

UNITED FLYING OCTOGENARIANS

October 2025
SQUAWK



UFO President. From the Port Side

by Kenneth (Brownie) Brown



Volunteers Needed

Where are we in our organizational life? We are approaching our 43rd birthday on November 2, 2025.

Besides being a year older, we are stronger than we have ever been. We have expanded our membership to include the “kids” (75-79), started a scholarship program, positioned the organization to accept financial instruments as charitable donations via our Schwab account, and increased our presence at trade shows and national events as well as local gatherings.

All of this is because we have a dedicated Board of Directors, several of whom will be retiring this month. That provides an opportunity for you to become a board member and pick up the mantle to carry us forward and expand our vision.

I know I have asked in the past for your help. But without you stepping up and working with us, this great organization will suffer. The heavy daily lifting of bookkeeping and web updates are handled by two very qualified paid individuals. We are looking to add some IT support for communications, as well as additional support for managing our Microsoft software licenses.

As you are aware, Egon, our Editor of the SQUAWK, will conclude his term with the publishing of the November issue, and will also be stepping down from the board. This will mean we now have 2 board openings plus the newsletter editor, which is also a board position.

This is where you say, “I’ll volunteer,” and take one of these slots. I know we have many talented individuals in the UFO and AW ranks. I’ve read your bios and have seen your history. The average age of our board is 87, and the oldest is 91, the youngest being 83. There is a place for you. Send us your resume, (info@ufopilots.org) along with what you would like to contribute or work on.

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Positions requiring your expertise include:

- Editor of the newsletter
- New membership and merchandise shipping
- Membership and recruiting
- Membership and recruiting
- IT technical support.

Brownie

president@ufopilots.com

BIRTHDAY MEETING ANNOUNCEMENT

In the past several years we conducted a ROVING BIRTHDAY ZOOM CALL and this year will be no different. November 2nd falls on a Sunday and it is also the "FALL BACK" day ending Daylight Saving Time.

The zoom meeting will run from 1200-1500 EST in the US so adjust accordingly. Join when you can and leave when you like. Brownie will be on the entire time. Meet and greet on a global scale. Sorry to our members in the PNG, NZ, and AU for the early hours on Monday but time marches on.

Topic: UFO Roaming Birthday Zoom Meeting

Join Zoom Meeting Topic: UFO Roaming Birthday Zoom Meeting

Time: Nov 2, 2025 1200 Eastern Standard Time (US and Canada)

https://zoom.us/j/99626141215?pwd=pqTssfsC0iGATptNKN1VtcavdvC_Hdn.1

View meeting insights with Zoom AI Companion

Meeting ID: 996 2614 1215

Passcode: 556242

London, UK (GMT)	2025-11-02	1700 – 2000	Sunday
Geneva, Switzerland (GMT+1)	2025-11-02	1800 – 2100	Sunday
Helsinki, Finland (GMT+3)	2025-11-02	2000 – 2300	Sunday
Riga, Latvia (GMT +3)	2025-11-02	2000 – 2300	Sunday
Manila, Phillipines (GMT+8)	2025-11-03	0100 – 0400	Monday
Mount Hagen, PNG (GMT+10)	2025-11-03	0300 – 0600	Monday
Canterbury, NZ (GMT+10)	2025-11-03	0300 --0600	Monday
Sidney, Australia (GMT+11)	2025-11-03	0400 --0700	Monday



WANTED EDITOR FOR THE SQUAWK

The current editor for The Squawk gave notice to the Board of Directors in June and announced in the August issue of this newsletter that he is retiring in November, issuing a call for another volunteer to take his place.

This is an important position for the United Flying Octogenarians, as this newsletter provides the glue that holds the organization together.

So far, no volunteers have come forward.

The November issue of the Squawk will be the current editor's final one, so to ensure continuity and an orderly transfer of responsibility, it is imperative that a replacement be appointed as soon as possible.

If interested, contact the current editor, Egon Frech, at editor@ufopilots.org or President Ken "Brownie" Brown at president@ufopilots.org for more information.

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HYPERTENSION

High blood pressure, or hypertension, is increasingly common as people age. It is the most common medical condition with which the FAA has to deal. Some of the risk factors for hypertension can be modified, such as obesity, smoking, diet, exercise, alcohol intake. Some cannot be modified, such as family history and increasing age. Diseases which can cause hypertension, such as certain tumors, are rare.

What does 120/80 mean? The first number (systolic) is the pressure generated when the ventricle contracts to send blood to the body. It is the number of millimeters that a column of mercury would be elevated. The second (number (diastolic) is what the pressure drops to as the blood goes through the capillaries to the venous side of the circulation.

The definition of hypertension has changed over time. When I was in medical school, some 70 years ago, a systolic pressure of 100 plus the patient's age was acceptable. Now, any reading over 120 is defined as mild hypertension and averages over 140 /90 should be considered for therapy.

Hypertension causes increased risk of strokes, kidney damage, heart attacks, heart failure and shortening of lifespan.

Acceptable medications for the treatment of hypertension are in one of eight classes. Sometimes drugs from more than one class are needed for adequate control of the hypertension. If drugs from more than three classes are needed for adequate control, the AME is required to defer the case to the FAA experts for review.

Some drugs are not acceptable to the FAA. These are: Clonidine, guanabenz, guanfacine, methyldopa, nitrates and reserpine. These drugs were used in the olden days but have been replaced by much more effective drugs and/or drugs that don't have unacceptable side-effects.

If the applicant has a blood pressure of less than 155/95 and is otherwise qualified the AME can issue a certificate after reviewing a progress note from the treating physician of a clinic visit within the last 90 days. However, that is not required if the AME can otherwise determine that the person has acceptable blood pressure control on the current medications for at least 7 days, has no symptoms of hypertension or side effects and no treatment changes are recommended. For example; some pilots take their blood pressure every day with a blood pressure machine which records it. If they bring their machine in with them I can review the results. If all are below 155/95, I can issue a certificate. Another avenue is for the person to come in for blood pressure checks 3 times in 7 days. If all are below the limit I can issue. However, if blood pressures are above what is advisable I will recommend a reevaluation by their treating physician.



From: Bob Bowen <rbowen1229@gmail.com>

Date: September 16, 2025 at 21:33:35 CDT

To: editor@ufopolots.org

Subject: INSURANCE ADVICE

Egon,

I currently have insurance with Assured Partners of AOPA and in my pending renewal they are requiring me to have a safety pilot onboard which is a severe inconvenience. I'm 92, (93 for insurance purposes), fly regularly in my '47 8A Luscombe, have no health restrictions, CAP Mission Pilot for 35 years with 4000+ hours and over 2000 in type.

Can you recommend another insurance carrier that would consider my personal flying history instead of grouping me in an age category that requires the co-pilot if I stay with Assured Partners. I have a quote from Avemco that does not require the safety pilot but the premium is almost double the Assured Partners quote.

Any advice would be appreciated.

Thanks, Bob Bowen

Bob,

I think that given your age and the current insurance market, you are extremely lucky to be offered any new policy at all. I've been told that it's almost impossible to get a new policy quote above age 85, even from AVEMCO, which is somewhat more flexible than the others. I've been encouraging people to try to do what they need to do in order to remain eligible for renewal of their existing policies. Unpalatable as it might be and given your situation, I would swallow hard and accept the AVEMCO offer.

Egon



Hi:

I read your article on sport pilot medicals under the new MOSAIC rule. I've read that last condition as, if you know of a condition that would make you unable to receive a medical certificate without deferral, or make you ineligible for Basic Med, or both, then you know of a condition that makes it unsafe for you to operate an aircraft. When you read descriptions of those four conditions in the aviation literature, authors will go on at length about the first three, but on the last, they just quote the text. Meaning no one wants to risk saying that, even if you can't get an FAA medical clearance of some kind, you're good to go.

As a result, I'll remain grounded, much to the delight of my cardiologist.

Al Jones

Al,

*I think you've interpreted that 4th condition correctly. It doesn't say, "You must not have any reason to know of any medical condition that **YOU conclude** would make you unable to operate a light sport aircraft in a safe manner." The interpretation on whether the condition is medically disqualifying is going to be by their rules, not yours. The only way to avoid knowing is to never visit a doctor, but that path would probably fail the risk assessment in other ways.*

Egon

Thx, Egon,

(In response to Squawk distribution email and renewal reminder) However, flying days are over. A good 40 yrs. Appreciate your fine efforts on behalf of UFO. Take care and soldier on.

Larry Martin



Thanks, Egon for another great and informative newsletter!

Brownie mentions in his "From the Port Side" article that our organization is an affiliate of AOPA. I was unaware of that and also wonder what that means for our organization?

I want to say to new member John Couzelis that I think his making the decision to quit flying sounds appropriate but it must have been a very difficult decision to make! Flying to Oshkosh 27 times shows he has a real passion for aviation! I'm 82 and still very active as a CFI, test pilot (active member of the SETP), and regularly fly my RV6A that I first flew in October 2001 and now has over 1,900 hours on the Hobbs meter. I hope I will have John's good judgment to make the decision to hang up the headset when my time comes!

Kudos to new member Richard Jacobs for flying 940 missions for Angel Flight! WOW!! Back when they required it, I served as an Angel Flight check pilot but only flew one actual medical mission.

Finally, I had the opportunity to fly as PIC of a friend's 1929 Brunner-Winkle Bird. I'm also in the process of doing Phase 1 testing of another friend's 2024 Hummel Bird. So, on the same day, I flew both the biggest and oldest "Bird" and the smallest and newest "Bird" based at the Creswell Airport (77S).

Gary Ludeke
Creswell, Oregon

Gary,

We had hoped that the AOPA affiliation would produce some visibility for UFO, in that we might be featured prominently on their website and they might publish an article about us. But the article never materialized and it's almost impossible to find us on the website. You have to go pretty deep into the menu structure, and even then, it's not much of a mention. I guess they don't consider our existence very remarkable. There are no other benefits, as far as I know.

-ed.



Utah Squadron Conducts Its First Meeting.

In the absence of flight clearance, the inaugural get-together of the Utah UFO Squadron had to settle for a "taxi to the ramp" instruction to meet at Golden Corral restaurant in Salt Lake City (Midvale, actually) on October 4.

Of the 14 Utah UFOs, seven (and four wives) braved the rain to exchange stories of past acts of derring-do, planes flown, planes built, insurance denials, long-ago first flights in heavier-than-air craft, and foggy, past personal connections.

-- Gary Sackett



Pilot picture, left to right:

Dennis Bleazard, Hal Christiansen, Gary Kopecky, Gary Sackett, John Phillips, Steve Smith, Bruce Spratt.

Table picture, left to right:

John Phillips, Gary Sackett, Gary and Maureen Kopecky, Dennis Bleazard, Hal Christiansen, Bruce and Carolyn Spratt, Helen and Steve Smith. Photographer: Toni Sutliff (Gary Sackett's wife).





Delaware Meeting, Sept. 17

By John Chirtea,

Delaware Area UFO Representative

When you plan a UFO meeting for members and guest, you hold your breath and hope for a good weather day. Well, the weather gods didn't work for us this year, which makes it two years in a row that rain has held our attendance to a minimum. Notwithstanding, we still had 10 UFO members and 13 guests join together at John



Left to right, Heather Chirtea, Dan O'donnell; Angie Seely, Dwayne, Meghan Chisholm, Diane Chisholm, Rod Accetta, Bob Mench, Ken Roeberg, David Roeberg, John Chirtea, Cindy Chirtea, John Sullivan, Dana Wheeler, Libby Williamson, Patrick Wheeler, Ron Smith, Joe Larrimore, Ginny Vahlberg, Nancy Smith, Julian Vahlberg, Merle Starer, Drew Mugno

Chirtea's hangar (DE25) at Milton, DE on September 25. Plans had been underway to have 46 attendees, which included 9 planes flying in, but the inclement weather robbed us of more than 18 additional attendees. But that doesn't mean that a great time was not had by all who attended.

The meeting started promptly at 11:00 and introductions were made of all present. After a lunch with sandwiches, salad and dessert, we had a short meeting where members wowed guests with great stories of their aviation adventures. The main topics of insurance, medicals and aging were discussed, with the only

conclusion being, "We are all getting older (and better)."

The main event at the meeting was a discussion by John and Heather Chirtea about their all-electric eVTOL BlackFly. The intent was to take it out of the hangar and do a couple of demonstration flights. However, additional rain prevented the planned flights, so we just proceeded to enjoy each others' company until we parted around 14:30. Maybe we'll have better success next year, and we look forward to your suggestions for a meeting place.

-- John Chirtea



Northern Nevada

The Northern Nevada UFO had a lunch meeting on September 26 and had the very good looking group in the picture attend. Our member, Terry Matter, who is a member of the Air Race Board (used to be the Reno Air Races) gave us a rundown on how the Air Races turned out the first year they were held in their new home, Roswell, New Mexico. Although there were some airplanes that flew in Reno that were not able to make it to Roswell, Terry reported that the races all went well with good attendance and in addition to the races there was also the airshow the crowd enjoyed. Next year the plan is to have some or maybe all of the missing race airplanes and the display airplanes in Roswell. Also, the ex Pan Am Pilot/Navigator, Lew Gage, brought a Kollsman Sextant for the pilots in the group to inspect. This was the same sextant that Pan Am used in the 707 airplanes until about 1967 or '68. All Lew had to say about it all was, "I never got lost." Of course the satellites used with the sextant were a little farther away from Earth than the satellites used in the present day GPS aircraft navigation units, but if you knew how to use that sextant you could still find out where you were 20 minutes ago. And so ended another congenial luncheon by the older and able pilots and the fair ladies taking care of them.

Best regards, Lew Gage (Northern Nevada UFO Representative)





The Grand Tour

By Jim Feighny and Janet Shaw

The genesis of the idea of a grand tour is our love of the classic bicycle races or Tours. Our previous endeavor was the Tour de Cremins, delivering my mother from Dallas TX to rest next to my father in Loveland CO, via a flight, using our RV-9, over her home of birth and places where she and my father had forged a life.

The idea of accomplishing a tour to visit friends and family across the country was a concept driven by our lack of travel and touring during the Covid experience followed by Janet receiving an unexpected diagnosis of Stage 4 lung tumor.

I started an earnest search for a Cardinal, ease of access, decent capacity for range and cargo, a reliable Cessna product with maintenance available at most shops. I found a model that met our needs, and like most major purchases, one sees a lot of dogs on the way to finding that special machine. I was very happy to have the RV-9 to travel to view each candidate. After months of radiation and immunotherapy, Janet reached a point of stabilized symptoms and side effects, and knowing that time is not on our side, we departed Frederick MD on September 3rd, 2025.

Our pace of travel was driven by our physical endurance, oxygen requirements, weather conditions, and need to cover some distance each flying period. In the end, we were able to spend two nights visiting, and a night enroute to travel about 4-6 hours per day.

Our visits included Chattanooga, TN, Kansas City MO, San Antonio, TX, Los Angeles, CA, Ft Collins, CO, Duluth, MN, and Providence, RI. The stops enroute for fuel and rest, were Charleston, WV, Cape Girardeau, MO, Gainesville, TX., Odessa, TX., Albuquerque, NM, Prescott, AZ, St. George, UT, Rock Springs, WY, Grand Island NE, Madison, WI, and Akron-Canton, OH.

Numbers: 56 hours on the tach, 5700 nm, 21 days on the road. One oil change. Two O2-cylinder refills. Two weather standdown days.

We were able to stay in some nice hotels, eat at some great restaurants, and enjoy seeing the vastness of the country at mostly 4-6 thousand feet, the exception being the western portion where we found ourselves using the 177 service ceiling and my experience learning about glider flight to make our way around and over the mountains.

I filed and flew IFR flight plans for all but two legs where I used VFR flight following to tour the area between two mountain ranges.

As expected, the greatest piloting challenge was flying in the NE, two enroute flight plan changes each day made for some concentrated work; checking Foreflight for the IFR route fixes, dialing the 530W to update our routing, and getting it all dialed in with only one query from NY Center as to my intentions (no, we were not going to dive bomb someone's golf club).

Janet kept a physician's eye on my radio responses, knob turning, and flight plan updates as we navigated our way through yet another a life affirming experience.

New Members

October 2025



Dennis Berman (Aux Wing)

Potomac, MD

Still flies regularly, Cirrus SR22T

Grace Crittenden (Aux Wing)

San Louis Obispo, CA

Still flies regularl8y, C172. Active Ninety-Nine.

HaroldNewton

Chicago, IL

Still flies regularly, Mooney M20J. Commercial license, FIR.

Harvey Kelly

Tallhassie, FL

Still flies regularly. Jet, Prop, Fixed Wing, tailwheel, weight shift, glider, rotor wing, amphibian, (hope to add hot air balloon).

Peyton Hoge

Louisville, KY

Still flies regularly. Citation, KingAir, Cheyenne, Twin Beech, DC-3, N625

Saberliner. CFI-AI MEL, LTA (42 years), DPE (29 years), Chief Pilot (46 years), 1,000 hours Balloon, 31,000 various airplanes, seaplanes, gliders. Started flying in 1967.

Richard Murray

Celina, OH

Still flies regularly. CFI, A&P/IA, Amateur radio general license, 1st class radiotelephone license, retired teacher, network systems entrepreneur, web designer, magazine editor, comptroller, manager, chief engineer,

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New Members

October 2025



Dale J Ramey

Atascadero, CA

Still flies regularly, PA28-235. Commercial/Instrument/Glider

James Wherry

Castle Rock, CO

Still flies regularly, Citation CJ3 535B. Still PIC on CJ - based at APA. Just returned fom recurrent training.

John Pfaff

Laytonville, CA

Still flies regularly, C-182A. Mountain flying, Class B Bay Area

Jon Gravestock

St. Maries, ID

Still flies regularly, Piper PA-12. Private pilot since 1971, commercial 1n 1973, A&P since 1972, IA 1975-1981 and 2001 to present.

Jonathan Wood

Sedgwick ME

Still flies regularly. Owns 2 Cessna-172s, one in the USA (N172JB) and one in New Zealand (SK-DXQ). 1,880 logged hours, US instrument rating.

Paul Zauner

Hanover, MA

Still flies regularly, Grumman Cheetah.

Retired USAF (non-flying career due to glasses). Supervisory acquisition program manager, retired OSI Special Agent. Currently on the Board of Directors of Above The Clouds, bringing the joy of flight to disadvantaged children.

Continued on the next page

New Members

October 2025



John Grones

Port Orange, FL

Still flies regularly. DC-10, C-140. CFII, MEI.

Retired USAF (Air Force Reserve), retired airline (FedEx), currently flying a DC-10. Teach in the simulator, have a lot of unfinished projects.

James Thomson

Narragansett, RI

Still flies regularly, Cessna 140A

> Allen G. Rydman

> Moab, UT

> Age 84

> Private Pilot License, February 1960 (age 19).

> Instrument Rating, July 1988 (age 47).

> 2700 hours TT; all as personal hobby, no commercial or military pilot experience.

> I began flying in 1959, in the University of Utah Flying Club's Piper J-3. Looks like I'll end my flying experience flying tail wheels. I built a Van's RV-6 (2007) and currently have 1500 hours on the tach. My aviation interest, however was greatly enhanced with a 33 year career as a civilian, flight test engineer, working for the USAF at Edwards and Hill AFBs. Until my RV-6, all my PIC time was through flying clubs having 50+, 25, and 10 member/partnership. Along the way I picked up 700 hours of retractable time flying a Mooney M-20 and a Beech-35 Bonanza. After retiring from civil service, went back to school and got my A&P license. Wife, Susan, has been a frequent passenger (C-175 ride/first date) and on several trips East over the years. Currently operating/sharing my RV-6 with son Nate's C-182P. He maintains his "tailwheel currency" while I stay current in a "nose wheel".

Beth Raphael

Kailua Kona, Hawaii

Still flies regularly, C172, CFII ME



Charles Burke

Howell Township, NJ

Charles C. Burke Jr., 83, passed away peacefully after a lengthy illness on September 14, 2025. The consummate teacher, he embraced every moment as a teaching moment – whether you wanted to be taught or not! As passionate as he was about teaching, he was also just as dedicated to his own learning and never stopped expanding his world of knowledge. He spent his life chasing passions into wildly diverse areas. Charlie designed and built custom furniture, exposing the hidden beauty and grace within each piece of wood. One of his pieces, a library ladder, was acquired by the Smithsonian Institute. He held an Extra Class Amateur Radio License and was an avid "ham," call sign WA2SLK, connecting with people from all over the world. In his 50s he decided to train in martial arts and earned a Second Degree Black Belt from the Art Beins Karate School under the direct guidance of Grand Master Beins. At the age of 70, he pursued and obtained a Private Pilot's License and became very active with the Monmouth Area Flying Club serving several years on the Board of Trustees.

Garry L Ratiff, 09/18/1936 – 01/04/2025

Spokane, WA

Garry served in the USAF, first as a missile officer and then as an intelligence analyst, from 1960-1980. He retired with the rank of major. His ultimate passion was his love of airplanes. He was an avid pilot, owning two airplanes at the Mead Airport in Spokane, WA. The FAA presented Garry with The Wright Brother Master Pilot award for dedicated service in aviation safety as a consecutive pilot for 58+ years. During this time, he served as president of the local Experimental Aircraft Association chapter. He also enjoyed building and flying radio controlled airplanes with his close friends in various clubs. Garry's other enjoyment was traveling with his wife in their RV throughout the country for 20+ years. They also delighted in driving their 1930 Ford Model A car in several parades as members of the Inland Empire As.



Gone West

October 2025



Final flight plan filed and completed

Gordon Hardy

Belmont, CA

09/16/1932 - July, 2025

Joined UFO in 2014