

UNITED FLYING OCTOGENARIANS

March 2025

SQUAWK



UFO President. From the Port Side

by Kenneth (Brownie) Brown



Transitions

“...for everything there is a season and a time...”

As we have been taught and observed, there are cycles, each with its own type of change or evolution.

So too, an organization demonstrates the same characteristics.

Our organization has taken strides to regain its footing since the Covid period. We have rebuilt, reenergized, refreshed, and updated many parts of our organization.

Our board of directors has been busy creating an environment of inclusiveness.

As pilots, we are fortunate to have both a Hobbs and Tach meter to evaluate important timelines in our aircraft. Time in hours has specific meanings for almost all of our aircraft or license privileges.

And all of this is to emphasize the members of this board also have limits. Both by obligation, a promise to serve for a time, and their desire to serve. Our bylaws do call for term limits, and members serve as they determine.

Since the October 2022 election, I have served as the president of this austere organization. I also at that time wore many hats to keep all the pieces moving in the right direction. Since then, many of these “hats” have been worn by capable and wonderful board members.

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However, it is time to throw some of the remaining hats into the ring for others to wear. The roles that need to be filled are:

1. Communications Manager
Answer questions from the membership
Mailchimp - all broadcast and specialized emails
2. Director of the Office of Field Network - working with local members to establish and hold meetings as described in the last SQUAWK.
3. Membership Chairman - handling the annual postcard recruitment and e-directory production and sale.
4. Merchandise Manager - Fulfillment of orders, maintain merchandise levels and procurement. Bring new products to the market.

I encourage you to reach out to other UFO/AW members in your area to have a coffee/meal together. It is always fun and talking about aviation is good for the soul.

Members, we have openings, and if one has your name on it, please let me know. You will be welcomed and encouraged. Join the team.

Brownie

president@ufopilots.org





by Egon Frech



Gone Skiing!

At Mammoth Mountain, CA

See you next month,

Egon Frech, editor@ufopilots.org





By Dr. Harry J. Wander

ALLERGIES



Spring is a great time for allergy symptoms to show themselves. Allergic reactions to pollens and other allergens vary from a mild stuffy nose to full-blown asthma attacks. Some medications taken to control those symptoms may seriously interfere with pilot duties.

Is the medication an antihistamine? The only ones cleared by the FAA are Loratadine (Claritin), Desloratadine (Clarinex) and Fexofenadine (Allegra). All other antihistamines have the potential to cause drowsiness. Carefully read the label for the ingredients. Diphenhydramine (Benadryl) is commonly used in nursing homes to help people sleep. It is the most common drug found in toxicology screens of pilots after fatal aircraft accidents. Cetirizine (highly advertised as Zyrtec) can cause drowsiness, ataxia and other bad side-effects. A pilot is required to wait 60 hours after taking diphenhydramine, or doxylamine or chlorpheniramine or clemastine before flying. A 48 hour wait is required before flying after taking Cetirizine or levocetirizine. It would seem easier and safer to just take an approved antihistamine. They are just as effective, and their molecule is too big to go through the blood-brain barrier.

Some nasal sprays contain sedating antihistamines. Azelastine (Astepro or Astelin), a Histamine H-1 receptor, is okay. Olopatadine nasal spray (Pataday, patanase) requires an initial ground trial of 7 days to make sure it does not make you drowsy. Decongestants (such as pseudoephedrine) may cause an increased heart rate, dizziness or nervousness.

Most eye drops are acceptable. However, they should not be applied immediately before or during flight as they may cause temporary blurring of vision.

Allergy injections or sublingual immunotherapy is okay, but there should be a 4 hour wait after each dose in case there is a delayed reaction.

Fly safely.

Harry Wander, MD, FAAP
Senior AME



The Tragedy of TWA Flight # 514

In my years of flying, I have wondered about changes to ATC terminology and procedures. In the late 1970's ATC began using the phrase in my IFR approach clearances, "cleared for the approach, maintain (say) 2300 until intercepting the final approach course". Prior to that date it was usually just, "cleared for the approach", giving responsibility to me for my own navigation.

A genesis of this particular change in ATC procedures can be found in the tragic crash of TWA # 514. This TWA flight was a Boeing 727-231 (N54328), which departed IND for DCA on December 1, 1974, with 85 passengers and 7 crew. On the Sunday morning of this Thanksgiving weekend the eastern half of the United States experienced severe weather. TWA 514 was diverted to IAD due to crosswinds gusting to 49 knots at DCA. The flight was being radar vectored for a non-precision approach to a runway at Dulles. ATC cleared 514 to 7000 feet before clearing them for the approach while not yet on a published segment of that approach and still 44 miles from IAD. The aircraft began a descent to 1800 feet. The cockpit voice recorder later indicated there was some confusion over whether they were still under a radar-controlled approach segment which would allow them to descend safely. The crew discussed encountering heavy downdrafts and reduced visibility in snow. Shortly after 11 a.m. the aircraft impacted the west slope of Mount Weather near Bluemont, Virginia at 1,670 feet MSL instantly killing all on board. The summit elevation is 1754 feet MSL.

The NTSB investigation board was split in its decision as to whether the flight crew or ATC controllers were responsible. The majority absolved the ATC controllers as the TWA flight was not on a published approach segment. The dissenting opinion was that the flight had been radar vectored. ATC terminology between the pilots and controllers differed without either group being aware of the discrepancy. To this time, it was common practice for ATC to release a flight to its own navigation with the phrase "cleared for the approach", and flight crews commonly believed that was also authorization to descend to the altitude at which that final approach segment begins. ATC procedures were clarified after the TWA accident. ATC controllers now

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state, “Maintain (specified altitude) until established on the published segment of the approach” and pilots understand that previously assigned altitudes prevail until an altitude change is authorized on the published approach segment.

During the NTSB investigation it was revealed that a United Airlines flight had narrowly escaped the same fate while on approach to the same location about six weeks prior. The NTSB’s findings resulted in massive changes to improve safety. The FAA then required all US airlines to install ground proximity warning devices in all planes by December 1975. ATC procedures were modified, and controllers now receive alerts when aircraft deviate from a predetermined altitude. This accident led to the creation of Aviation Safety Reporting System (ASRA) to collect voluntary reports of possible aviation safety hazards.

With recent advances in aviation technology, ADM and CRM, we have greatly improved aviation safety and reduced accident rates. Yet, lest we forget, it has been a long journey which has sadly cost many human lives to reach this point.





Hello Egon,

Thank you for still another informative and entertaining issue of SQUAWK.

After reading your column "From the Editors Desk", I now feel motivated to become reacquainted with a neglected exercise bike, currently stored in a dark corner in our basement.

Vince Calio

Egon,

I received the UFO card in the mail now that I am 75.

Your article in the February newsletter was great. I have a 1976 Cessna Cardinal, a 177RG. My wife is 81 and would find it too challenging to get up on a wing and fall down in a hole. I had her try it on an Arrow. Not good.

The Cardinal is relatively easy to get in and out of. Still my wife needs a stool and help to get up high enough to maneuver into the Cardinal seat. No, she doesn't enjoy flying. :(

I use a three legged step stool that came with the airplane or your FBO provided ladder you mentioned when it is available, to check wing fuel quantity.

I wish your website had the UFO PURPOSE as a selection on the HOME page.

I had to dig around and found in the "Who are we" section and then further down in the "Charter History" section to find the Purpose.

"THE PURPOSE is to promote longevity and safety in aviation; to represent the interests of senior pilots worldwide; to inspire youth to fly; and to promote fellowship among senior pilots."

Researching further I found and like what the Founding document states, "for social and informative purposes."

Frank Hemko



Egon,

I just wanted to send a quick email saying 'Thank you' for everything that you do for UFO.

Reading your "From the Editors Desk" each month in the newsletter, is the high point for me.

So again, a very big thank you.

Mark Daniels

Egon,

Found this about when Cessna began adding the strut and fuselage step. Clyde Cessna died in 1954.

Cessna began adding strut and fuselage steps to their aircraft, specifically models like the Cessna 172, in the mid-to-late 1960s to allow pilots easier access to the fuel tank inspection points located on the wings, which were previously difficult to reach without additional steps.

The 1979 C-182 I flew, until a recent thoracic aortic aneurysm surgery that required a replacement aortic valve relegated me to Light Sport Aircraft, does not have the step for checking the fuel tanks. I could no longer fly my RV6 One of my former students has an LSA SportStar and he lets me fly it any time.

I learned to fly in 1960, in the Cessna 120 and 140. My Dad was learning to fly at the same time. He bought a 1956 C-172. No step on the strut to check the fuel. In 1963, he bought a new C-182, (\$13,000). No step on the strut on that airplane either.

A few years ago, I flew one of my former students from Connecticut to Jamestown New York to pick up his Cherokee. We borrowed a friend's 1979 C-182 to make the long flight. When we landed at Jamestown, KJHW, we checked in at the FBO and asked for a top-off and headed to the restaurant for lunch. When we returned, I paid for the fuel and headed for the airplane which was over one hundred yards from the FBO and parked in a row of C-182's. Not willing to trust that the lowest paid employee on the airport put the fuel in the correct C-182 that did not have the step on the strut, I hiked back to the FBO to get a ladder. After confirming that our tanks were topped off, it was back to the FBO with the ladder and back to the airplane. I don't fly in airplanes that I don't know how much fuel is available!

I still like high wing airplanes but it is easier to check the fuel in a low wing airplane. Draining the tank sumps on a low wing airplane, however, is not fun for us seniors...

David Faile



Egon,

I just recently got caught up on reading some of the past Squawks - and thought I would share a couple of tidbits.

My flying has been sporadic since last summer - too many family issues coupled with MX issues on my favorite rental (PA28R-201). I am now investigating an alternate (Dakota) through a flying club - TBD. I have also had a soft barrier of the SFRA between KFDK and 2W6. But I think I may be past that. All that to say I would like to get down to meet you. - or let me know if you get up this way. My house is under the approach for 33L at KBWI - making KANP or KMTN the closest GA airports (but without desirable rentals).

I feel a bit of a kindred spirit in several of the things you mentioned. While I have far less flying experience than you (I only really started when I was about 75), there are some other commonalities.

You talked about being a sailor. Please see attached photo of the kind of sailing I used to like before my knees limited my agility. (Photo from 2017) While I never had a standard Laser, I did have a Sunfish until I wore it out and got a Laser 2 - and then a Laser Bahia. My most fun sail was off Cape Cod in the Sunfish with my then 16 year old. We went out on purpose to enjoy the 30 kt or so winds and waves up to 8 feet. We were flying along the wave fronts doing a combination of sailing and surfing. The coast guard even came out to "rescue" us. But when they got close enough they could tell we were not only completely under control, but having a blast. They then took a long time waiting for the right waves that would allow them to turn around their 25 foot (or thereabouts) boat without being flipped.



Julian Vahlberg



Soar with Us! Support United Flying Octogenarians Keep Aviation Thriving

United Flying Octogenarians is a dedicated 501(c)(3) non-profit organization, established to uphold the ideals outlined in our charter:

- **Promoting Longevity and Safety in Aviation:** We share knowledge and best practices to ensure a long and safe flying experience for all pilots.
- **Representing Senior Pilots Worldwide:** We advocate for the valuable experience and expertise of senior aviators within the industry.
- **Inspiring Youth to Fly:** We ignite the passion for aviation in young minds, fostering the next generation of skilled pilots.
- **Promoting Fellowship Among Senior Pilots:** We create a strong community where seasoned aviators can connect, share experiences, and mentor one another.

Fulfilling this vital mission requires your support!

We rely on generous donations to fund crucial initiatives like:

- **Informing pilots so we are not “the best kept secret in aviation.”**
- **Developing and disseminating aviation safety resources** for pilots of all ages and experience levels.
- **Lobbying for policies** that prioritize the safety and well-being of pilots and passengers.
- **Organizing educational programs and scholarships** for aspiring young flyers.
- **Hosting events and forums** that foster connections and knowledge sharing among senior aviators.

Your contribution, no matter the size, will directly impact these efforts. With your help, we can continue to:

- **Reduce aviation accidents and ensure safe skies for all.**
- **Guarantee the voices and experiences of senior pilots are heard.**
- **Spark a lifelong love of flying in future generations.**
- **Maintain a vibrant community that supports and celebrates seasoned aviators.**

Donate Today and Make a Lasting Impact!

Visit our website to make a secure donation at www.ufopilots.org
or mail your check to :

UFO, P. O. Box 2230 Keller, TX, 76244

Together, we can keep aviation soaring!

Sincerely, The United Flying Octogenarians Team



June 18, 2025

For the Danbury, Connecticut, Fly/Drive-in Event

Coffee and Donuts at the Airport (KDXR)

Lunch at the Olive Garden (3-min walk)

President “Brownie” will attend

Working on Quality Speakers





Northern Nevada

By Lew Gage

The attached photo was taken at our quarterly UFO lunch meeting on March 7th. In addition to having a nice lunch, one of our UFO members, Terry Matter, who is also a member of the RENO AIR RACE BOARD, gave an interesting talk about the details regarding moving the Reno Air Race Association (RARA) to Roswell, NM. It appears that the races should succeed in Roswell, NM. as there are adequate hotels in nearby towns and there will also be camping spots and RV parking available on the Roswell Airport. We had a good group discussion. Among those attending were James (Jim) Whiteley, a former UAL Captain, still flying at age 91 and Lew Gage, former Pan Am Captain, still flying at 88. Of course, our actual oldest member attending was, as usual, Noel Mouchou at 96 years of age who looks like a young 75 year old. We have a committee convened to investigate and verify Noel's actual age since we think he may be faking his age just to be the top age bracket ranking attendee.

Greetings from the Northern Nevada UFO members to all reading this report.





NORTHWEST AVIATION AND TRADE SHOW 2025

By Ken Brown

Our second year at the NWATS is in the books. Mission accomplished. Overall impression of the show was favorable, and the Saturday crowds were full of energy and enthusiasm. Lots of talking to “the kids” pilots in their late 60’s early 70’s. They loved being called “Hey Kid I want to talk to you.” That’s my hook.

Many never heard of us, which is not surprising. After all we are “The Best Kept Secret in all of Aviation.”

The Sunday crowd was much smaller and more subdued. I think this was due to the lack of high-quality keynote speakers.

Takeaways:

Always approach the attendee

If they look at the booth, engage them in conversation

Get something in their hand

We had:

- Buttons for pilots, “When I grow up, I want to be a UFO”
- A counter line is “If you are a pilot, you never will grow up”
- UFO 2025 event pin for everyone
- Stickers for kids
- Candy mints – Wintergreen very popular (saw many repeaters)
- Business cards
- Airport rack cards for attendees to take back to their airport



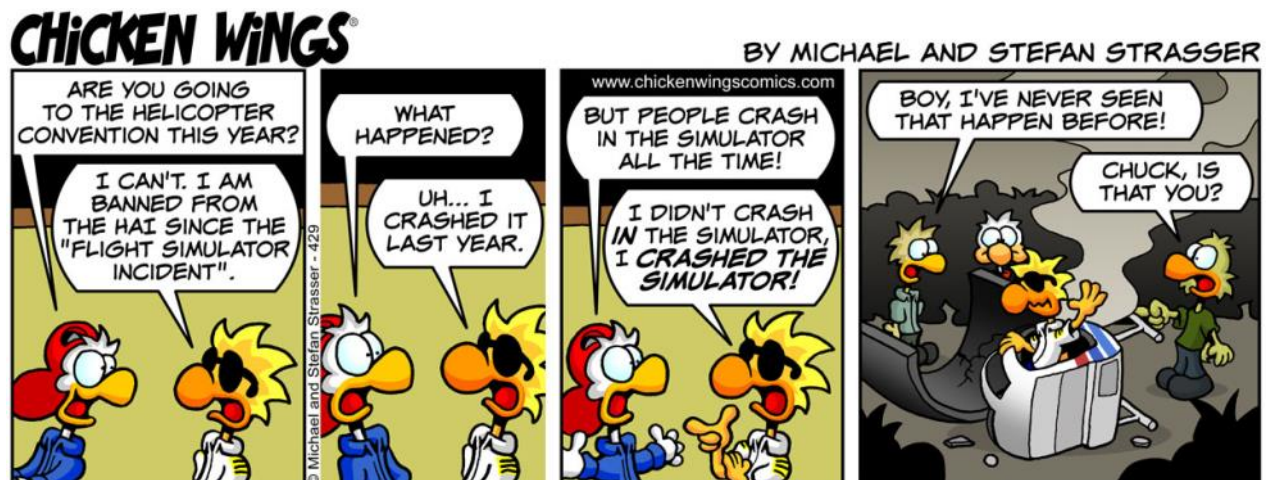
Thank you to our volunteers who worked the booth. This is not possible without your participation. Jim, Collette, Bill, Dave, Harold. (I was there with Skip as well.)



Glenn Kinneberg

Spring Grove, MN

My first lesson was in 1947 at Decorah, IA, in a Champ. Then I joined a flying club in Spring Grove, MN that had a J-3. I soloed in the J-3 and later that club traded for a new Piper PA-11 Special. I got my private license with the PA-11 on skis! In 1948, we got a Cessna 140. I flew that while I was in the Air Force, stationed at Rapid City, SD. After getting out of the Air Force, I went back to farming and we sold the Cessna 140. After 10 years, three other farmers joined me and we bought a 1965 Piper Cherokee. I had joined the Flying Farmers organization in 1948, so now I could get active to attend meetings and conventions! The first convention we flew to was in London... Canada, that is! I was MN State President in 1969 and my wife, Sally, was International Flying Farmer Queen in 1974. We made a lot of great trips and memories in the Cherokee. My son, Russell, got his license in the Cherokee and was the youngest pilot to fly into the Flying Farmer Convention in San Diego, CA. I sold the Cherokee and continued to enjoy flying the Piper PA-11 Cub. In 2009, I earned the Master Pilot award and in 2012 I joined 184 other J-3 pilots at the Oshkosh AirVenture Fly-In. I enjoyed camping under the wing for the three-day adventure. In 2018, I was named "Flying Farmer of the Year" for the US and Canada, and in 2019, I was inducted into the Minnesota Aviation Hall of Fame. I sold the Cub in 2024 and am happy to know it is flying with its new owner in Montana. I continue to enjoy flying with my son in his Piper Archer.





David Anderson

West Warwick, RI
daainri@gmail.com

Retired engineer, C172 owner, flying since 1968. Private, SEL, Instrument. Current home airport is KOQU, hoping to share experiences with other UFOs



John "Jay" Brosius

jaybrosius@yahoo.com

I've been married 52 years, spent 5 years Army early on mostly in Europe, then worked as a comm system/satellite and geopositioning engineer, the first half of career years for a big non-profit supporting DOD, then the second half for a few small successive entrepreneurial companies till retirement. I got my Private SEL in '94, Instruments in '97. Bought a Navion in '99, lots of cross-countries with it. Loved it! Inactive in '06 to sail the Pacific 3 years. Then found a job in Australia in the Industrial positioning field for 8 years. I returned to the States in 2016 to settle in South Dakota near family. I became a member of Civil Air Patrol in 2019. I started building an RV14A then too, but stopped more recently after their big price increases. I'm just renting now, but am actively shopping for a Navion or equivalent.

Recently we purchased a FL home in an airpark near Live Oak. So now I'm seeking to do lots of round trips by air from our home in SD just north of Sioux Falls. But I also fly trips to family in MD and CO.

Hobbies have included Amateur radio, cars (especially Citroen), car mechanic, flying and sailing. I'm now selling my 38' catamaran after 26 years (presently lying in NZ) and planning on getting all the more intensely into flying.

I'd love to get tips from the community on the ins and outs of octogenarian flying and how best to navigate the world of senior flying, aircraft ownership, and skill maintenance and honing.





Phil Yoder

phil@philyoder.com

16,000 hours, 71 countries, ATP, 5 type ratings, retired NetJets, currently teaching aviation at Ohio University.



David James

Atherington, Umberleigh, U.K.

Randy Hafer

Clayton, GA

haferrandy@gmail.com

Jim McCartney

Lake Tapps, WA

jayneandjim@gmail.com

John Meyers

Sequim, WA

johntmey@aol.com



LeGrande Boyer

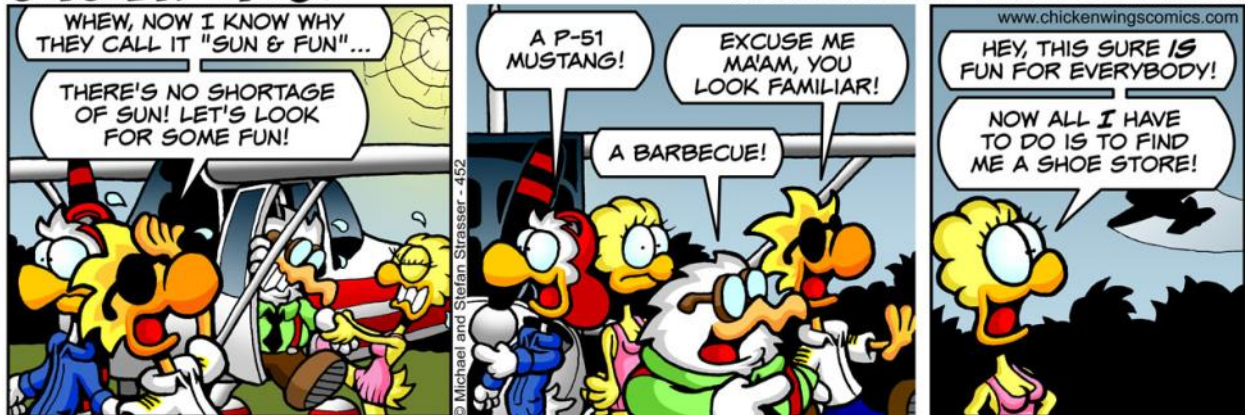
Chuckney, TN
lgboyer84@gmail.com

Roger Harker

Minden, NV
haferrandy@gmail.com

CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER





Final flight plan filed and completed

James R. "Doc" Meyer, DVM

Doc Meyer passed away at the age of 90 on May 17, 2024 at Gibson Area Hospital in Gibson City, IL. He was a veterinarian in Gibson City for 58 years. He was a member of Our Lady of Lourdes Catholic Church, where he served as a lector and member of the Knights of Columbus. It was said he could McGuyver anything.

His greatest passion was flying, beginning in 1962 and ending only months before his death. He was president of the International Flying Farmers and past president of the Illinois chapter. He was a dedicated pilot for Angel Flight and participated in medical and construction missions to Mexico, Guatemala and Bolivia.

He was always willing to help others. In his spare time he traveled, hunted and cheered on the Illini and St. Louis Cardinals, He gave 110% to everything he did. The bumper stickers on his vet unit said, "Here comes Doc" on the front and "There goes Doc" on the rear.



*In Memory of
James R. "Doc" Meyer DVM*

June 20, 1933 ~ May 17, 2024