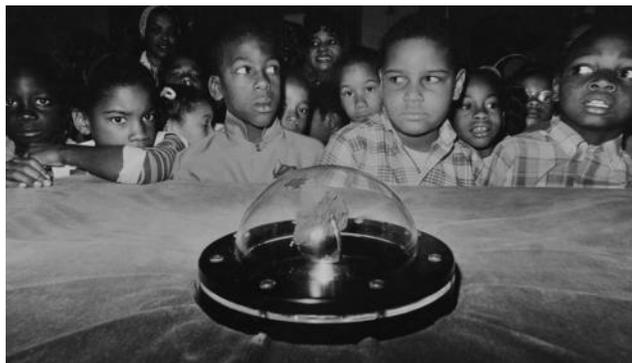
Remembering July 20, 1969 *by Joe Messinger*

I joined the staff of the, now defunct, Los Angeles Herald-Examiner in 1968 as a general assignment photographer. This meant I might cover a press conference in the morning and a fire in the afternoon. There were also murders, trials, sports, fashion, red carpet events, politicians and celebrities, just to name a few. Fortunately, my co workers were either afraid of flying or considered it an unnatural act so I got most of the flying assignments. A ride with Art Scholl in a Pitts and a Goodyear blimp flight.

We followed the mission of Apollo XI from the time it launched on July 16 to the splashdown eight days later. I remember covering a kind of silly but heart-warming story of three young boys, ages 10 or 12 who had climbed up in a piece of playground equipment that was built to resemble a rocket. It had a platform at the top big enough for the three best friends to camp out. They had climbed up just before the launch at Cape Canaveral and vowed to remain there until the astronauts splashed down in the north Atlantic. There were many other stories to cover during the eight days of the mission but the highlight, of course was the landing and first moon walk.

My editor assigned me to go to an old folk's home and capture the reactions of the residents, at least the ones that were still awake. I had another idea, which I didn't share with anybody since I was still pretty new on the staff. So I went to the home where about 30 residents were gathered around three or four small black and white TVs placed around the room. Knowing I was coming some were holding signs of encouragement for the astronauts and others were sporting some unusual costumes. One I remember was a large ball that had been cut out so it could be worn to resemble a helmet for a space suit. It was covered with aluminum foil. The eagle landed, Armstrong made his giant leap for mankind and I had my assigned photos. From there it was off to the Sears store I had scouted on the way to the old folk's home. I rushed to the TV department I had located earlier and got the photo I really wanted even if it was a rerun. There were our astronauts on a large bank of TVs exploring the moon. A line of people who maybe didn't own a TV or couldn't get home from work in time, with their backs to me were watching the first broadcast from the moon.

Both photos ran in the paper and as a result of that picture in the Sears store I was selected to be at LAX when the crew arrived in L.A. for a formal banquet, which I didn't get to cover. But I did get the assignment to shoot the first moon rock to be put on public display at the Museum of Science and Industry in Los Angeles.



Concrete model flies, sort of *by: Joe Messinger*

The latest aircraft construction material being employed by some student model builders at the South Dakota School of Mines & Technology is concrete.

Three students, Tyler Pojanowski and David Haberman both mechanical engineering majors, and Seth Adams, a civil and environmental engineering major, worked on the 18 pound airplane for a year. On its one and only flight it got airborne under its own power, attained an altitude of a few inches landed, and flipped over sustaining a crack to the fuselage. The only other concrete airplane known to have flown was built at Embry-Riddle Aeronautical University in Daytona Beach, Fla. That plane was destroyed when it crashed. So, the question is, who will be the first person to attempt a full size concrete airplane? After all there are concrete sail boats in the water, doing just fine.

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