

UNITED FLYING OCTOGENARIANS

May 2023

SQUAWK



UFO President. From the Port Side

by Kenneth (Brownie) Brown



Times are changing, and so must we.

For the last forty-one years, the organization has maintained and retained the original dues structure and most other previous traditions established back in November of 1982, as prescribed by the Founding Fathers.

As our organization continues to grow, in recognition and membership, we are looking for a more efficient and effective manner to communicate with our members.

"Lack of moving forward represents stagnation and sliding backward."

What is changing as we move forward:

The Friendship Directory is going electronic with a quarterly update cycle

We will offer a subscription for a printed copy on a semi-annual basis.

Membership renewal is going from annual to calendar renewals

Your renewal will be based on the month you joined.

The UFO will have a presence at major air shows and national aviation events.

Event participation is a great way to promote the United Flying Octogenarians organization. We need to spread the word and educate the flying community. Share your story if we want to not be the "World's Best Kept Secret!"

The continued request for volunteers is ongoing. Please let me



Continued on the next page



know if you would like to serve at any level. I am sure we can find the right niche for you. Often this continues with what you did for a living but now you can use your skills for the organization's best interest.

We are enlisting individuals to become a LOCAL HOST to hold monthly gatherings for coffee or a meal to keep the society connected.

A new addition to our organization is the AUXILIARY WING for pilots and students 75-80. This is not a prerequisite for membership in the United Flying Octogenarians. It is an opportunity to bring on younger folks to assist with the various "jobs" within the organization. Helping hands so to speak.

Reestablish a national in-person leadership & board meeting to work together to plan the year.

(The board currently meets quarterly via ZOOM.)

(I would like the board to meet every month or every two months.)

We continue to struggle to identify a philanthropic undertaking.

Give me a call at (360-808-3266) and let's see what fits for you.

The flying season has finally arrived in the Pacific Northwest. With temperatures in the 70s on the western side of WA, it is hard to not be in the air. One thing I have learned at this age that seems to work for me is, don't go to Costco on the weekends, and be aware of the increased weekend training activity at your favorite burger fly-to destination.

Tailwinds,

Brownie

If you are not yet a member of The United Flying Octogenarians' official Facebook page, please join today by [clicking here](#). Invite your flying friends, regardless of age, to join, too. Let's talk airplanes.



by Egon Frech



According to WebMD, the Greeks and Romans knew all about motion sickness, and even NASA has made a note of it. It's been a part of my life long before I learned how to fly.

When I was 11, my family emigrated from Germany and headed to Canada aboard the HMS Beaver Brae, a repurposed WWII German troop carrier operated by Canadian Pacific Steamship Lines. I vomited over the rail the entirety of the 10-day crossing of the North Atlantic. After that initiation, the two-week trip by immigrant train from Quebec City to central British Columbia was relatively

calm. My brain had gotten used to disorienting motion.

The problem resurfaced when I started to compete in car rallies in my 20s. It was OK when I was driving the car, but as a navigator with my head down, reading instructions and following maps while the driver swerved through the twisty-turny bits, I routinely decorated my side of the car with streaks of half-digested lunch. When flying a few years later, things got worse with the need to practice spin entry and recovery to earn my Canadian commercial pilot license. I never did try aerobatics, knowing in advance that it would not work out well for me.

Dramamine sort of worked but was of course not permitted under aviation medical rules because of the warning that you should "abstain from operating machinery" while under its influence. I tried a scopolamine patch behind the ear, and that was a disaster. It dried out my mouth so much that I tore it off before the end of the first day. My aviation medical examiner said I would eventually develop some tolerance.

Fast forward many years and I was making weekend trips from Rockcliffe Airport in Ottawa to KGAI near Washington, DC, to be with Roxanne, who has now been my wife for the past 30 years. My usual route was direct to Syracuse for U.S. Customs and Immigration, then via airways past Ithaca (snowiest place on earth), Binghamton, Williamsport, and Harrisburg. The weather on the night in question was IFR, but no problem. I had the "Skyhawk II" package with dual VORs, an ADF and DME in the 172. What could go wrong?

Continued on the next page



Radar coverage was sketchy between the northern U.S. border and Syracuse, and I bumbled into a small unreported thunderstorm, which tossed me around rather severely. Soon the ugly old monster of motion sickness reared its head. Not having a lot of options at the moment, I upchucked into a bag and continued, out of the thunderstorm but still retching, in the dark and IFR. Somehow, I held it all together and managed to shoot the ILS into Syracuse. The ground controller directed me to the Customs ramp, and I sat there and dry-heaved while waiting for the officer to clear me. Afterwards, I slumped down in the seat of the airplane, unable to move for the next half hour while my body recovered from the extreme adrenaline surge.

Then, finally able to taxi to the FBO, I slept for a couple of hours and carried on. That's probably the worst it's ever been. These days, I rarely feel it any more as long as I'm piloting the airplane, but put me on the foredeck of a pitching sailboat in a blow and I'll feed the fishes every time before carrying on with what I was supposed to be doing.

What brings all this to mind is that my passengers have been having the problem lately. Three of the 12 Civil Air Patrol (CAP) cadets I flew in April chucked up their lunches, and that was when they were handling the controls. Fortunately, the kids were not too discouraged by this (they've all got dreams of becoming fighter pilots) and I try to counsel them, but beyond expressing sympathy I don't have a lot of answers. Then, more recently, a friend who had previously flown with me brought his girlfriend along, and she got airsick in minor turbulence and had to use the bag. We cut short the flight.

I have discovered one thing that seems to work, but not all the time and not for all people. It's an electronic device called Reliefband that looks like a wristwatch and works by sending small electric shocks up your arm. It worked like a charm when I loaned it to a CAP instructor at the National Emergency Services Academy in July-August Indiana weather about 10 years ago. In the late afternoon, that's bucking bronco turbulence with temperatures near 100, and the instructor sits in the back seat. He said he "felt like a champ."

So, does anybody out there have any answers other than not carrying pre-screened passengers in weather that produces even light turbulence? I'd like to hear from you. There are many more cadets waiting for their five orientation flights, and CAP's goals for them don't include being put off flying by the experience.

That's "Over and Out" for now.

Egon Frech,
Editor, The Squawk (editor@ufopilots.org)



Senior Pilots

Learn about one of the World's Best Kept Secrets!

If you have flown as PIC (legally) after your 80th birthday, you are eligible to become a UFO by joining the **United Flying Octogenarians**.

And now, all 75-79 year-old active pilots or students are eligible to join the **Auxiliary Wing** of the United Flying Octogenarians, one of the most exclusive international aviation organizations.

Visit our website to learn more and download an application www.ufopilots.org



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

Where the history of aviation is still flying!

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MEMBERSHIP INVITATION

www.ufopilots.org

These are the 2023 UFO membership invitations being loaded to go to the post office. They have been sent to pilots & students who are 75 to 80 and inviting them to join the Auxiliary Wing and for the 80 and up to join the United Flying Octogenarians

Next on the printing schedule is the final notice for dues to those who have not yet paid the 2023 dues.

After that, we will be printing the new friendship directory and mailing it to all domestic members. Non-U.S. members will get the electronic version. We still need a couple of additional sections to be added, but the hard work is finished.

- Brownie



By Harry Wander, Senior AME



Harry Wander, MD

SLEEP MEDICATIONS

Obtaining good, restful sleep is a problem for some people in our age range. The FAA will allow the occasional use of sleep medications, but continual use is not allowed. The primary concern should be the diagnosis, treatment, and resolution of the underlying condition. Untreated medical conditions that interfere with sleep are disqualifying.

All sleep aids can cause impairment of mental processes and reaction times. If medication is used, there is a required wait time from the last dose before resuming pilot duties. The required hours are: Ambien 24, Edluar 36, Intermezzo 36, Lunesta 30, Restoril 72, Rozerem 24, Sonata 12, and Zolpidem oral spray 48.

Benadryl is an antihistamine that is so sedating it is often used to induce sleep. It is the most common drug found in drug screens during fatal accident investigations. If taken, the required wait time is 60 hours.

Marijuana-containing mixtures should never be used by pilots. It will show up on a drug screen for a long time. Although it is legal in some states, marijuana is federally illegal. The FAA is very much against its use. There would be serious problems if there were a positive test after an accident.

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Harry Wander received his MD degree From Creighton University in 1958, served his Internship at the U.S. Naval Hospital, Bremerton Washington and attended the Naval School of Aviation Medicine in Pensacola, Florida. The 6-month course included training and qualification in several naval aircraft, including a solo carrier landing. He then had 2 years as a Flight Surgeon with an S2F Air Group. This included 2 deployments to West Pac on the USS Hornet. He then did Pediatric Residency training at the Oakland, California, Naval Hospital. After 3 years as a Pediatrician, he left the Navy for private practice. Later he took an Army commission in the reserves. In 1984 he attended the Army School of Aviation Medicine and became an Army Flight Surgeon. He was the Flight Surgeon for a reserve helicopter squadron and had a lot of fun trying to learn to fly Hueys. In 1997 he attended the FAA aviation medicine course and became an FAA Aviation Medical Examiner and later a Senior Examiner. In 1977 he earned his civilian pilot license and has single and multi-engine land, commercial, instrument and glider ratings. He has about 3,300 hours and currently owns a Cessna 150. He has agreed to become a regular Squawak contributor.



Seattle, WA Area Meetings?

Hello, fellow UFOers. My name is Bill Van Pelt, I'm 83 and live on Capitol Hill in Seattle. I have 3 things I would like to ask of the group.

First, I would like to see how many of us would like to get together for coffee. I'm thinking of those close to Capitol Hill for a small group to get together frequently, place and time TBD. I was talking to our president, Ken Brown, who lives in Sequim, and he has a group of about 6, if I recall correctly, that meet on a scheduled basis, and wondered how many would be interested in a similar group. If you are interested, send me an email.

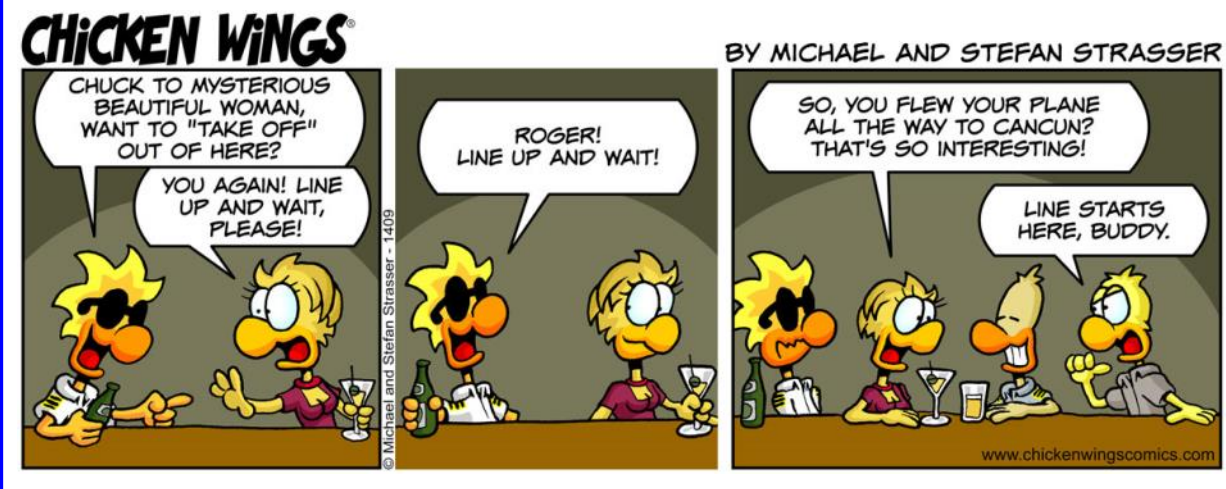
Second, I work as tower chief at the Arlington Fly-in, now a part of Skyfest on August 18,19, 20. I spoke to our board and they would welcome a group meeting of the UFOs with open arms, the more the merrier! We will do what we can to facilitate the meeting if there is interest.

Third, I am looking for a few volunteers to act as greeters for those flying in. I need folks who are comfortable around planes to welcome the pilots, direct them to the hospitality area, and answer questions about the fly-in, transportation, where to get a briefing, fuel, etc. We are trying to make the fly-in more welcoming and special for the pilots.

If you are interested in any of these ideas, please let me know.

Thanks,

Bill bvanpelt4@juno.com





Florida Meeting By George Kickhofel

The Spring UFO event was held in conjunction with EAA Chapter #1484 at the Williston Airport (X60) on May 6th 2023. The "Pig Roast Fly-in" provided the perfect venue for the UFO meeting. We had four or five UFO's fly-in aircraft and two prospective UFO/AW attend. The food was good and there was plenty. Thanks to the members

who attended and to Peter Amish who organized the event. Great job, Peter.

Expect our next Florida UFO meeting (Summer) sometime in July or August 2023. I'm working it now. Cheers, George



Jim Picke, Ron Damrill, George Kickhofel and Peter Amish



Pig Roast at X60



X60 provided Conference room



Some of the dozen + UFOs to attend.



June 14, 2023 Danbury, CT

FLY OR DRIVE

COFFEE, DONUTS & HANGAR FLYING

10:30 - 12:00

Lunch at Chuck's Steakhouse 12:15

Transportation will be available

Selective menu-fixed price \$32.00

Welcome to new members of the UFOs, hope you can attend.

I am accepting confirmations asap! When responding, please give me complete name and number of people you will be bringing. If flying please give N number and type of aircraft. Guests are most welcome. More details will be sent prior to 6/14/23

Dick Wedemeyer, weapex@aol.com, 973-722-9491





**2023 DALLAS / FORT WORTH TEXAS AND REGIONAL AREAS
UNITED FLYING OCTOGENARIANS (UFO) LUNCHEON MEETING**

A UFO Membership meeting will be held at the **HICKS Airfield "T67"** on
Wednesday May 17, 2023 at 1100 a.m.

The luncheon will be held at the "Wing It Café" located on the north end of the Hicks Airfield taxiway, address: 171 Aviator Drive, Fort Worth TX, 76179. TEL number: 682-224-6314. Owner/Operator Eric Faulkner.

Please contact me, UFO Regional Manager, Felix Van Campenhout at 817-905-0409 to let me know that you are planning to attend the luncheon. Members and spouses / guests (include names, please) are all welcome and **if you will be flying in, please advise**. There are aircraft parking spaces available. There are also 100LL fuel pumps available right next to the café.

My email address is felix.cecilia@verizon.net . Contact me if you have any questions.

Details of Hicks Airfield T67, Class "G" Airport:

Located 14 miles NW of Fort Worth TX

Elevation 855', TPA 1900' MSL

Runways 14 and 32, 3740' in length,

CTAF 123.05

Use Perot Field/ Fort Worth Alliance airport, just NE of Hicks, for closest ATIS weather
FREQ: 126.925

Looking forward to a great gathering. Cheers to all.....

Felix van Campenhout



Reno Lunch Meeting



The Reno UFO group met at the Bonanza Casino Cafe on May 5th. There was a lot of talking among the UFOs and among and with the lovely UFO ladies that attended. For the next lunch, which will probably be in August, I will try to put together some kind of program all would be interested in. The UFOs in the Reno area consist of a wide range of pilot histories and work backgrounds. With some attending that are in their mid nineties to brand new UFO's just turned eighty. Everyone at the meeting had a pleasant two-hour gathering as well as a good lunch.

Regards, *Lew Gage* --- Northern Nevada UFO Rep.





1943 Meyers OTW by Al Meyers built for Civilian Pilot Training - acquired in 2001, transferred to the Antique Aircraft Association Nebraska Chapter in 2021. (Courtesy of Dick Russell, Crestview, FL)





Why I'm Still a CFI

By Dick Lochner. Alaska

There is a story behind the fact that I have maintained currency as a CFI at what many consider much too old to be flying. In the summer of 1993, my wife and I flew our Cessna 310 to the lower 48 and one of our major destinations was a visit to my son Richard and his family



who, at that time lived in NJ. The closest airport to their home was Sussex airport in Sussex, NJ. As I recall it was a non-precision 16 NM final approach over hilly terrain off a VOR station in IFR conditions. Upon breaking out of the weather and having the airport in sight, the realization came that this was going to be a challenging landing. The runway appeared to be about the width of the gear on our Cessna 310 and it looked like an experimental slab of highway with alternating patches of asphalt and concrete. The landing was tricky but successful and we taxied up to the gas pump for refueling.

The airfield at that time was like a picture out of WWII. What had obviously been the operations building had recently burned down and only an upstairs hallway, which fronted on the runway, was left intact. The remnants stood on stilts of charred steel beams and the rest of what was once a passenger waiting area and miscellaneous vendors was a mass of twisted steel. There were several very old wooden hangars with "sway back" roofs variously located around the area. Beneath the surviving hallway (which had been turned into a very narrow office with a single telephone) there was a well-worn couch with an individual obviously relaxing and enjoying the movement of airplanes.

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While we were refueling the 310 the individual from the couch approached and opened with the standard "Hi, where're ya from" greeting. I returned the "Hi" with the requested information and remarked that there were some very interesting airplanes on the field. The aircraft seemed to be randomly parked on the grass surrounding the runway and ranged from WWII warbirds to a modern collection of mostly single engine birds. Our greeter was a gentleman of about 5 feet 6 inches in stature and all of a hundred pounds. He obviously had some years behind him and was clad in a T shirt that was at least one size too large and short pants which exposed his knobby knees. The outfit was completed with worn tennis shoes and the absence of socks.

He opened the conversation in response to my remark about the interesting aircraft on the field with, "See that Stearman over there? The guy that owns that flies it every day the weather is good and he's 80 years old. . . . See the Pitts Special over there? The guy that owns it flies every day the weather is good and he's 83 years old." With that he swelled up and to his full 5-6 with chest out and proclaimed "AND I'M 85 AND I'M THEIR INSTRUCTOR". Holding back a chuckle, I turned to Eleanor and told her that I had just set a new goal in life. I was going to be an active flight instructor when I'm 85. As my Dad used to say "A promise made is a debt unpaid". And that my friends, is why I maintained my flight instructor status into my 85th year and beyond.

The rest of the story is worthy of recording for posterity. As we were leaving our visit to our son and were packing and boarding our aircraft for the next leg of our journey, one of our grandsons looked up to his grandma and said "Grandma, are you rich?". Without a moments hesitation she replied, "You bet we are. We have Faith, Family, and Friends and you just can't be any richer than that!" I had heard her say that before but never with such emotion and conviction. I have used the phrase many, many times since that day and have it prominently displayed on my living room wall for all to see. Indeed, I could not be any richer. A check of the internet revealed that the first time the phrase had been used in a public forum was in 2013 so I am sure that my dearly departed wife Eleanor initiated it 20 years before it became popular.

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From Ralph Bennett:

Greetings from KMSO, on a flight from KMSO to KGPI with the privilege of being in formation with bald eagles.

(There is a bald eagle reserve, protected by Native Americans, on Melita Island, on Flathead Lake.)





Hi Egon!

This item came to my attention via AOPA. Seems like it's worth a link or even short article in SQUAWK?

<https://www.aopa.org/news-and-media/all-news/2023/may/02/pilots-recruited-to-rescue-survivors-of-human-trafficking>

"Let us know if you are interested in signing up as a volunteer pilot with us!

Upon receipt of this form, a member of our team will reach out to schedule an introductory conversation. We will also send you any additional information and a pilot application.

Pilot Minimum Requirements:

250-hour minimum

Instrument rating

Flight operations include the following scenarios, please visit the Our Mission page to learn more:

(an advocate from a case management agency should be onboard)

From their situation to a restoration program

Shelter relocation

Family reunification

Court appointments

Home visits

Transporting personnel from agencies who advocate for survivors of human trafficking to or from investigations, potential client interviews, and site visits."

Alex Censor, OR

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Keep 'em Flying

Egon,

Excellent commentary on using "the old stuff" we all grew up with.

I had gone a few years without an airplane and rented, mostly Cherokees. Airplanes had a lot of different panels, and learning the flight screens was too tedious so I tried to stay with steam gauges whenever possible.

I flew with some friends, one who has a very spiffy Lancair Legacy. A beautiful airplane with three flat panels and all the toots and whistles, first time I saw working ADS-B in. The friend is a very high time pilot, USAF retired flying C9s and C-130s, airline for years after retiring, and then several Cessnas until he built and finished the Lancair.

While showing me the fancy cockpit, he says "look, there is another airplane in front of us" pointing at the symbols. Meantime I am doing the normal VFR outside scan, and say "Yes,

there is" as I could see it visually. *Mike Glenn and his Cherokee at Cottonwood*



I found that he spent more VFR flight time looking inside at the information provided and not so much looking outside. Safe?? Sure, but not my cup of tea.

My Cherokee 140/160 has steam gauges, and a panel mount KLN-94 GPS. I like it as I can customize the fields displayed to get ground speed, distance to waypoint, etc, good useful info. I also, like you, have a yoke mounted iPad with Foreflight, and only fly VFR. I use a Sentry for ADS-B in, suction cup mounted onto the copilot's side windshield and it works fine, displays onto the iPad.

Continued on the next page



We use the Cherokee kind of like a third car, I have flown a little over 70 hours since my last annual in August, and still do Young Eagle and Eagle flights. Fun to see kids get interested.

Just as an aside, I was worried about doing a full engine overhaul two years ago if I was going to not be able to keep my insurance on the Cherokee after turning 80. If I could not renew, then I would just do a top overhaul and sell the airplane. I spoke to the aviation broker I use at LL Johns Agency, exclusively aviation insurance. We discussed it and he asked some questions about my practices and intentions.

He said that as long as I stayed with the same equipment, both airframe and general avionics types, don't go overkill into high learning-required upgrades, fly about 40 hours a year so that it shows currency, and fly once in a while with an instructor other than when doing your biennial (now just known as your flight review), that insurance companies would continue to write and insure you. So, I keep the Cherokee 140/160, have flown with three different CFIs this past year, and keep active. I think I will do around 85 to 90 hours before the next annual in August.

Based on his candid conversation I decided to do a firewall forward engine overhaul, took it up to 160HP with the RAM STC, and have put 140 hours on the engine since. With the new engine, new interior, and some panel work, mostly cleanup stuff and new Garmin IFF, I did an AOPA vRef and it came out at \$89K!!! I again called LL Johns and brought the hull insurance up to \$50k vice the fairly standard \$30k on a Cherokee, and no issues, AIG agreed and raised the hull enough to pretty much cover the engine cost. Maybe just doing the communication with your insurance broker helps.

I fly with Basic Med as I had gone through a medical issue several years ago, got my 3d Class back, then on the recommendation of my AME immediately went into Basic Med. My personal Doc is an aviation enthusiast so knows the needs. That helps also.

I plan on continuing to fly for several more years. I appreciate your newsletter and wish you continuing success.

Keep flying!
Mike Glenn, AZ

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Egon,

Your article really hit the nail on the head. I thoroughly enjoyed every bit of your insights and reminiscing of more enjoyable flying times. It seems that every time there is an accident or incident, regardless of the severity, a new regulation is written to protect us from ourselves. Common sense be damned!

I've been an instructor for more than 62 years. I'm still current but only give an occasional flight review or currency ride. Other than that I enjoy my personal flights and two hundred dollar hamburgers. (used to be \$100). I was first appointed an FAA examiner in 1973 and we administered flight checks using a "Pilot Test Guide" which was shirt pocket size (approx. 3" x 6") and 22 pages long. There was a similar guide for Private thru ATP. Today the Airman Test Standards are about 140 pages with reference to more than a dozen other manuals that the applicant is expected to have memorized. As long as the applicant can qualify to fly a 777 around the world solo, he may pass the FAA standards for a Private Certificate...

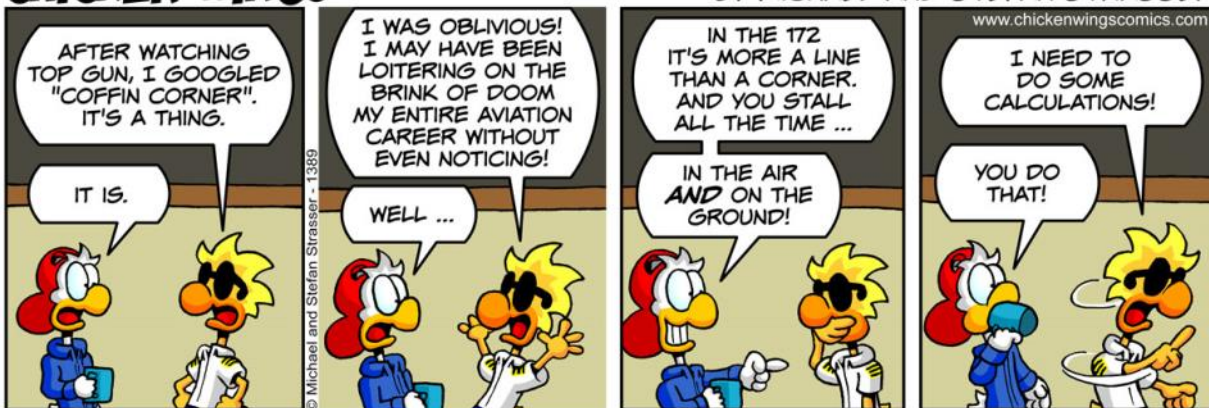
Didn't mean to be negative but there is no question why there is such a shortage of qualified pilots in industry. I think it is interesting to note that the accident rate really hasn't changed a great deal in the last 75 years in spite of the warehouse of added regulations.

It's still fun to fly ---- Just keep the greasy side down!

Dick Lochner
Alaska

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER





Modern Avionics and UFO Pilots

The new avionics is great providing an owner is willing to spend upwards of \$30,000. However, I have flown all the hard IFR in my flying career when time was important - no need to fly in bad weather at my age. I will stop at an airport and spend time until weather improves for VFR flying, even if it takes spending a night in a hotel until weather improves. Further, the new avionics is not for single pilot operations, even in VFR conditions unless you fly with an autopilot, my opinion. Agreed, an iPad with ForeFlight will do in an 'emergency' if you encounter IFR weather and you need to land. Better to ask forgiveness and be alive than encounter weather I shouldn't fly in. I'm a VFR pilot and see no reason at my age to change my habits and extend myself beyond the capabilities of me or an airplane.

Richard Russell , FL

If it Ain't Broke . . .

That was a great piece on what they call miracle upgrades to modern avionics. I have often said "I am sick of people fixing things that ain't broke". Once the VOR's are taken down they are gone forever. If an enemy takes out a few of our GPS satellites, ATC is mostly out of business and thousands of aircraft will lose their 'situational awareness' to put it mildly.



Ralph Bennett, NH



Gene Pratt

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Former USAF. Helicopters and fixed wing aircraft. Then GA after leaving the USAF. Flown mostly taildraggers and just recently got current in helicopters after not being legal in helicopters for more than 40 years.

Ken Forbes

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2006 Legend Cub and 1946 J3C65



Herb Delker

Herbert "Herb" Edward Delker, passed away peacefully at his residence in Albuquerque, New Mexico on January 20, 2023, at the age of 97.

Herb was born May 25, 1925, in Blissfield Township, Michigan.

He attended Blissfield High School and graduated in 1942. In 1943 at age 18, he enlisted in the Navy, serving to 1946. He served as a simulator instructor training pilots instrument flying at Corpus Christi, Texas. In 1943, he soloed in a Piper J-3 Cub, and earned his private pilot license. He returned to Michigan, earning his commercial pilots license, and served as a flight instructor and the Director of Ground School at Gottschalk School of Aeronautics, training pilots. In 1951 he was hired by United Airlines, based in Chicago, Illinois.



Herb was a pilot for 75 years. His interest in aviation began during his early childhood. He remembered people talking about Charles Lindbergh's 1927 flight to Paris, France, and a pilot landing in the fields of his family farm. With United Airlines, Herb flew many airplanes, from the Douglas DC-3 to the Boeing 747. He flew throughout the U.S. and overseas to Germany, Japan, and Hawaii. He retired as a 747 Captain from United in 1985. Outside of United, he kept his interest in flying, teaching his son Gregg to fly, and owned several small airplanes. His favorite airplane was the Cessna 310, which he flew between Michigan and Albuquerque, and many trips across the U.S. Herb continued to fly up to age 92, piloting his last flight in 2017 and was active flying club member in Los Lunas, New Mexico, meeting with old flying club friends in the following years.

E. Michael Louis

E. Michael Louis, of Columbia, IL, passed away at the age of 96 on April 29, 2023