

February 2024

SQUAWK



UFO President. From the Port Side

by Kenneth (Brownie) Brown



The organizational outlook.

What is in our future, is a question that has been asked for eons. We do not hold any crystal ball or cards that will give us any indication of what is next. We can only plan and create a strategy for what we would like to achieve.

If the UFO is not going to be the “Best Kept Secret in Aviation,” we need to be recognized and earn the trust of the GA community.

How do we accomplish this goal?

For many years we have relied on mailing pilots, ages 78-81, a postcard with a general invitation to join the UFOs. When I received my card, I knew nothing of this group. We will continue to send postcards, but our audience is much larger. We now send cards to the 74-80 aged pilots. This is a good introduction to a very specific audience of pilots.

We also hold city, state, and regional fly-ins at various times of the year and around the country. This has had good showings but again, we are mostly reaching only our members and their guests. This will continue. This is not a growth opportunity but rather a fellowship event.

Last year we tried a Meet the Prez Road trip on the West Coast. We made an appearance at the AOPA Buckeye event as well as the Reno Air Races. All were successful to a point. We met members, spoke with lots of potential members, and made good contacts.

This year we are building on the experiences learned last year.

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Later this month, on February 24-25, UFO will have a booth at the Northwest Aviation & Trade Show, Washington State Fairgrounds exhibition hall. We have the potential of meeting many of the anticipated 10,000 people passing our booth. We will have a professional booth display created by Susie Harrison and Vince Calio. It is first class. Like all booths, we will have some swag and volunteers to answer questions. The goal is to introduce the flying public to us and convince them why they should keep flying.

In April we are planning on a shared location at the 50th anniversary of Sun 'n Fun with the Silver Wings Fraternity. SWF has a bungalow on the grounds next to the FAA facility and we will set up there. This week-long event will expose the organization to many people. (Estimated audience is 200,000+.)

In May there is the first of a kind, to my knowledge, a 2-day UFO members-only event in Paso Robles, CA on May 9-10. Mini-conference, dinner with speakers, visits to local museums, and optional side trips. Size is limited, but there are still some spaces left. Order online on our website shop.

Last year we entered into an affiliate agreement with AOPA. We have also reached out to several other organizations. One new organization we are working with is the Silver Wings Fraternity, as mentioned above. At this time, we have a mutual oral agreement and are looking to see how the two separate organizations can be supportive of each other.

What else is on the horizon? The big show, of course, is EAA Air Adventure in July. This is going to take an army of volunteers, each doing a part to make it a success. I know we can do this, with your help. What better way to reach out to aviation-enthusiastic people with our story? (2023 attendance was 677,000).

The immediate takeaway from these events is not enrollment, but pilot and community awareness. This type of exposure is more informative than advertisements in flying magazines. Our members each bring a story to be shared with another pilot, a word of encouragement to keep flying so they can join our organization. It is the one-on-one that makes the connection that cannot be made with a postcard or advertisement.

By implementing these plans, the United Flying Octogenarians can effectively cultivate awareness, recognition, and respect within the broader general aviation community.

With your help at the local level and the regional shows, we will shed the motto, "best kept secret in aviation."

Tailwinds and clear skies,

Brownie

president@ufopilots.org



by Egon Frech



There's an issue that's been stuck in my craw for about a decade and a half and it just won't go away.

I'm referring to the Electronic Advance Passenger Information System (EAPIS), which requires pilots of private aircraft to submit a special electronic report when they are entering or exiting the United States. Instituted in 2009 with a non-user-friendly and high-security website, it is designed to determine in advance of your flight whether you or your passengers are undesirables, and it's more than just a report. It's actually a request for permission to depart the country or to re-enter it. You must wait for approval (and potential inspection) before you can take off.

Think about that for a minute: If you're planning to leave by private plane for another country or to come back home by private plane from another country, you have to ask the government for permission. The Soviet Union used to have rules like that and built an infamous wall to enforce them. Have we come to that? And what if they decide you can't come home? What are we supposed to do then, seek diplomatic immunity in Canada or Mexico?

At AirVenture 2009, CBP had a booth where explanations on the workings of EAPIS were offered. I crossed the Canada/US border a lot in those days, as I have children and grandchildren in Canada. I approached the young lady in the booth and voiced my displeasure. "Oh, you'll get used to it," she offered. "That's what they said in Germany in 1939," I shot back. I was born in 1939. I've never gotten "used" to it.

We're all familiar with the airlines' requirements for passport and ID information when we buy tickets to foreign countries. They ask for those because the government requires them to submit a passenger list that's vetted by Homeland Security for people on their no-fly list. Somebody then said, "What about the passengers on private business jets?" and by implication, what about the people on small private aircraft? In the case of the airlines, I suppose that works so long as the people trying to evade the system use their real names and IDs. Fat chance. Unlike the airlines, I KNOW the people flying with me. And what makes them think (however unlikely) if anyone wants to fly the followers of Osama bin Laden out of the country in a Cessna 172, they'll ask for permission? The threat of a fine for failing to file an EAPIS?

In practice, EAPIS adds just another layer of complexity to an already complicated flight planning and preparation process for returning to the US in a small airplane.

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First, there's the problem of finding a suitable weather window. Then you have to find a port of entry that will be open at the time you plan to arrive. Then you have to file the EAPIS, specifying the time and location of crossing the border, your intended first landing airport, and your and your passengers' IDs, and wait for approval. Then you have to call the intended port of entry (providing you can find the phone number and they actually answer the phone) and make arrangements directly with them. Finally, you have to file a cross-border flight plan with Flight Service in the country of departure and be in radio contact with ATC and squawking an assigned transponder code while crossing the border. Not too hard if you're piloting a business jet and leaving from and arriving at major airports with their on-site CPB facility and sky-high FBO charges, but a lot more difficult if you're using small airports with funky WiFi. And if any of that fragile stack of Jenga blocks gets disturbed, you have to start all over.

Recently, I caught the tail end of a Wings webinar on border crossing procedures featuring a couple of CBP spokespersons. The frustration of private pilots with the whole process was evident in the question period, and the CBP folks were as defensive as ever, insisting that if we didn't do things their way, they wouldn't be able to properly control the border. The moderator had to intervene and cut the question period short.

Do we have to do things that way? The US used to have a system where you could register with CBP for a small fee and then make a single phone call to a widely-published central number to obtain pre-clearance and enter just about anywhere in the US, including many airports that weren't staffed ports of entry. Sometimes, agents showed up. Often, they didn't. As far as I know, it didn't create any problems with terrorists crossing the border by private plane. Canada still uses the same system and it seems to work just fine. The official line on what is required to properly control the border may not be shared by the agents who do the day-to-day work. I remember one time Roxanne and I were returning from Canada and stopped at the Watertown International Airport in upstate New York to clear Customs. Two agents showed up, half an hour late. They had driven an hour from the highway port of entry on the St. Lawrence River's Thousand Islands Bridge. One of them checked our papers and the other scanned the Skyhawk with a Geiger counter.

"Do you do this to all the airplanes that cross here?," I asked the one with the Geiger counter.

"Bloody waste of time, if you ask me," he replied, sotto voce. "We should be looking for the ones that DON'T tell us they're coming."

That's over and out for now.

Egon Frech, editor@ufopilots.org

For membership questions, contact bookkeeper@ufopilots.org



Dear UFO members, this is a joint communication with the Silver Wings Fraternity and the United Flying Octogenarians. Sun 'n Fun is a major aviation event. Our members have been going to this show for many years. 2024 is the first time the UFOs will have any formal place to congregate and talk with fellow UFO members and SWF members. The following is from Dennis DeStefano:

"First, let me introduce myself. I am Dennis DeStefano, president of the Silver Wings Fraternity. Your UFO president, Ken "Brownie" Brown, and I have been discussing the possibility of associating our organizations in a way that can benefit both our organizations without changing the existing structure or mission of either group.

"As a gesture of camaraderie, I would like to extend an invitation to visit us at our clubhouse at the Sun 'n Fun Aerospace Expo in Lakeland, FL, this spring. This is the 50th year of the Sun 'n Fun event and as you may plan to be in attendance, we would like to welcome you, introduce you to many of our leadership, show you around our facility, and offer you some hospitality.

"The Expo will be open April 9 - 14, 2024 and we will be staffing our clubhouse throughout the event.

"Our bungalow is located at 3131 Flight Path Dr., just a short walk south of the FAA hangar on the Expo grounds.

"We hope to see you there!"

Dennis DeStefano, President, Silver Wings Fraternity

Brownie, President, United Flying Octogenarians



Hi Egon,

As a member for the past three years, I have enjoyed the luncheons and other get-togethers we've had. That being said, I'm wondering if there is more we can do to have an impact outside of the organization. I would like to propose we establish a scholarship fund under the UFO banner. If this is something you and the board would be open to, I'd like to discuss the proposal further.

Thank you,

George

Thanks for your suggestion. This has been discussed at the Board level, and I expect we'll hear more about it as a result of our collaboration with the Silver Wings Fraternity.

-Ed

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER





Remembering Pitomnik Airfield

By Ralph Bennett

I write this on the 80th anniversary of the fall of the Pitomnik Airfield, January 16, 1943.

Pitomnik was the main German supply and evacuation airfield during the Battle of Stalingrad, Russia, which lasted from September 1942 until the final surrender of the German 6th Army on February 2, 1943, the greatest land battle the world has ever witnessed. During the

Stalingrad battle 110,000 Germans were killed in action while another 106,000 went into Russian captivity. Only 6000 would ever see their homes again. The Soviets lost over one million soldiers, a figure that compares to all the American war dead of every conflict during our entire nation's history.



Pitomnik Airfield is located 30 miles west of the city of Volgograd, standing alone in uninhabited Steppe country, appearing much as it did in 1943. During the 99-day siege of the encircled Stalingrad pocket the Luftwaffe was able to fly in a total of 2,040 tons of supplies of all sorts while evacuating nearly 29,000 sick, wounded, and other personnel. Luftwaffe losses during these days were 166 aircraft lost, 108 missing and 214 aircraft crashed and beyond repair, along with the loss of 1,100 Luftwaffe air personnel.

Thousands of Germans with their Romanian and Croatian allies perished from their wounds in temperatures as low as minus 30-40 F, awaiting an evacuation alongside the runway. An evacuation that never came. There is no record of any German pilots or aircrew refusing to fly into Pitomnik.

During my visits to Pitomnik I thought of the courage and flying skills shown by these

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pilots. Pitomnik Airfield operated 24 hours a day, often under artillery and aerial bombardment, the snow and ice covered 4500 ft. turf runway illuminated only by crude runway lights. Inbound aircraft often had to fly 2-300 miles to reach Pitomnik with little if any fighter escort. IMC conditions were encountered on most flights and no aircraft was equipped with anti-icing capability. Radio navigation at Pitomnik was a single low frequency direction finder beacon. There are accounts that instrument approaches and departures were conducted day and night successfully to minimums as low as 300 ft. AGL and visibility of one mile. Ground to aircraft shortwave radio often did not work, or not at all with the Heinkel 111 aircraft.

There is limited awareness in the west of the history of Pitomnik Airfield, as the focus has been on land combat operations. All those young pilots who participated in the Stalingrad battle are now dead. In their wildest dreams they could not have conceived of the technology of today's aircraft that we take for granted. The last aircraft to leave Pitomnik was on January 16, 1943. Since that day Pitomnik Airfield has stood as a silent witness to the tragedy and suffering of those days. A tragedy that this UFO Octogenarian was then unaware of from the perspective of his infant crib.



Wounded and sick Germans headed to Pitomnik from all corners of the collapsing Stalingrad pocket to seek escape by air. Many didn't make it and starved or froze to death. The bodies were left unburied because the ground was hard frozen and exhausted people didn't have the strength to dig graves. Today, there are farms in the area, and every time the ground is plowed, bits of German airplanes, parts of skeletons and remnants of things carried by the soldiers turn up.



On Top in a Stearman

By Mike Kelly

Several years ago, I had flown a Stearman from the Houston, TX, area to Mathis Field in San Angelo, TX. The good folks at Skyline Aviation who operate a big, beautiful WWII era wooden hanger at the field took me in. The Stearman, which I call the "old girl," patiently tolerated the pointy nosed newbie airplanes that shared the hangar with her. After a month of hopping rides and local flights around the west central Texas countryside, it was time to head back to her hangar at Sports Flyers grass strip (27XS) in east Texas. Flight planning the trip the night before, it looked like good weather and about 4 hours of flying with an avgas stop at Llano, TX (KAQO), famous for a BBQ joint in town. I counted four blades over the top, then magnetos to both, and the old Continental 220, swinging a Sensenich wooden prop, fired right up with her characteristic bark, and her signature light gray exhaust over the right wing.

The winds were picking up out of the south, typical of west Texas, and were blowing about 10 to 15 knots. Mathis Ground cleared us to runway 18. We asked for, and got an intersection departure because of the wind. This greatly shortened the taxi distance and the resultant amount of time engine cooling would be compromised taxiing with the wind. Cleared to go, the "old girl" responded well to her throttle, singing her song of power as she rolled a few hundred feet down the runway and jumped up into the wind. We leveled off at 3000', about 1000' above the ground and picked up a heading of 085, with 116 nm to go to Llano. It was rough flying, with the wind twisting and beating around us, and I climbed the "old girl" to get out of it.

Finally level at 5500', it was smooth, but with a pretty good crab to the right for the southerly flow. After a while, low scud began to slip in under the Stearman, but it was scattered and thin. It was a dark gray however, not at all like the light white stuff you see in the early mornings in east Texas. It looked like hard chop down there and I was glad for the smooth, albeit slow progress we were making over the ancient landscape of the west Texas hill country. But then, when you're in a Stearman, you're already where you want to be! Gradually, the hard, gray scud thickened and I found myself riding along on top of a solid layer, the Stearman thundering and ratcheting away, unconcerned about cloud tops and winds aloft.

The weather at Llano departing San Angelo (SJT) was calling it 2600' SCT, visibility greater than 10. But this didn't look promising. The clouds had thickened and were

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slowly moving up to my level, with some of the milky white tops now pushing up thru 5500'. About 60 NM out, I was finally able to pick up the KAQO AWOS. It was calling it 2600 BKN, 10 nm, with the wind out of the south at 16 kts. Except for one 1900' "mountain" about 30 nm northwest of Llano, The countryside is pretty flat, and a letdown through the cloud deck to 2500' AGL was doable.

The Stearman panel is set up with needle & ball, but no gyro instruments, just air-speed, altimeter, VSI and a "whiskey" compass. The idea was to keep the needle and ball centered, reduce the tach by about 400 RPM, and fly the air-speed at 85 kts, where it sits at cruise speed. One last look around. carburetor heat ON, and back comes the power to 1500. The "old girl" took a deep breath and sank into the gray dampness with the VSI settling



on 500 fpm. I kept the scan going. Airspeed at 85, needle and ball centered, airspeed at 85, needle and ball centered, a glance at the VSI, 500 fpm, airspeed at 85, needle and ball centered . . . constant little changes in control input pressures. Fly it smooth. Little changes. I can just hear my old Instructor. "Little changes . . . LITTLE changes." It was cool and damp in the gray nothingness, the water content in the cloud streaming around the windshield. So this is what it must have been like for the early mail pilots!

After what seemed like an eternity, the gray morass began to lighten up. The altimeter was just going through 2600' when the "old girl" mushroomed out of the bottom into a sky full of sunbeams. They were everywhere! Beautiful! I brought the power back up, carburetor heat off, and flew the last 20 miles to Llano in clearing skies, the Stearman and I, the horizon washed clean with the fresh southerly breeze.



The Old Pilots' Day Care Center

By Howard Deevers

(Originally published in the Arizona Pilots' Association January 2024 Newsletter)

When we hear the phrase "Day Care Center" we immediately have an image of some place, such as a children's Day Care Center, or even a Day Care Center for elderly adults. Many of us have experienced these with our kids, or even our elderly parents. Don't equate a Day Care Center with a Nursing Home or even an Assisted Living Facility

And then there is "The Old Pilots' Day Care Center." Does such a thing really exist, you ask? Yes. It is alive and well at Ryan Airport, Tucson, Arizona (KRYN). But, before you go looking for this place there are a few things you need to know.

First, you need to know that there is NO sign hanging outside of ANY building at Ryan Airport that identifies a location as "Old Pilots' Day Care Center." Secondly, it is not really a Day Care Center at all. It is not a club; there is no admission charge, no dues to pay, no obligation to show up, no invitations are issued, no one is turned away, and there is no discrimination of any kind within the walls of this small office. The only identification that you are in the right place is a small sign that states:

**OLD PILOTS
DAY CARE
CENTER**
NOT LICENSED, INSURED, LEGAL,
REGISTERED, OR SENSIBLE

That sign is on the wall behind the desk of the Manager of the Mobile Aire Hangars at Ryan Airport. No one is quite sure just how long that 'Plaque' has been there, but no one will dare to remove it either. Of course, that is not the only thing on the walls of that office space. There is an old wooden prop, pictures of airplanes, parts of a shirt, and other things that are sacred to that small office. I did not measure the space but can guess it is about 8 X 12 feet with two windows, one door, and room for one desk and chair, and six other chairs. It has a dual use heater/air conditioner on the south wall that keeps the space comfortable when needed. There is a counter with a small sink, and space for a coffee maker. The cabinet above is stocked with many coffee mugs that have been 'donated' over the years.

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The official business hours of the office are from 7:30 to 11:30 Tuesday through Saturday; closed on holidays. The manager, John, makes a pot of coffee first thing every morning. There does not seem to be any official schedule for donuts, cookies, or other morning snacks. They show up with one of the visitors almost every day. Some days there is only coffee, and no one complains about that either. If there are too many goodies, John has a way to store them in a refrigerator in the adjacent storeroom and bring them out the next day. For times that the six chairs are already filled, there is 'overflow' seating outside at two picnic tables that are frequently occupied by 'members'.



Most topics of conversation are around aviation. Many of the “regulars” have built their own airplanes or have one in construction. Technical advice is handed out free of charge on just about any building project. The members tell of what went right and what went wrong on projects that they have worked on, are working on, or have completed. Other than aviation, just about any subject can be passed around. You can disagree but the only rule is no shouting or rude behavior to any other members.

The term “old” has no meaning. There is no upper or lower age limit to attend. Naturally, with the number of retired airline pilots or military pilots that come on a regular basis, there are plenty of stories to share. Some are actually true, and all are interesting to listen to in any case. You don't have to be a retired airline or military pilot, to have interesting stories to tell. Since there are many single and twin-engine airplanes right outside the office, these pilots have stories to tell also. One member came to RYN before sunrise on his 90th birthday and before the tower opened (opens at 6

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a.m.), flew 3 different airplanes, all tail-draggers, before 7. I am pretty sure that one of the local TV stations would have covered that story if they knew about it, but they didn't know about it and now it is history.

The 'senior' members are just as thrilled when a 'younger' student pilot does his/her first solo flight and stops by the Old Pilots Day Care Center looking for the instructor sipping a cup of coffee. The ceremonial shirt tail cutting will be met with many congratulations from members that are there on that day and time.

There are many welcoming places in aviation, at big airports and small remote airports. Some are FBO operators that go out of their way to be friendly and helpful. I have landed in all of the lower 48 States and Hawaii, but never in Alaska. Alaska remains my last fly to destination. The "Old Pilots' Day Care Center" is not an FBO or repair station. But you will never find a more friendly place, and if you do need assistance, it will be offered by any number of those in attendance that day and time. All you have to do is find the place.

Webinar

Maintaining Insurability

Wednesday, February 28, 2024, 7 - 8:30 p.m. CST

Presenter: Tom Turner

Tom Turner from the American Bonanza Society Air Safety Foundation discusses the insurance challenges for pilots with low experience in type, pilots who want to maintain high levels of insurance protection, those flying harder-to-insure aircraft, and older pilots, and a strategy for making themselves better risks for otherwise hesitant insurance underwriters. We'll cover:

- Why aircraft insurance has become costlier and hard to get in recent years
- The difference between insurance brokers, agents, and underwriters, and questions to ask each
- A strategy for getting underwriters to see you as a better risk than the average airplane owner

Copy and paste the link below into your web browser:

https://pages.eaa.org/2024-02-28WBN_Insurability_LP-Registration.html?utm_source=webinarmonthly_february2_240211&utm_medium=email&utm_campaign=wbm_monthly_2024



GETTING TO KNOW KEITH KRETSCHMER

By Mary (Skip) Brown

Keith has been a pilot since 1952 when he was a senior in high school. He grew up in Omaha, Nebraska, and graduated from Wentworth Military Academy and the University of Nebraska, where he flew a Piper Supercruiser. In his first cross country, he was following a river until he lost sight of the river and ended up landing in a pasture, asking someone where he was. On another occasion, he took off during an Iowa winter, flying a Mooney, but neglected to sump the bottom tank before taking off. When the engine quit, he ended up landing in a field of snow and couldn't get the plane out until the snow melted. The cause of the engine quitting was water from the lower fuel tank.

He was in ROTC in high school and college and also attended jump school. From 1957 through 1958, he was an Army Airborne Ranger in Korea. After active duty, he joined the reserves and 25 years later was a Major. The best thing that happened while in Korea was the day he met his future wife, Adine, a recreational director at the Red Cross. They met at a ribbon-cutting ceremony for the first flush toilet in the area. They have been married for 62 years.



VariEze

Keith has a long history of owning and flying a variety of airplanes, starting with his '46 hand-propped Piper Cub. In 1967, when the RMS Queen Mary sailed her final voyage to Long Beach, California, Keith and Adine were there in their Piper Cub to greet it, along with hundreds of other planes flying overhead watching the historic ship arrive. Without an electrical system in the plane (no radios), Keith had an interesting time avoiding all the air traffic.

His next planes were a C182 and a C206 ("Flying Dune Buggy") and his only new aircraft was a C182 retractable.

Five years later he traded his 182R for a P210 which he converted to a Riley Rocket and displayed for 3 years at Oshkosh. While the plane was being converted, he flew a VariEze, which his son also enjoyed flying.

He next converted his Riley Rocket to a Rolls Royce Silver Eagle, which was the show aircraft in the Rolls Royce booth also for 3 years at Oshkosh. While this plane was being converted, he flew an Osprey.

Keith attended the UCLA Graduate School of Management. He has had a 30-year international career in financial services. He was a General Partner of Bear Stearns in Los Angeles and the Senior Managing Director in Boston. He served as the managing director of Oppenheimer & Co from 1993-94 and Oppenheimer Capital with offices in New York and Sydney Australia

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between 1994–2001. Prior to his investment career, he was CEO of a computer company and helped start a life insurance company. One of his business observations is “Be decisive, right or wrong. The road of life is paved with flat squirrels who could not make a decision.”

He served on the White House Advance Staff during the Ford and Nixon administrations as a volunteer. He would be notified when the president had a trip either in the States or in another part of



Osprey

the world. It was his job to go to that place and plan the itinerary for the visit. He had a staff which included the Secret Service. When the president arrived, Keith would accompany him for the entire trip, advising him of the schedule.

He has served as an officer and director with several charities. He served as senior partner of a California farming partnership. He was on the President's Council of ACCION International whose affiliates lent money to micro-entrepreneurs throughout the Americas as a solution to poverty and underemployment.

He has flown over 100 Young Eagles during the time he has been a member of EAA 430. He has the following ratings: commercial, single engine land and sea, glider, instrument and multi-engine land. If there was a rating for landing a plane in a Florida canal, he would also have that rating.

Keith and his wife, Adine, have traveled all over the world. Before moving to Sequim, WA, they lived in Omaha, Kansas City, Boston, Los Angeles, and Philadelphia. During his career, he commuted to Australia regularly.

They have 2 sons, a daughter, and 8 grandkids. In 1983, they decided to give their family Christmas presents that didn't have to be wrapped. They now take the entire family on an annual trip to places all over the world. As a family, they have gone on many adventures: an Amazon River cruise in Peru, Australia, Sugarloaf Mountain in Maine, Machu Picchu in Peru, Belize, Bali, a week in the Guthrie Castle in Scotland, Disneyland, several trips to Mexico and many US states and European countries. They discontinued the trips in 2019 when Covid was an issue, however, in 2020 they celebrated their 60th anniversary in a Zoom meeting with the family.

At age 89 Keith, a UFO, flies his RV8 every day, weather permitting, practicing an aerobatic routine. If you see a red & white RV8 doing loops, rolls, spins, or hammerheads over the Strait of Juan de Fuca in Sequim, WA, that is probably Keith.

When asked him what is something his friends don't know about him, he said, ***“I cut my own hair.”***



S.O.S.

Seen on Facebook – February 2024

An Airbus 380 is on its way across the Atlantic. It flies consistently at 800 km/h at 30,000 feet, when suddenly a Eurofighter with a Tempo Mach 2 appears.

The pilot of the fighter jet slows down, flies alongside the Airbus and greets the pilot of the passenger plane by radio: "Airbus, boring flight, isn't it? Now have a look here!"

He rolls his jet on its back, accelerates, breaks through the sound barrier, rises rapidly to a dizzying height, and then swoops down almost to sea level in a breathtaking dive. He loops back next to the Airbus and asks: "Well, how was that?"



The Airbus pilot answers: "Very impressive, but watch this!"

The fighter pilot watches the Airbus, but nothing happens. It continues to fly straight at the same speed. After 15 minutes, the Airbus pilot radios, "Well, how was that? Confused, the fighter pilot asks, "What did you do?"

The Airbus pilot laughs and says: "I got up, stretched my legs, walked to the back of the aircraft to use the washroom, then got a cup of coffee and a chocolate fudge pastry."

The moral of the story is: When you're young, speed and adrenaline seems to be great. But as you get older and wiser, you learn that comfort and peace are more important.

This is called S.O.S.: Slower, Older and Smarter.

Dedicated to all my senior friends ~ it's time to slow down and enjoy the rest of the trip....

Author unknown.



CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER





Emil Roellin

Dorfstrasse 22

Freienwil,

Canton Aargau

Switzerland CH5423

Email: 0703e140a02c@crm.wix.com



BOY SCOUT PLANE

Assists the elderly



Armin Sickinger Jimbooba, QLD, Australia

From Queensland Channel 7 News:

Details have emerged about the light [plane](#) that crashed at a Dugandan golf club near [Boonah](#) on Sunday, (January 14, 2024) killing the two occupants.

Airport Queensland chief flying instructor David Briffa, 69, and Armin Sickinger, 82, [were identified as the two men who were killed in the horrific crash](#), both described as experienced pilots.



Armin Sickinger

Golfers at the club were among those to witness the crash and were the first to call emergency services.

The tight-knit Boonah community has been left grieving the loss of the two much-loved figures.

"It's a huge loss to the aviation community and to the Boonah community itself," David McMaugh from Boonah RSL told 7NEWS.

"(Briffa) would often lead the Anzac Day flights ... top guy, a legend."

It was revealed that the aircraft was new and had been purchased by Sickinger only recently from NSW.

Briffa had flown the plane earlier in the day with no troubles, before the second flight ended in tragedy just before midday.



Police Acting Inspector Kerry Olsen said at the time that it would have been "absolutely" confronting for first responders.

"This is a tragedy," she said.

Police are preparing a report for the coroner, and investigations are underway to determine a cause for the crash.