

July 2025
SQUAWK



UFO President. From the Port Side

by Kenneth (Brownie) Brown



Summer

The mid-year has arrived. With it comes the fireworks, hot-dogs, strawberry shortcake, homemade ice cream, fire flies, and evenings on the swing on the front porch. Or so it is depicted in a Norman Rockwell painting.

The UFO mid-year means we are headlong into flying season in the northern hemisphere. Air shows, fly-ins, potlucks and aviation everywhere. I hope you are able to enjoy all the events.

Danbury CT was weathered out, but we still had a good group.

EAA AirVenture (KOSH) is speeding down the road, so read the NOTAM and get ready for the world's longest tango line. Last year we tried a one-day meet-up at the Red Barn. This year we will try 3 consecutive days, Wednesday, Thursday, and Friday at the Vintage Hangar picnic area behind the Hangar. Meet around 12- bring your lunch, and spend time meeting other UFOs from around the area and possibly the world.



The UFO board is seeking a couple of members to join our Board of Directors. If you have a desire to be part of the action team, send us your resume and tell us what you

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would like to accomplish. We also have a position for one of our kids (Auxiliary Members) as a non-voting member.

Since the last newsletter, three individuals have stepped forward to help out with some of the administrative tasks, which will be a big help to me. We would like a backup assistant for the Treasurer, an assistant to help with sending out new membership kits, a membership chair, and a public relations person.

On July 9, 2025 we held our quarterly board of directors meeting. We have formalized our scholarship grant program, voted to create a Schwab 501c3 account and transfer our simple savings account balance at Bank of America. We will be able to receive donations for scholarship grants in cash, retirement minimum distributions (RMD) payments, or stock, while the donor gets a tax deduction.

What are our core responsibilities to our members? The answer depends on whom you ask. We are, after all, a unique group of individuals who have accomplished amazing feats.

The number one response is Fellowship: Where can we meet?

How do I get insurance?

I had a medical issue, who can help me?

The answer to the #1 question is fellowship and get together. Our members like to be around other pilots like them, with similar aviation interests. We accomplish this with the work of the local host, area representatives, and regional managers. A local host's real value is having frequent local events. I personally like to have a monthly breakfast with the UFO/AW membership who live within a 50-mile radius of our meeting place. It does not always have the same people but the number is pretty consistently about 7. (It can vary from 4-12.) A local host is the key player in accomplishing what our members want most.

The answer to question #2 is our hope that AviatorsDirect.com will be able to fill this void for those individuals who are being shut out by the traditional insurance carriers. Our first bit of advice is, "If you have an insurance carrier, STAY with them." Starting to shop for a new provider after being refused is very difficult, but not impossible.

The answer to question #3 is based on each individual's story. And we have several members who have been able to give very good advice.

I challenge each of you to call 3 or more UFO / AW in your town or vicinity and have a coffee get-together. Fellowship, fellowship, fellowship.

After your meet-up, tell us about it via the website's new member bio & photo form, <https://www.ufopilots.org/new-member-bio>, and send copies to the editor of the Squawk. We would like to know the basic WHO, WHAT, WHEN and WHERE and include a picture.

Your name as the host, will be entered into a drawing for one of the new pilot's wings. Until we meet,

Thanks and Tailwinds,

Brownie

president@ufopilots.org



Aeromedical Problems

I have a T-shirt from the bad old days of the FAA, when pilots were in constant fear of having their certificates withdrawn for various infractions, many of which were just honest mistakes. On the front of it is a message that reads, "FAA Mission Statement: We're Not Happy Until You're Not Happy." The agency has come a long way since then, reinventing itself as a "kinder and gentler" regulator, more given to counseling than to punitive action.

But there's one part of it that still holds Damocles' sword over our heads, despite the efforts of their boss, Federal Air Surgeon Dr. Susan Northrup: the Aerospace Medicine Division, whose doctors in Oklahoma City can instantly clip your wings with a letter demanding that you surrender your medical certificate.

Any doubt that they are often arbitrary and capricious was removed recently by a court decision in a case launched by a pilot who fought the system for years about an antidepressant medication that was working for him without adverse side effects, just because it was not on the list of approved medicines. The judge ruled that the FAA's decision to deny the pilot a special issuance medical certificate was in fact "arbitrary and capricious" and demanded that they explain themselves.

Which brings me to the case of my friend Ron, 77, who holds a commercial pilot certificate with an instructor rating and for many years passed his second-class medical with flying colors. He's flown as PIC in my airplane and used to rent from the local flight school. He's just a recreational pilot, not doing any commercial work.

Last year, he had surgery to reduce the size of his prostate and then had to have it done again because the first time didn't remove enough of it. When he went to his Aviation Medical Examiner for his annual exam, the decision had to be deferred to the group at Oklahoma City. The nameless aviation umpires there responded by sending the dreaded letter, demanding he surrender his existing medical certificate, with the usual wording that he didn't qualify for any class of medical certificate, but that he might be eligible for a special issuance if he met certain criteria.

Ron applied for the special issuance, sending in all his doctor's records and an evaluation of his condition. The FAA doctors, practicing their best long-range medicine, re-

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sponded by saying that he might qualify if he went on blood thinners. His doctor demurred, saying that there was no reason for him to be on that medication, and the risks outweighed the non-benefits. The Oklahoma City umpires recoiled at the umbrage of an ordinary doctor, with personal knowledge of his patient, daring to challenge their judgment. Their next letter to Ron dredged up a decades-old bout of mild depression he had reported in his history over the years and demanded not only that he be on blood thinners but also that he undergo a comprehensive cognitive evaluation. Perhaps the fact that he had dared to challenge the wisdom of the Oklahoma City doctors is considered a sign of mental deficiency?

Ron decided he's not likely to take that test, which costs \$5000, takes a whole day, and is difficult to pass even for a 32-year-old. He remains essentially grounded, unable to avail himself of the Basic Med option or the driver's license medical offered under Sport Pilot rules. The catch with those is that if you've been denied a medical certificate, you don't qualify unless you first get a special issuance. His wings are effectively clipped, thanks to the "arbitrary and capricious" doctors at Oklahoma City.

The irony is that I urged Ron five years ago that he should go on Basic Med, when he would have qualified without question. Today, his medical fitness to fly would be decided by his own doctor and his own pre-flight evaluation, not by some unknown aviation medical specialist more than a thousand miles away who had never examined or even met him. Once you're on Basic Med, there are only seven new medical events that would require you to apply for another special issuance certificate (historic events that were considered in your last certificate or special issuance don't count):

Heart attack	Psychosis
Coronary artery disease	Bipolar disorder
Cardiac valve replacement	Substance dependence within
Epilepsy	the last two years

Lesson learned: If you're resisting Basic Med because you're proud to still be passing your annual FAA physical, get over it. When the Aviation Medical Examiner finally says that he has to defer your application to Oklahoma City, it'll be too late.

Although Dr. Northrup has said all the right words and has been working hard to modernize the FAA's approach to medical issues, particularly mental illness, her impact on the people who grounded Bob Hoover for medical reasons still leaves something to be desired. While we're waiting, I just might wear that T-shirt again.

Egon Frech, editor@ufopilots.org



By Dr. Harry Wander



NEAR VISION VISUAL ACUITY

Good vision is obviously important to pilots. It was one of the first things tested in the early attempts to set medical standards for pilots. The images that come into the eye through the cornea have to be focused on to the retina in order for a sharp image to be transmitted through the optic nerve to the visual cortex of the brain. A lens is suspended between the cornea and the retina by the ciliary muscle. Focusing is done by the lens, which changes its shape by means of the ciliary muscle contracting or relaxing. With normal vision the image of an object beyond 20 feet is focused with no effort of the ciliary muscle. At closer than 20 feet, the ciliary muscle contracts to flatten the lens so that a sharp image is focused on the retina.

Starting at about age 6 to 8 the lens begins to stiffen. By about age 40+/- the lens has become so stiff that the ciliary muscle can no longer flatten it enough to properly focus the images upon the retina. That is when people begin needing reading glasses or bifocals in order to read maps or see the instrument panel.

A good example of this problem occurred when I was a Flight Surgeon aboard the USS Hornet. We were carrier qualifying a jet squadron prior to their WestPac deployment. It was obvious to the LSO (Landing Signal Officer) and other observers that the Commander of the squadron has having a real problem with his landings. As he was a very experienced fighter pilot, this was quite strange. He was due for his annual flight physical and had time to do it while aboard ship. On vision testing, he could not pass the near vision portion. The lens in each eye had become so stiff that the ciliary muscle could not sharply focus the images upon the retina. When he looked down from the meatball he took so long to read the airspeed that he was off the glide slope and by the time he refocused on the meatball his airspeed was off. He never achieved a stabilized approach. He needed corrective lenses for near vision. Unfortunately, fighter pilots could not wear corrective lenses, but transport pilots could. So he could continue flying but not flying jet fighters off of aircraft carriers.

If you need reading glasses to see your instruments, the best solution is to have your Ophthalmologist or Optometrist order bifocal glasses and sunglasses. Otherwise, you can buy cheap reading glasses which you put on when you want to see your airspeed and then take off to see the runway and then put back on to see your airspeed. That makes it very hard to have a stabilized approach.

Harry Wander, MD
Senior AME



Editor,

While UFO does its best to help with this issue, we are only 2000 strong, a drop in the bucket compared to AOPA and the multiple aircraft type organizations like the American Bonanza Society. They all have also pursued this issue, without apparent success. The insurance industry is the elephant in the room and in total control.

As a long time CFII I've found discussions with aircraft brokers to range from disappointing to appalling. Most just canvass for quotes. Only a very few will try to help or offer suggestions. The insurance underwriter has the final say, and that depends on their company policy.

I've been denied additional coverage insurance on owners' airplanes while I was to be PIC while conducting transition or instrument training. Their brokers were arrogant and not willing to help.

I found Avemco to be the most reasonable with older pilots. They do not work through brokers and write their own policies, and seem to use common sense regarding pilot qualifications and proficiency. However, I know cases where they have denied writing new policies.

I found that having a good history of documented ongoing training and proficiency in make and model provides us older pilots the best chance of getting insurance renewed. Annual (vs biennial) Flight Review, plus annual Instrument Proficiency Check (if instrument rated), and evidence of logged IMC (or simulator) time plus Wings phase completions seems to help.

As much as we hate to think of it, there comes a time when we need to downsize the aircraft we fly, or stop flying as a single pilot.

Think Blue Skies

George Futas, CFII ASMEL

Editor,

I've owned a Stearman since 1988. Over the years, I've given rides to a number of WWII pilots who trained in Stearmans. It's been a rewarding experience and, to a man, they loved it. If you know of any WWII pilots who would like a ride or just see the old bird, let me know and I'll fly to them.

Bob Williams

robert@srobertwilliamslaw.com



UFO TREASURER'S REPORT for Fiscal Year ending June 30, 2025

For FY2024-05 UFO achieved a positive cash flow for Net Income

Total Revenue: \$67,507 vs \$70,753 last fiscal year

Total Expenses: (\$56,004) vs (71,984) last fiscal year

Net Income: \$11,503 vs (\$2,231 loss) last fiscal year

In July 2024 the UFO board reviewed the prior fiscal year financials in detail with the objective of keeping member dues at \$25 for this fiscal year.

Steps were taken to reduce costs, and place emphasis on expanding member communications and member events, new member recruitment, and scholarship activity for young aviation enthusiasts.

A budget was established and adjustments made to reverse the prior year losses into a positive gain for FY 24-25.

Some noteworthy activities were:

Promotional efforts have resulted in membership increasing

By converting the Friendship Directory to PDF format and distributing via email to members, UFO reduced expenses by more than \$26,000

Merchandise inventory was replenished.

Awards were created and given to members for 5-, 10-, and 15-year memberships.

Improvements were made to the UFO website.

UFO attempted to reduce printing and mailing costs by sending membership renewals via email. However, this did not prove to be very successful, so we are still printing and mailing renewal notices.

UFO promoted membership at multiple aviation activities.

Scholarship award was given for young aviation enthusiasts. More are planned for this fiscal year.

Going forward, the UFO board is committed to finding more ways to engage members in their local areas. To be successful this will require assistance from members to organize and promote local events for current and prospective UFO members. We have increased our budget for these activities, so reasonable reimbursement is available for expenses.

UFO needs more volunteers to help make our organization a sustainable and successful organization. Are you willing to participate? Contact President Brownie at president@ufopilots.org

Respectfully submitted George Futas, Treasurer



Danbury, CT Fly/Drive-in

By Dick Wedemeyer

June 18, 2025: The weather god must have been in a bad mood, since the entire North-East was covered with extremely low ceilings, rain, mist and fog. I do not believe there was a VFR airport open from Maryland to Maine. In fact, Danbury Airport was below minimums for IFR arrivals. This did not stop 37 UFOs and guests from showing up on time at the Danbury Airport. Due to the weather, 17 aircraft canceled, which accounted for about 40 souls who understandably could not attend. Art Falk drove the longest distance, 5.5 hours from Maine.



Prior to lunch Ken “Brownie” Brown our President who flew in from Washington

State (commercial), gave us an update on what the National leadership is attempting to do. The big part which has plagued some of our pilots, is insurance and this is being addressed by the Board. Ken Johnson was able to arrange for “Tugboat Manny”, a comedian from Long Island, NY who did about a 20-minute routine, which was very entertaining.



Lunch was at the Olive Garden, and I believe everyone was satisfied with the quality this year. About 2:30 PM everyone was ready to depart, and Danbury airport reported VFR conditions.

In closing I would thank all who did make it to Danbury, I know some of you spent more hours driving than at the function; I hope you had a good time.

Lastly, I want to thank “Team Danbury” for their valued assistance in making the event happen. They are Ken Johnson, Richard Klein, Peter Welch, Fred Forst and Vince Calio, plus their wives.



Never Again

by Robert Ellis, CFI 1500789

On May 27, 1961 I passed my Private checkride and thought I should change my name to Charles Lindbergh because I was a licensed pilot and knew everything there was to know about flying. The stuff like checklists, flight planning, weather, flight plans, NOTAMS, winds aloft, fuel burn, alternate airports, weight & balance, density altitude, etc., etc. All that stuff was for amateurs. I was a licensed pilot. (remember I was just twenty-two years old) OK, so you don't remember.

It was Thanksgiving Day November 22, 1962. My plan was to fly from Cobb County-McCollum Field (RYY) Kennesaw, GA to Frankfort, KY to visit some friends, eat Thanksgiving dinner, spend two nights, be Santa in the Thanksgiving parade and return to GA on the 24th. It was a beautiful day. No clouds and visibility more than ten which is unusual for that route. I'm not sure if I called FSS or not. That was back in the day where FSS was your only source for aviation weather. Remember the old teletype, rattling and spitting out paper? If I did call and if they gave me upper winds I didn't write it down.

Flight planning consisted of drawing a line from McCollum airport to Frankfort. I am one who thinks the shortest distance between two points is a straight line. The total distance was about 250 nm and the advertised cruise airspeed for the Piper Colt was 94 kts. This worked out to 2.66 hours. There were no VORs along the route or close to the line. The true course was about 355 and magnetic heading was 351 with no wind correction.

So I launched into the sky heading approximately north using ded reckoning and pilotage. I climbed up to some even plus five hundred altitude, maybe 4,500 where the air was smooth, sitting back fat, dumb and happy, enjoying the scenery, with not a clue as to which town, railroad track or million acres of trees were passing (slowly) by. I didn't write down the time off so I didn't know how long I had been in the air. It seemed like a long time and the gas gauges were working their way down to a quarter. It was time to find out where I was. So being a licensed and highly trained pilot I found some features on the ground and determined I had about sixty miles to go and was getting very low on fuel. Using more of my expertise, I got out my plotter and Whiz wheel (E6B) and calculated my GS as 29 kts.

Looking at the chart, there was an airport ahead on my left which turned out to be Danville, KY. I called on the Unicom, not expecting an answer since it was Thanksgiving day. Someone answered and I asked for the active runway. He said the wind was

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from 290 at 22 so I could use 01 or 19. That many years ago they had only the north-south runway. I don't remember which direction I landed but I got that little stubby winged Colt down without bending anything.

After topping off the tanks I climbed back in the airplane and headed north. The air was so rough I think my seatbelt stretched a little. But by staying low down in the bumpy air I was making good ground speed.

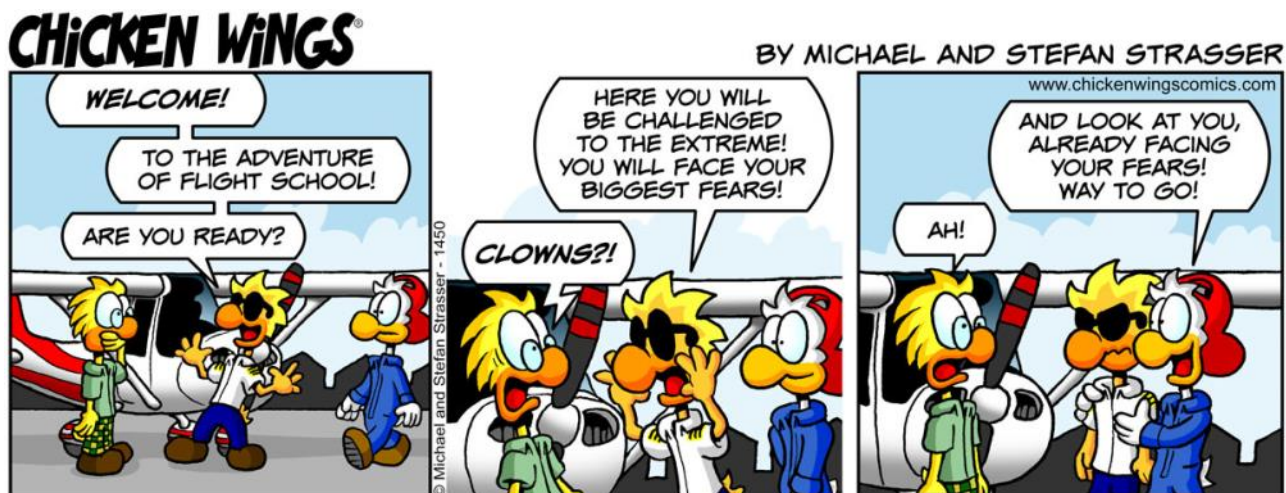
There were no cell phones back then, only pay phones. I didn't want to take the time to find the telephone number for my destination airport and then find enough change to make a call.

About twenty miles out I called Capital City Unicom and asked for an airport advisory and they came back and said "Is this Robert Ellis? I said it was and they said some people were there waiting for me and were about ready to give up and leave. I said I would be along directly. And I was. This planned 2.6 hour flight turned out to be 6 hours flight time plus a fuel stop. Needless to say Thanksgiving Dinner turned out to be Supper.

I won't make a list of all the mistakes made. It all adds up to poor planning and poor execution.

I've had a "License to Learn to Fly" for sixty-five years and been instructing for fifty-five years. I am still learning.

robert@havilandtelco.com





The Curious Incident of the Doggone Passenger in the Daytime

By Dave James (UK)

Ever since I got my licence when in my early '70s, I have been far more concerned about my health than that of any passengers. I like flying with others, especially younger ones such as my youngest grandson. My aircraft is a high-wing Lambert M108 constructed under the UK LAA's then new factory-build-assist scheme, with side by side seating and Garmin G3X Touch and Trig based avionics. One fateful day last summer I set off with a new passenger around the glorious North Devon coast and back to my farm strip base. He was a fit and strong mechanic in his mid-twenties whom I'd met some six months or so earlier. Let's call him Mick 'cos that's not his name. For nearly an hour he and I enjoyed the fine but slightly turbulent weather and the coastal scenery, and were now heading back across the high moorland. He had been really enjoying his first ever GA flight and chatted freely with me, had sharp eyes and had been very good when I twice let him have a few minutes on the stick until I suddenly become aware that he had stopped chatting and seemed asleep. Was it the warm sun, the motion ... ? Not too concerned yet, I noted that Cardiff was now out of radio range, so reversed primary and secondary selections on my dual-watch radio, and reverted to squawking 7000 (conspicuity) rather than the Frequency Monitoring Code for Cardiff. My other frequency was still set for SafetyCom (similar to Unicom), ready for my return to base.



Photo by Brian Richards

But without warning he suddenly had an increasingly violent fit. Arms were flailing around, the fire extinguisher above his head flew across the cockpit along with my RAM mounted iPad. Then rudder pedals were pushed hard this way and the other in random fashion. Then he started to grasp various aircraft parts including the stick, even managing to disengage my four point harness (by somehow turning the buckle !). With difficulty, I managed to re-connect the lower lap straps. He did not respond to any of my shouted commands and was completely out of control. Then he would calm down after a minute or two of this, but then it started again after perhaps 10-15 seconds. The cycles continued like this for nearly 18 minutes as I struggled all the while to remain calm myself. I cannot recall the length of the startle effect but right from the outset I needed all my strength to counter his strong and random stick and rudder forces. Remember, he is over a half century younger than me, and very fit. *Aviate, navigate, communicate ...* What "Sully", he of the Hudson, had recounted also flashed through my mind: "..... *calming myself, setting clear pri-*

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orities, managing the workload, load shedding... those were the key." My alternate airfield was also out of radio range at this point, and we were not wearing life jackets if I were to try to reach Cardiff across the Bristol Channel. So, whilst preparing to land at any moment, I struggled on towards my home base, increasing my altitude a little to give myself more flexibility.

In the past I had several engineers work for me who suffered from epileptic fits at work, and on a couple of international flights I had also successfully attended to passengers having such fits (despite being a PhD, not an MD !). But Mick was far more deranged than in such earlier episodes and I (stupidly?) worried that he might die if I did not get him medical attention as soon as possible. *Aviate, navigate,* So I made repeated blind MAYDAY SafetyCom calls, asking for urgent medical assistance on landing. but no-one was on the radio - from any airfield, unusually so on that fine day. I could not select suitable emergency radio and/or transponder choices (7500), since every time I tried that, his flailing hands swept my fingers from the panel. And he swiped both our headsets off a number of times, too. Mercifully he did not swipe my glasses off. Finally, just before we joined downwind for my home base he suddenly became more violent still, so I really struggled to keep us on track for a stabilised approach. I was two seconds away from pulling the BPRS handle - twice at least; I knew this would be pretty effective even down to ~300' or so height. But I also like my aeroplane. He pushed so hard that I was initially off centre-line on final and struggled to get final flaps down fast enough. I quickly recovered the situation and despite being slightly long, I managed a lovely smooth landing just before he seemed to relapse into a coma. I slowed, turned and started to backtrack, called again on the radio for help. Mick then seemed to wake up and with all his strength pushed on the left pedal to force us into the side (the runway is just 15 m wide). I jammed on the brakes harder than I had ever done before, slowed us to a stop, cut off fuel, electrics as we coasted into a low electric sheep fence. then managed to open his door and push him out. To my astonishment he cartwheeled out and up and down the grass like a crazed acrobatic dancer, at one time standing on his head! Help fast arrived, and my fellow aviators bundled him into a car back to the hangars and then helped me. I was mentally and physically exhausted.

A phone call was made, his family arrived promptly and he was taken to hospital. After a welcome cup of tea I later discovered that Mick had cut his elbow on something whilst out of control, so when I finally got the aeroplane in the hangar, I had to clean blood from the seat, the main panel, side window, tubing, iPad, headsets, extinguisher, harnesses etc. For four days afterwards, I had constant flashbacks, had headaches for three days, had nightmares for the first two days, slight trembling in my fingers for near seven days. I was alright after that week and am now fully recovered. It also was quickly discovered that the right seat had been badly bent, and later on that the seat straps anchor point had been loosened. Furthermore, after many hours of close inspection and checks of all the controls, cables, linkages etc by my Inspector and me, the Garmin roll servo failed immediately on

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the first flight after the incident, and the pitch servo then failed within the next flight hour. Both were repaired and upgraded (for free!) by Garmin. It was then that I realised that these servos had probably contributed some to saving our lives. This is because my Garmin G3X avionics suite is normally set by me by default to support in-flight ESP (Electronic Stability and Protection). On the fateful day, I had turned the AP off when the mad antics had started as I, probably correctly, assumed that my AP was never designed to cope with such extreme and constant forces. As my nightmare had evolved, of course I had completely forgotten about the ESP functionality, but I now feel confident that their (only partial) counteracting torque certainly must have helped me at least a little over the more than quarter hour period. As mentioned to my LAA Inspector later: *No greater love hath these servos than this, that they lay down their lives for their owner friend.*

After a while it transpired that my passenger had in fact had more than one fit beforehand and was receiving medical support of some sort. Importantly, I always check on the health and mental stability of a likely passenger - politely but firmly - right from the outset. I follow up in the days before the agreed flight date when we further discuss the route, weather, logistics etc, and again first thing when we meet on the day of the flight. My passenger had lied to me each and every time. It turned out that he also lied to his employer afterwards, told him nothing about his errant behaviour on our flight. It seems that his previous fits had not been anything like so bad until our terrifying flight. Later on I understand he had many hospital visits, was off work much of the time, but has now been further diagnosed and is requiring some sort of wearable monitor etc. So despite my care - not apparently always shown by most other pilots, I now realise - I was still caught out by someone who was willing to lie consistently. A lawyer pilot and I are preparing a more formal initial questionnaire with legal warning, something that includes such questions as: are you now or have you ever been diagnosed as epileptic, diabetic, suffer from vertigo, flicker vertigo, or respiratory difficulties of any sort, been under psychiatric investigation or care, banned from driving or from use of machinery, have you ever voted Republican, or have you ever suffered from any other mental or physical condition that might impact negatively on your behaviour in flight? Food for thought!





CHARITABLE and EDUCATIONAL DONATIONS to UFO

One of the purposes of the United Flying Octogenarians (UFO) is to inspire youth to become involved in aviation.

The UFO has established an Aviation Scholarship Grant program with a focus on grants to small, qualified aviation organizations that provide scholarships to young people that are pursuing a career in aviation.

We older pilots have benefited from the experience, wisdom and financial help from those that preceded us. We encourage others to help us help young people who have a sincere interest in an aviation career benefit in similar ways.

As an example, the UFO recently donated scholarship funds to the Santa Ynez Valley Airport Authority, which provided scholarships to young aviation aspirants in their community.

The UFO is a nonprofit corporation organized and operated for charitable, educational and scientific purposes, subject to § 501(c)(3) of the Internal Revenue Code.

Funding for grants is made possible by donations from individuals, UFO members, corporations and friends of the aviation community and from fund-raising activities by the UFO.

Donations are received in the form of cash, check, credit card, stocks and bonds.

Guidelines for making donations to the UFO:

- Credit card donations at any time online at: <https://www.ufopilots.org>

- Cash donations by check to:

Treasurer
United Flying Octogenarians
P.O. Box 2230
Keller, TX 76244

- Stocks and Bonds - Contact UFO Treasurer for transfer details:

George Futas, Treasurer
treasurer@ufopilots.org

Donors, including representatives of estates of aviation enthusiasts, may want to consider possible tax advantages of donating marketable stocks and bonds to the UFO. Consult your tax advisor.



HOW TO - UFO GATHERING

Pick a date and the type of event Fly-in, Drive-in

Venue (Location)

At an airport coordinate with the FBO as well as the facility

Off the airport arrange for getting people to and from

Decide if you want a formal presentation like:

Formal

FAA Master Pilots

FAA Wings Training session

CFI "rusty pilot" type

Informal

Potluck works too

GTKY (getting to know you) which is very popular because pilots like to talk about themselves

Have food

Need merchandise for a raffle? Contact us.

Estimate the number of attendees and let us know.

Need a banner? Let us know.

Need help? Let us know. We want your event to be a success.

We will reimburse your out of pocket expenses. (Prior approval needed)

Advertise

via the website events,

in the SQUAWK newsletter

via our mailing list to a group within a radius of a central zip code.

Phone call

Request RSVP and if flying so you can tell the FBO for parking

Follow up

Take a group picture with the banner displayed for

Facebook

SQUAWK

Website

Advertising

Write up for the SQUAWK

Submit reimbursement for your out-of-pocket expenses

Must have more than 5 members

We do have limits, so check first.



Jim Conn

Alexandria, MN

I soloed in 1963 but never experienced much joy at flight around the patch so hung it up until I discovered a business reason to use an airplane, to grow my business.

Business fell on hard times and had to sell my beloved 1977 Hawk XP II and go work for someone else as their VP of Sales & Marketing.

The new business took off and soon we had a T-210N followed by a TBM 700 (SN29, N700PW) which I flew to customer sites around the country as Chief Pilot - and yes, still wearing my VP business hat.

During that 10 year period growing the business I also chaired the local airport commission while we built a new airport (KRPD) from scratch in Wisconsin.

Since soloing in 1963, I learned:

1. Flying was never easy or hard - rather, it was/is relaxing and natural and occasionally challenging (if you lose situational awareness in a flight simulator - you reboot. In a real airplane, you may die - thus the appeal of the challenge).
2. By contrast - my world of sales and marketing was often difficult & hard but the cockpit always became my magic carpet, a refuge from the intensity of the real world. I was able to enter 6,500+ hours into my logbook relaxing in this manner prior to "retiring" in about 2015.

Named Wisconsin's Aviation Person of the Year in 1995 and designated as a Wright Brothers Master Pilot in 2017, I retired to the lake country in Minnesota and now fly N1375C, a 1978 Cardinal Classic, over 100 hours per year on volunteer compassion flights in the Upper Midwest.

Jim (SKYKON) Conn

**Bill Nelson**

Benton, KY

PPSEL, IFR, 2000+hours. I still fly regularly in a C-182

Charles McClinton

Cape Coral, FL

I've been an aviation enthusiast since 1950. At age five, I'd sit at Gravelly under the final approach to DCA Rwy 19 and watch in awe. I spent 38 years as an engineer and manager at NASA and I've been a private pilot and Cessna owner for more than 40 years. Now based at PDG in Florida to be near the grandkids, I've recently shifted my focus back to flying and travel after 20 years as a professional musician.

I just completed a full avionics and systems upgrade on N6179R (featured in the June 2025 edition of Sport Aviation). Aviation runs in my family. My 9th grandson recently earned his PPL at 17. His first solo was a 2-hour cross-country as part of a bold new training program.

I'm still active in EAA Young Eagles and enjoy giving Chapter talks on my flying adventures, including stories from my wife's book Lyrical Aviator (Whistling Swan Press, 1999).

Goal: Keep the old man out, and keep flyin'!

Dale Machalleck

Westlake Village, CA

Commercial Airplane Single & Multi-Engine Land and Sea, Instruments, Glider, Remote Pilot, Ground Instructor Advanced & Instrument, Flight Engineer Turbojet powered, Mechanic Airframe & Powerplant, Aircraft Dispatcher, and 55 years as a professional tax practitioner.

**Frank Hemko**

Prospect, KY

USMC 1974-80, Naval aviator 1975, Holiday Airline 1982, UPS chief pilot 1988-2017, Retired in 2017.

Owens N177AV, a 1976 Cessna 177 RG, hangared at KLOP.

Type ratings B-727, B757, B767

George Lyons

Nurrells Inlet, SC

Longtime Cessna pilot, now owns an Ercoupe

James Meade

Tiffin IA

ATP MEL; Comm SEL, SES, Glider; CFII SE&ME, Glider; Repairman Light Sport

Owens a Rans S7S and a Flight Design CTSW.

Still flies regularly.

John Dougherty

Albuquerque, NM

Still flies regularly. Owens a Cessna TR182, a C-182 fixed gear and an RV6A. Commercial pilot, Instrument. ASMEL (also qualified in France). CFI ASMEL, Tailwheel instructor, Advanced and Instrument ground instructor.

Retired high school science and industrial arts teacher.

Current motorcyclist.

Fr. Peter Geldhard

Faversham, Kent, United Kingdom

Still flies regularly, organizes flying trips around Europe.

FAA Commercial SEL, Instrument, 2800+ hours.

Piper PA28RT Turbo Arrow IV

**Ralph Waldo Andersen**

Edina, MN

Owns a Piper PA-18 and a Beech BE-58
ATP, Wright Master Pilot Award

Robert Keller

Boonville, NY

Still flies regularly

Rocco Genovese

Darien, CT

Still flies regularly. PA30B Twin Comanche. ASEL, AMEL, Instrument, +/- 5500 hours.

Ron Tanner

Okeechobee, FL

Still flies regularly in an Aeronca 7AC. Flying since 1968. Has owned C-150s, C-182s, C-210L, C-177B. Aeronca 7AC and 7FC.

Wright Master Pilot Award, active A&P/IA

Rudolph Ribbeck

Lake Wylie, SC

Still flies regularly in a C208 Honeywell Conversion DHC4 Twin Otter.

ATP SMEL & Helicopter, CFI, CFII SMEL & Helicopter, flight engineer turbojet, retired U.S. Army, Northwest Airlines, Corporate. Vietnam vet (two tours), professional pilot for 60 years, the last 10 flying skydivers and instructing. 24,000 hours, 4500 helicopter.

Susan Mawhinney-Brignola

Weeki Watchee FL

Still flies regularly. Cessna 172.

CFII, SES, MEL, 40+ hours helicopter, 6 hours in a DC3

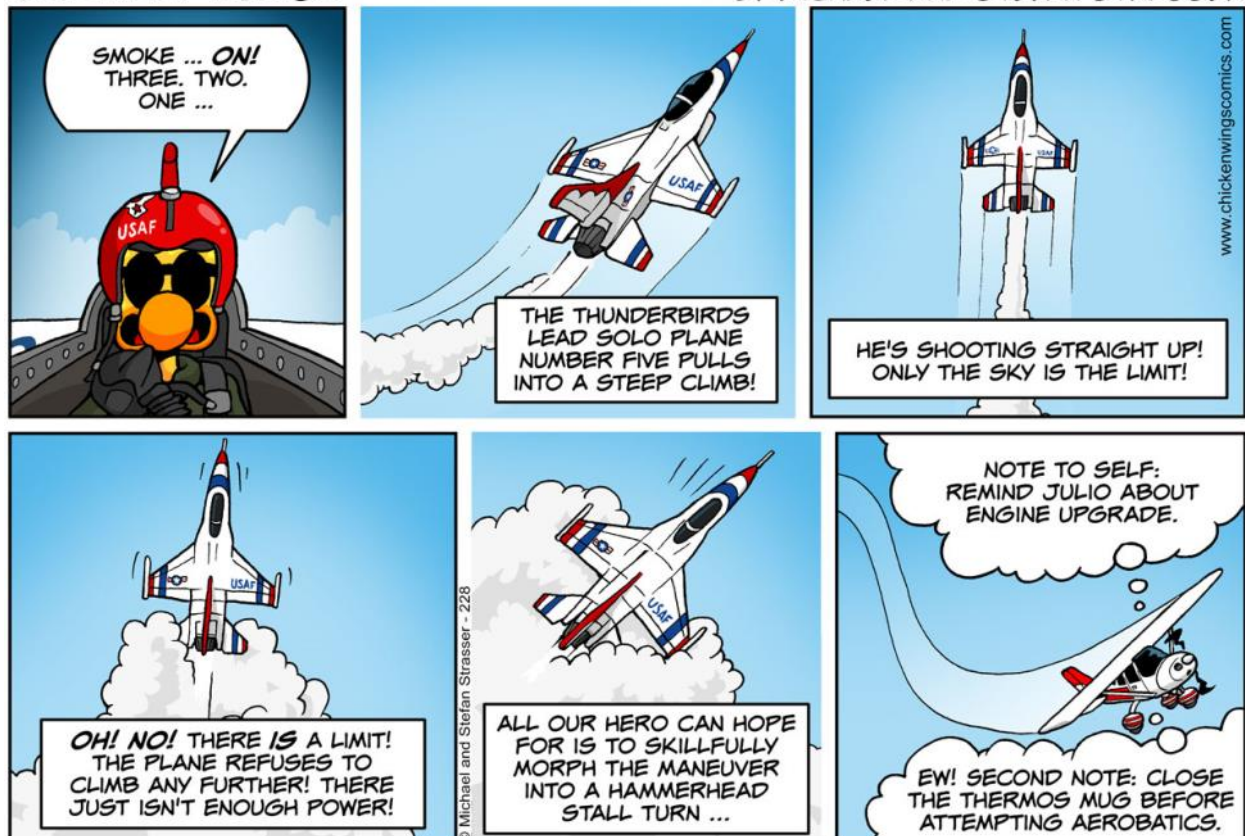
William Bond

Elk River, MN

Still flies regularly in a 1968 Mooney M20C. IFR endorsement and experience. Flying since 1980, and has 1,800 hours. Has owned a 1963 straight tail C-150, a 1949 Piper Clipper tail dragger and now the Mooney for the past 7 years.

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER





Final flight plan filed and completed

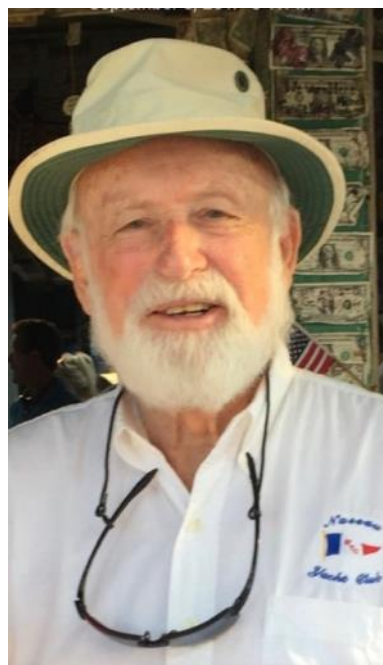
Lawrence Savage

Edisto Island, SC

Lawrence Alexander "Sandy" Savage Jr. passed peacefully in his sleep at home Wednesday night, June 18, 2025. His loved ones are grieving the loss of a life well-lived.

Sandy was born August 8, 1932, the son of Lawrence A. Savage, Sr. and Sarah Margaret Livingston Savage of Camden and Columbia, SC.

Sandy had a life-long passion for flying, at times even commuting to work by airplane. He owned airplanes nearly all of his life. Even late in life, Sandy was an avid member of the United Flying Octogenarians (UFOs) and the CAE QBs. And, in August of 2017, Sandy received the coveted Wright Brothers Master Pilot Award with 76 years of piloting experience. He lived adjacent to a private airstrip lovingly referred to as "Edisto International Airport," his inspiration, which allowed him and other members to come and go at will by airplane. He regularly flew his 13th Lake amphibian until he finally sold it in 2024.



Dr. Michael Wright

St. Joseph, MO

Michael "Mike" David Wright passed away Saturday, Jan. 18, 2025, surrounded by his family. He was born May 6, 1945, to Leonard "Ted" E. and Lelia M. (Wallace) Wright, in Springfield, Missouri.

Mike's pursuit of knowledge led him to achieve a Doctorate of Osteopathy from the University of Health Sciences, resulting in a fulfilling career with C&W Anesthesia from 1988-1991 and Mosaic Life Care from 1991 until his retirement in 2017.

In addition to his professional achievements, Mike was an avid aviator, whose joy was found soaring the skies and restoring old planes. His adventurous spirit was equally matched by his love for travel, exploring new places and cultures. He also had a love for animals, especially his dogs.

