

→ SQUAWK →

September 2021

From the President:

"ON GROWTH.....AND MATURITY"

All indications are that we will, at the end of 2021, have slightly more members in our beloved organization than we did at the end of 2020. So, yes, we are growing...and that is a good thing. But how important are mere numbers? A better question might be: are we maturing? Are we becoming more caring about our brethren? Are we doing all we can to make the UFO an organization that other 80 year old pilots would WANT to join?

When exactly does one attain *maturity*? At age 40 perhaps? 'Interesting question. in this newsletter you will read about the founding of the United Flying Octogenarians. On November 2, 2022—just over one year from now—we will be forty years old! We need to ask ourselves: during that time have we merely seen *growth* in our numbers, or have we gained *maturity* by becoming more inclusive of our brethren?

You may be asking: but what can *I* do to be more caring, more inclusive? Here's just one suggestion: pick the name of just one member from the Friendship Directory you don't know from Adam, jot him a short email, introduce yourself, and tell him how-- and why--you are proud to be a member of the UFO. And one other thing: if you have a suggestion on how we might grow our organization, *please* go to the [contact](#) page on our website and share your thoughts with us.

What Is Our Mission Statement?

.Our Charter provides a succinct answer to this question: "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" That last purpose is far and away our most important objective: promoting fellowship. We attempt to accomplish that goal through our regular meetings which are completely open to members and UFO wannabe's as well.

Calendar

- [October 13 Board Meeting](#)
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Region 1 Report CT MA ME NH NJ NY RI VT



Aug 18, 2021 Sky Manor NJ (N40)

For some reason the weather God has not been kind to the UFO since our Danbury gathering. On July 9th, a hurricane centered over KEWB, New Bedford, MA, just as the UFO's were trying to have a Fly-in. Yet, 18 pilots made it a Drive in Event. Again on Aug 18, the airport at Pittstown, NJ known as N40 or Sky Manor, found itself shrouded in mist with extremely low ceilings. But this did not stop 43 people from making it another Drive-In event. We did have 2 aircraft arrive IFR, and by noon we had broken blue skies over the field. We had several new members drive some long distances just to attend this event. George and Ginger Samara drove 180 miles (one way) from Sliver Springs, MD and Sevgin and Betty Oktay drove over 100 miles from Poughkeepsie, NY. It should be noted that UFO Ken Johnson drove about 1 ½ hours from his home to Stanford, CT in order to pick up Bob Barker (our National VP) and continue another 2 hours to N40.

Pilots and guests started arriving at 10:30 for coffee, donuts and Hangar talk! Our guest speaker and soon to be a UFO, was Capt. Jim Mancini, a retired North West Air Line pilot. Jim had an extensive and successful career with NW, becoming the youngest 707 Capt. at the age of 27. Jim also had a harrowing experience on a Flight from Minneapolis to Miami, upon reaching cruising altitude he, his co-pilot and engineer heard 2 gun shots! Shortly thereafter a gun-man entered the cockpit using a flight attendant as access and put a gun to Jim's head. Stating he wanted \$300,000.00. The story is too long to tell, but the flight was diverted to Chicago and after much negotiating held at the rear of the plane the passengers were released. When the hijacker returned to the cockpit Capt Mancini and his copilot were not there. They had climbed out the cockpit windows and lowered themselves to the ground on ropes stored in small overhead compartment. Mancini's speech held everyone's attention for 35 minutes.



About 12:30 under a sunny broken sky we all enjoyed a fine lunch at the Sky Cafe! By 2:00 pm everyone departed for their respective homes looking forward to next year's event.

Dick Wedemeyer, Meeting host NJ Area Representative



Region 2 Report DC DE MD PA VA WV

UFO Member George Kickhofel planned an event filled UFO Meeting at the Military Aviation Museum (MAM) in Virginia Beach, VA on Friday August 20, 2021. Eight UFO pilots and their guests planned to fly in and land at the same grass strip that is used by the museum's Mustangs, Hellcats, Corsairs, Messerschmitts, YAKs, Spitfires, Hurricanes, etc. George planned catering by Mission BBQ as well as participation by the local FAA FAAS Team Safety Manager and the Museum Staff.



However, the weather gods again did not cooperate. Thunderstorms throughout the region prevented any fly-ins. Despite the heavy rain and thunderstorms and other obstacles, nine (9) drivers did make it to the meeting. We were able to conduct a very effective and well received meeting. Pilots received Wings Credit for the FAA safety briefing. George's UFO briefing enlightened our members and guests. It was a great venue. We even signed up a new UFO Member.

John J. Sullivan Annapolis, MD VP / Membership Report – 31 August 2021

Last year we finished with 1671 members. It continued the growth trend of about 20 members per year over the last 9 years. The exception was 2018 when we gained 120 members. I attribute that growth to an AOPA Magazine article by Barry Schiff (now a UFO Member) that called attention to the organization. Publicity drives membership.

I think you all know that we lose about 250 members per year for various reasons. We purge the membership list early in the year which naturally decreases the number of members by 250. That means we must recruit about 250 members per year just to stay even.

We currently have 1639 members, including 209 who have joined this year. That means we need to recruit at least 39 new members just to stay even. That is a doable task, but if we generate enough publicity, perhaps we can hit a membership record of over 1700.





Region 3 Report AL FL GA KY MS NC SC TN

NO REPORT OR ACTIVITIES



"Say ... what's a mountain goat doing way up here in a cloud bank?"





Region 4 Report AR CO LA NM OK TX

Region 5 Report IA IL KS MN MO ND NE SD WI

NO REPORT OR ACTIVITIES

If you have not had a bio published and would like it to appear in a future SQUAWK

Email it to

newsletter.ufo@gmail.com

Please send a Word or PDF file along with a picture.

Peter Goutiere's photos taken before his 107th birthday. He was born on 09/28/1914. Happy Birthday Peter. With Bob Barker Exec.VP





Region 6 Report AK ID MT OR WA WY

AND JUST LIKE THAT IT'S LABOR DAY!

The leaves on the trees are showing color and the beginning of the seasonal changeover has started. Days and nights are slightly cooler by a few degrees and the sun is shortening its time in our hemisphere.

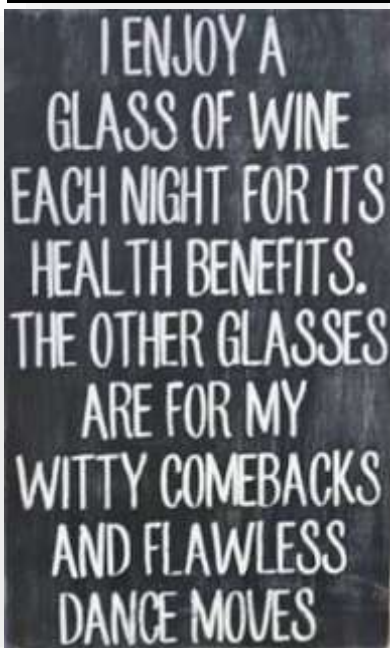
We hope and pray the county, state and country will follow the advice of the health agencies and continue to receive vaccines as well as the booster, so we can cap this virus and it's variant.

For the better part of this year all meetings in the Pacific Northwest have been cancelled due to Covid. In a couple of cases other organizations have held outside meetings. However in our age group, caution has outweighed the need to be together. It will be a long quiet winter again unless the hold-outs see the light and get on the health train.

Wishing you all a Shana Tova "Sweet New Year." May the seasons bring a renewal of spirit.

I am so looking forward to seeing all of you in person. Until then we will ZOOM on.

Brownie



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Email it to

newsletter.ufo@gmail.com

Please send a Word or PDF file along with a picture.



Hanging above the table at the Mariners Café for our monthly breakfast meeting.





Region 7 Report AZ CA HI NV UT

ATTENTION CALIFORNIA MEMBERS

A RSVP is requested for the Central California Get Together. The deadline to respond is Monday, October 11, 2021. We are meeting at Santa Maria Airport at Pepper Garcia's Mexican Restaurant at 11 am for a buffet lunch, The restaurant needs our number to prepare sufficient food.

We are unable to meet at San Luis Obispo in the patio. They do not want the patio tied up for a 3 hour group meeting.

If you miss going there, you could attend at KSMX and fly into KSBO on your way home with a few buddies for coffee and chat on your own.

Let me know what you want to do. We can meet or cancel .

We are a vulnerable group, so if you would rather wait til next year, let me know.

I am here to help. Give me feedback.

Be sure to check our beautiful website from time to time. www.ufopilots.org

NOTE. The Northern California Meeting is CANCELLED Due to poor flying conditions of heat and smoke. (October 6)

Annette Orton. UFO
208-290-3618
UFO Area Representative
UFO Board of Directors

Region 8 Report: Canada — **AB**

Region 9 Report: **Australia
France New Zealand Norway
Switzerland**





New Member Bio's David Knutson

David Knutson of Fall City WA Hello Ken, and thank you for welcoming me as a UFO. I suppose I'm a typical pilot never turning down a chance to talk about myself. So will try to introduce myself with a few short paragraphs and save the details for when I hope to get to meet some of the members in person.



I suppose the best way to think of my "aviation side" would be to divide it into "Pay to Fly" and "Get Paid to Fly" paragraphs. First was a \$1200 T Craft I got my license with in 1963. Then two different Globe Swifts and a Tri Pacer. That got sold soon after we were married to buy a mobile home. Then a Cessna Cardinal followed which we flew during the two and a half year project putting together parts of several Bonanzas to wind up with a much modernized C model that I loved. Then the homebuilding bug bit and I started a four plus year build of a Glasair RG that first flew in

1995. A Fisher Celebrity biplane took four years too, and flew in 2002. Last was a single place Sonex ONEX that I've been flying for six years. So for a time I had to choose between three planes when I wanted to fly. But year by year it gets harder to wrestle the planes in and out of the hangar, so sold the Glasair a year ago and should do likewise with the biplane as I'm no longer flying it. But I still love flying the little ONEX to a nearby airport for a few times around the pattern and the proverbial \$25 hamburger.

The first paid to fly job was flight instructing at the old Bellevue Airport east of Seattle in the mid sixties. With airlines on a hiring spree, CFI jobs were easy to find, and airline requirements

were minimal. I was hired by Alaska Airlines in 1967 as a L382 Hercules flight engineer with only about 1200 hours logged. I retired at age 60 in 1999 after 32 years. I loved working there in spite of several furloughs and more time "side saddle" in the flight engineer seat than I would have liked. In fact, after several years flipping switches and turning knobs but wanting to have ahold of a yoke so badly; I took a pay cut to fly out of the Juneau base. Mostly on the humble Twin Otter, but a few hours in a Convair 240. Just enough to be able to say I'd flown a round engine, but also enough to appreciate what an advancement turbine power had been. Then it was on to the Boeings from the Seattle base; 17 years on the 727 and the last 6 on the 737-400. I always thought the "three holer" had better handling during hand flying, but was glad to get some experience on the glass cockpit of the 737. It was a great career and I always looked forward to the next trip, but can honestly say I didn't miss it that much with small planes to build and fly.





New Member Bio Joe B Brown & F. M. Alvarez

Joe B Brown Nashville TN. (no relation to the editor)

After active duty joined the United states Attorney' office a assistant USA June 1971. Promoted to First Assistant USA 1972 and Nominated by President Reagan and confirmed by Senate as United States Attorney for Middle District of Tennessee in 1981 and served in that capacity until Dec 188 Then Served as Special Assistant US Trustee dealing with Bankruptcy Fraud until August 1998 when I was selected as Magistrate Judge for t he Middle District of TN and served as such until 2012 when I fully retired. I now do mediation for cases in the Nashville area.

I continued flying and teaching pilots during all this time. I retired from the Army Reserve as a Colonel in 1992

I joined the Civil Air patrol in 1998 and have served the last 12 years as the Standards and Evaluation Officer for the South East Region and am actively flying missions , instruction and giving evaluation of other CAP pilots.



I have over 4300 hours flying time and over 1300 hours instruction time. I received the Wright Award for 50 years of safe flying in 2018.

I owned a Cessna 182 for over 40 years with a one year deviation to a Cessna 337.

Married my College Sweetheart in 1963.

We have 2 children and 6 grandchildren.

F. M. Alvarez of Helena MT. Board Certified Internist, US Army Flight Surgeon Retired, Commercial Multiengine.

Presently downgraded to single engine Cessna 150, enjoying every bit of it!





JOHN M. STICKNEY

252 St. Thomas Church Road

Chapin, South Carolina 29036

Telephone and Facsimile: (803) 345-3709

Information for the United Flying Octogenarians

John Stickney was born to a pilot. His father, Mon Stickney, soloed in 1933 and flew until his death in 1972. John soloed in 1965 and has been flying since.

Not counting his time as a Naval Flight Officer, he has mostly pilot time in light aircraft of most of the well known makes and has owned a Cessna 206, part of a Lake Amphibian and presently a Grumman Cheetah. His commercial ratings include SEL, SES, MEL and instrument, in which he is current.

When asked, he considers flying to be his mental health program, a program that many of his friends consider a failure.

He is married to a private pilot and has two Naval Aviator sons, both of whom have collected a disgusting number of ratings.

8 September 2021





Brief Autobiography of UFO George W. Schmidt, USN(Ret)

I began flying in 1968 and soloed in April 1969. However, due to a rapidly growing family, I suspended lessons for 21 years until my youngest daughter married in 1990 and I said: "Now it's my turn!"

I joined the Norfolk Navy Flying Club and earned my Private Pilot Certificate in November 1990.

During the 21 years I bagged any flights I could and maintained a student medical. While an Enlisted AT I had an OMIAS card and had several flights in the A6 Intruder to retrieve broken birds. As a Warrant Officer in the A6 training squadron I sat through the BN training course, passed all the exams, and the CO issued me a logbook and flight gear to fly Functional Check Flights. Yes!!!

After earning my Private Pilot Certificate I flew mostly rental aircraft except for a seven year period where I flew Captain Gerald Hesse's Cessna 172 until he retired from flying and sold the airplane.

Back to renting until June 2009 when I saw a note on the bulletin board for a Cub for sale! I was then widowed and financially independent and said to myself: "I can do this."

On September 1, 2009, I adopted Piper J3C-65, NC42909. She was born on December 28, 1945.

Since my facebook avatar is Snoopy, I named my yellow bird Woodstock. We have had, and continue to have, many happy hours together.

08/28/2021





D: August 20, 2023
 T: UFO Pilots
 United Flying Octogenarians, PO Box 1765, Carmel Valley, CA 93924-1765
 F: John T Smith, 404 N Kansas, Liberal, KS 67901 *JTS*
 S: New Member info:

Solo 2/13/61
 Pvt ASPL 6/11/61
 Inst 10/3/69
 Multi ASMEL 7/29/77
 Comm ASMEL 2/27/82
 Active & current T1 -4450 hrs.

Highlights of flying & aviation activities:

- All GA flying, have covered most of North America
 - From Kansas thru Canada to above Arctic Circle in ~6 week 40 hr trip
- Mexico
- Bahamas (10-day island hopping)
- Australia (rented for ~6 week, 30 hr tour around the country)
- Approx 1.6 hr co-pilot in B-24
- Have owned all or part of 9 different plane, mostly Cessna
 - Owned first "restart" C-12061 delivered in '99 & flew for 1700+ hrs
- A founder & first president of Mid-America Air Museum
- Recognized with *Wright Bros Master Pilot Award*, April '21 (60+ yrs)

First flying lesson in glider club in Brno, Czech Republic was on October 27, 1958. Private pilot certificate was issued in September 12, 1959. Club had over 100 glider pilots so flying was every day. We payed yearly dues and rest of the flying was no charge. In 1967 and 1968 I also flew helicopter on other airport till Russian army took over. In 1969 I came to Davenport, Iowa upon invitation. Soon I joined the local glider club. I already had silver "C" badge from Czech Republic, which requires 5 hr duration flight, 50km cross country and 1000 m altitude gain. On December 12, 1998 I received flight instructor certificate CFGI which I had till June 2019. I have now more time flying my Schweizer 126E glider. We fly on week-ends weather permitting in Muscatine, Iowa airport (MUT). I have now total 1096 hours and 2216 flights in gliders. On April 30, 1988 I made record flight for altitude 8416 ft and altitude gain 6011 ft. This record was for State of Iowa and also for the region 7 for the type glider. Region 7 consists of seven states. I received Wright Brothers Master Pilot certificate in February 6, 2016. I am a life member of SSA and a life member of 126 Association.

Alois Langasek



Other Important News

UFO member Charlie Thuet of Newark, Delaware celebrated his 100 birthday this past Saturday, August 21st. A WWII veteran, he served aboard the USS Wainwright in the Atlantic theatre, and on the heavy cruiser USS Wichita in the Pacific. He was a parachute rigger. Later in life, he flew his beloved Stison Voyager until he was 89.



Frank Barron a long time member of UFO (2013). I am sending this picture of my award. I stopped flying last year because while I could fly and get into my plane I had trouble getting out of it. Oh well. At 89 I guess it was time. I live in Rome, GA.

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 number of required hours is: 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 in 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.

Harry J. Wander, MD Senior AME Nevada City CA



Where do we come from?

United Flying Octogenarians Origin

UNITED FLYING OCTOGENARIANS
P.O. BOX 123
MURRIETA, CA 92562



November 2, 1982

MINUTES

Mr. J. L. Robinson, being over 80 years of age and an active airplane pilot, licensed and with a current physical, thought that it would be a good idea to form an organization for others in this category for social reasons.

He suggested that it be called "United Flying Octogenarians", U.F.O., and proceeded to organize thirty other active pilots in this category, known as Charter Members.

So he, acting as Temporary Chairman, arranged to have a meeting at the Las Vegas Hilton Hotel during the "Airplane Owners and Pilots" Convention on November 2, 1982.

Nine of the Charter Members attended this first meeting, at which time Mr. J. L. Robinson was elected as Chairman. Mr. E. L. Bates was elected as Secretary and Treasurer. Mr. John M. Janka was elected as Chairman of the Bylaws Committee.

It was unanimously agreed that we were desirous of forming an organization designated as "United Flying Octogenarians", U.F.O.

We have agreed that when consummated as a legal organization, the President shall be J. L. Robinson, the Treasurer and Secretary, E. L. Bates.

Including the above, there are 31 who have sent in \$20.00 to be known as Charter Members.

We have agreed that the preliminary expenses of J. L. Robinson be reimbursed by the Treasurer, E. L. Bates and that E. L. Bates be hereafter responsible for monies collected from potential members.

It is agreed that this be a non-profit organization formed for social and informative purposes and that the members, as designated now and in the future, shall have no individual responsibility.

Don Downey of "Downey and Associates", P.O. Box 425, Glendora, California, 91740, (213) 963-1429, Aviation Journalism and Photography, was present and taking pictures at this first meeting of the "United Flying Octogenarians", U.F.O.

All pilots in this category are welcome to unite with the U.F.O. for social and informative purposes, by sending the initiation fee of \$20.00 to:

E. L. Bates, Secretary/Treasurer
Box 123, Murrieta, CA 92562



This letter is the original document that founded the UFO, November 2, 1982.
The founders also sketched the original logo (a flying Saucer) on this document.





Gone West. Final flight plan filed and completed

Walter J. McFadden, Amelia Island FL, passed away 20 January 2021 at age 96.
Eliot Potter, Topeka Kansas, passed away April 2021 at age 99
Dietrich Meyer, Pine Grove CA, passed away 1 May, 2021 at age 82
Donald Walls, Port Ludlow WA, passed away 2 June 2021 at age 85
Arthur Schwedler, Stroudsburg PA, passed away 25 June 2021 at age 94
Alvin P. Lehnert, Darlington Maryland, passed away 1 July 2021 at age 92.

