

# UNITED FLYING OCTOGENARIANS

August 2024

## SQUAWK



### UFO President. From the Port Side

*by Kenneth (Brownie) Brown*



August is the last month of vacation for most. School has started or will start shortly, final camping trips with kids are filling the parks, and the air is filled with the heaviness of the fragrances of the flowers and weeds. It is a great time to be outside. It is also the time of my condition/annual inspection of the Vans RV9A. I moved this event to the warmer weather and will keep it at this point rather than allowing it to move forward each year. Been there in January in subfreezing weather. No thanks.

But reflecting on this annual event reminds me that we too need to have an annual/condition inspection. If the squawk list for our bodies has been going unattended, we are only looking for problems in the days, weeks, and months ahead. Tending to the *little* problems is always the best way to proceed and stay ahead of dreaded downtime.

You may wonder why I started my letter this way. Our organization is always tending to the squawks. Little things that need attention. Getting our members together is one of the many simple activities that can happen. I was very encouraged to see the number of UFO/AW who showed up at the Vintage Red Barn at KOSH. I also heard from many others who missed it because of this or that. As Bob Barker, President Emeritus, stated in an email to the Board, "I am looking at the photo taken outside the Red Barn and my reaction is this is what the UFO is all about - camaraderie among our fellow members at its best."

The challenge to you is, how do we make this happen in more places more often?

*Continued on the next page*



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There is an aviation show in California called the Apple Valley Air Show on October 12, 2024. Are any of you UFOs on the West Coast going? If you are, let us know and you can all meet there and have a picture and meet each other.

Planning is a talent all pilots have in their tool kit. It allows for the most effective way of having alternatives and being able to change with the times.

As you know, our AW (Auxiliary Wing of the United Flying Octogenarians) has been growing and we encourage all of you to become active in the organization. We need the energy of you, the "KIDS," to help us get things done.

Call to Action for the Auxiliary Wing of the United Flying Octogenarians (AW) members:

The new bylaws have been published, and there is a provision for an Auxiliary Wing member to be appointed to the Board of Directors. <https://www.ufopilots.org/membersdocuments> .

Per Article III.

*Number and Qualifications. The Board of Directors shall consist of at least five and no more than nine individual Full UFO members. Upon advice and consent of the Board, the President may name a member of the UFO Auxiliary Wing as a non-voting Director.*

If you are interested in this opportunity, you may apply for the position by submitting the following: a resume and a description of your background and skills. Directors are not term-limited. Send your information to Stuart Goldstein, V.P., at [vicepresident@ufopilots.org](mailto:vicepresident@ufopilots.org)

Let's get out and enjoy the flying weather.

HAVE FUN FLYING & YOU ARE CLEARED FOR THE OPTION

*Brownie*

*president@ufopilots.org*

# From the Editor's Desk

August 2024

by Egon Frech



This year, it all worked out.

My friend, Paul Boehnert, who has been my companion on trips to Oshkosh as well as my ski buddy for many years, flew Southwest from Florida and arrived two days early, in plenty of time to get the airplane checked out and loaded. (It was loaded to gross, of course, despite having only two of us on board. That camping gear weighs a lot).

We launched at 08:00 on Thursday, July 24, and got a clearance through the Washington DC Special Flight Rules Area (shortcut!). While the mountains of Virginia and West Virginia are not very high by western USA standards, they al-

ways manage to produce weather right at the altitudes where the 172 likes to fly. We went VFR over the top of scattered to broken cloud and arrived at Knox County, OH, for fuel and lunch by 11:30. A friendly group of pilots, one of whom loaned us his car because his friend had borrowed the crew car, was at the airport and gave us directions to a nearby restaurant. There is hope for the country -- people out in the heartland still trust each other. Besides, they had our airplane.

We descended below the Chicago Midway airspace for the up-close flight past the city skyline and the remnants of Meigs Field to the vicinity of Milwaukee, where there was a large Temporary Flight Restriction for the Republican National convention. That wrinkle caught several Oshkosh-bound pilots and caused them to be intercepted, forced to land and



*The trusty 172 as viewed from the lead of our 3-ship element of the 64-Cessna formation into Oshkosh*

*Continued on the next page*



questioned by the Secret Service. No problem for us; we were on a VFR flight plan, had an assigned code and had been talking to ATC since Fort Wayne, OH, which allowed us to land inside the TFR for self-serve fuel at \$4.97 a gallon.

The last leg to the staging area for the Cessnas to Oshkosh (C2O) formation fly-in at Juneau, WI, was uneventful except for the increased number of aircraft showing on the Foreflight ADSB display, all going in the same direction. How did we ever live without all that information? We spent the night at our customary Airbnb, eschewing the Super 8 at Beaver Dam and its jacked-up prices.



*We're the good-looking ones in the second row of the C2O group picture, behind organizer Rodney Swanson and his daughter*

On Friday, after a pizza lunch and briefing at the large FBO hangar, we were No. 6 in a 64-ship formation of Cessnas 2 Oshkosh, landing on 36R and making the long taxi to our reserved parking area in the North 40 campground. We were warmly greeted by Jack Pelton, president of EAA, and C2O provided dinner.

Because the AirVenture exhibits were not scheduled to open until Monday morning, we spent the next two days visiting the EAA museum, the seaplane base at Fond du Lac and the FAA temporary control "tower" at FISK, the final waypoint for the traditional VFR arrival into Oshkosh. On Monday, we checked out the Vintage area and its Red Barn, getting familiar with the ground for the UFO get-together. We were of course not on their agenda because the decision to meet there was an impromptu one, but the officials on duty said we would be welcome.

The next three days were spent touring the usual sights at AirVenture, arranging a bargain deal on a new display for my airplane's engine monitor, and of course hosting the UFO gathering. More about that in the News from the Members section.

The trip home on Thursday was the reverse of the outbound one, except that the last leg had to be IFR, in and out of the clouds over West Virginia, and being directed by ATC around a group of magenta-colored thunderstorms as we approached the Washington, DC, tri-area airspace. All in all, it was as good an Oshkosh experience as we've had, and we especially appreciated the fact that there were none of the usual tent-flattening thunderstorms. Kudos to the organizers; we'll see you next year!

*Egon Frech, [editor@ufopilots.org](mailto:editor@ufopilots.org)*





*By Dr. Harry Wander*

## MENTAL HEALTH



The FAA has just published revisions to the guidelines for issuing medical certificates to pilots who have had mental health issues. These new guidelines may make it possible for some pilots to fly who have been previously denied a medical certificate.

A pilot who was previously deferred for anxiety, depression, or certain other diagnoses may now be considered for issuance of a medical certificate. The pilot can have up to two of the following diagnoses: Unspecified anxiety, generalized anxiety disorder, situational anxiety, social anxiety disorder, unspecified depression, postpartum depression, situational depression, obsessive compulsive disorder, post-traumatic stress disorder, uncomplicated bereavement, relationship distress or phase of life problems. No more than one mental health medication at a time must have been taken and none in the past two years. The AME must annotate answers to a series of question about the history. If all answers are satisfactory a medical certificate can be issued by the AME. If not, the exam can still be deferred for consideration for a special issuance.

This liberalization of the criteria should allow some previously unqualified pilots to return to flying.

Harry J. Wander, MD

Senior AME



*By Ralph Bennett*

## WHEN TO HANG IT UP

*By Ralph Bennett*

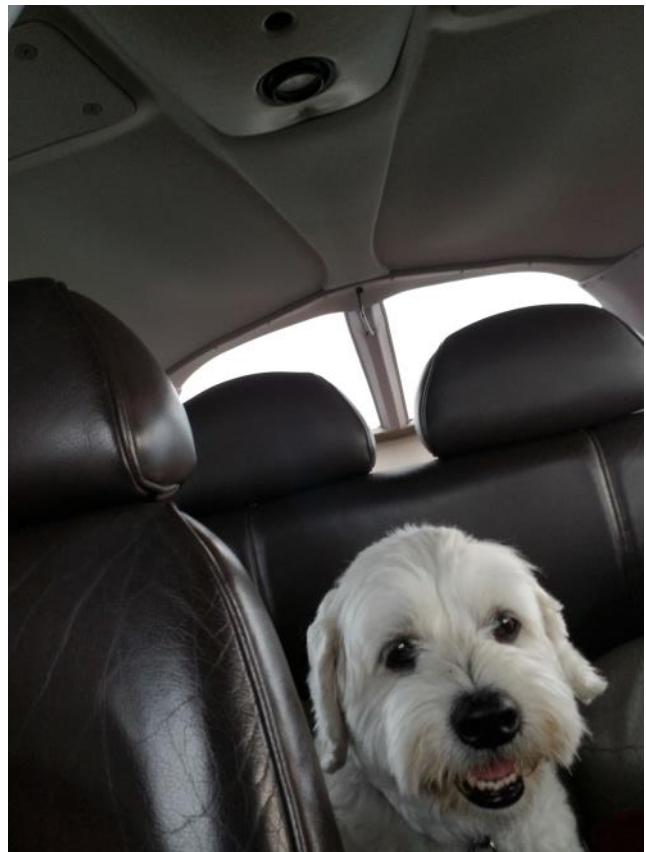
Today my wife Charlene and I flew to Fishers Island, New York, (0B8) along with our loyal Second Officer named Grizzly, our Lhasa Apso dog, to celebrate my 82<sup>nd</sup> birthday and the 66<sup>th</sup> anniversary of my first dual lesson as a pilot. Sitting on the beach we spoke of our many shared flights. We also spoke of a far more difficult topic, namely, when to stop flying as pilot in command and when to hang it up.

When we fall in love with a person, a pet or a love of flying, a clock starts ticking towards a yet unknown time. This is an unavoidable consequence of being human. The thought of no longer being able to slip the surly bonds of earth to fly aloft can be painful for us to contemplate.

With so much of our physical and emotional energy invested in flying over the years, this can be the most difficult aviation decision we will have to make.

We will always be pilots and UFOs, but sadly there will come a day when we face that moment, whether it be for reasons of health, proficiency, finances, loss of interest, difficult insurance issues, or just that the magic is lost. Some of us will know when the walk to the plane is our last one, some will not. Regardless of time and circumstances, it is an inevitable time in our future.

For those UFOs still flying we should do what we can, while we can, to preserve our flying skills and knowledge and our physical health to keep us aloft. In a previous



*Second Officer Grizzly*

*Continued on the next page*



Squawk edition, our editor Egon made good suggestions about how to do so.

Do not allow pilot skills to reach the point where 'We', as the pilot, are the nervous flier, or a regrettable incident makes the FAA come knocking. We should not let an accident or incident bring our flying days to an end, bringing a painful embarrassing end to all the unique and special experiences gone before.

We can explore ways to safely continue our days of flight. Maybe fly with others, recurrent training, shorter cross-country legs, don't fly under the stars, cut back to soft IFR, and choose longer runways that align with winds we like.

The time to begin assessing a strategy for this decision is now, by a careful plan of self-evaluation taking responsibility for that day yet to arrive. By doing so we protect our family and loved ones from the burden and worry of this process. Leave with as few regrets as possible. Finding paths to remaining active in general aviation after that last pic flight may color how we feel about our decision to hang it up.

I admire the article, 'My Final Flight', written by Steve Goch, in the last issue of Squawk, concerning his decision to end his flying days as pilot in command. I appreciate all the UFO members that remain within our ranks after 'hanging it up' to honor and preserve their unique and special memories of flight. Hey, we will always be pilots!



*Fishers Island*



## CORRECTION

Egon -

Thanks for publishing the tribute to the Allens on page 19 that I forwarded to you.

However I was NOT the author of that tribute and I did not know the Allens personally.

Please issue a correction in the next newsletter and be sure to credit ROGER BROWN, organizer of "Old Farts" flyers in Florida, for his personal & compassionate tribute to the Allens.

Thank you,

James M (Jim) Conn  
WINTER MONTHS: 48X  
SUMMER MONTHS: KAXN

*The email distributing your personal issue of the Squawk comes from our President, Ken Brown, and contains a prod to join the UFO Facebook Group to communicate with other members. This is not a suggestion from your Editor, who has closed his Facebook account. After every issue, we get letters responding negatively to the suggestion. Here is the latest batch:*

Your Facebook reco: I don't ever want to get Zucked!

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**From:** Editor Egon Frech <editor@ufopilots.org>  
**Sent:** Tuesday, July 16, 2024 3:59 AM  
**To:** James Currie <jacurriejr@outlook.com>  
**Subject:** July 2024 UFO SQUAWK

Dr. Norman Wear

[norm@uts.aero](mailto:norm@uts.aero)

I retired from a government agency, and I don't do social media  
Sent from my iPhone





Editor,

For years now my workout has been riding my bicycle almost daily from the street uphill to my garage (33' vertical). It takes little more than a minute but I get totally winded. Over the last couple of weeks I was getting pain accompanied by burping and acid reflux. After sitting and taking a Tums it vanished, so I thought it was GERD. I called my doctor and requested a prescription. She wanted me to see a cardiologist, which I thought was unnecessary, but I made an appointment and I'm so glad I did because it turned out to be blockage in my heart. After a limo ride in a red truck to the hospital they put a stent in my heart and I was home 4 days later.

So the moral of the story is don't self-diagnose, let the doctor do it. Btw I'm doing great now.

Ken Johnson,

Kent CT.

Editor,

Great edition! Loved the "Chicken Wings" cartoons. So appropriate for us senior gents! Now you've got me looking for my headset. It's not in the airplane. I know it's around here someplace . . .

Blue skies!

Mike Kelly

## CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER





## What does it take?

The question is based on the belief that we can all make a difference. Some in a large way and others in a smaller way, but a difference just the same.

How do you react to the call to action? Is your first thought, oh no, don't call on me or are you the type who says "I'll go --- send me?"

For the most part, our generation served in the armed forces in one way or another and learned, while there, never to volunteer. Right?

But this call to volunteer is very different. As a volunteer, you get to have fun, meet new people, and talk about what we all love so much, aviation in all its forms.

I ask you to please step up and become a local host, call a few people, and get a local meeting going. It is easy to meet for a coffee or meal at a local place.

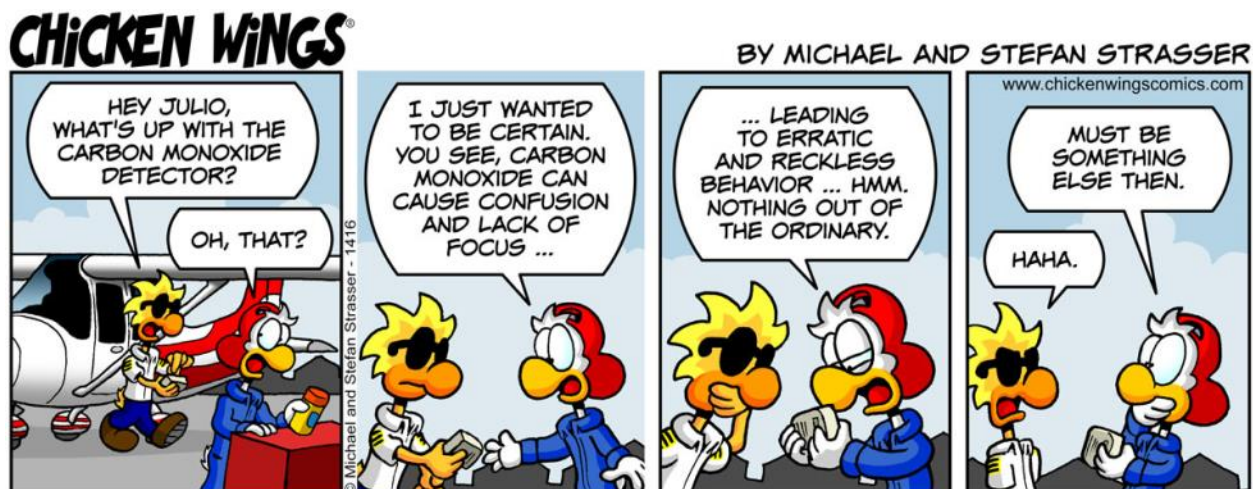
This is not a job, but a pleasure and opportunity to speak "aviation."

Let me know if you will heed the call to action and fill a very important void in your area.

Thanks for the consideration, and I know the folks you meet will feel the same way.

*Brownie*

*president@ufopilots.org*





## 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](http://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



### A-1 PRESENTATION

Based on my story of the first A-1s deployed to Udorn in mid-1965, the Experimental Aircraft Association (EAA) recently invited me to their HQ in Oshkosh, WI, to give my A-1 presentation at their aviation adventure speakers' series. They told me that they have never had a presentation on the A-1 and would like to have me present the A-1's capabilities and missions during my 1965 tour in the 602 ACS, Bien Hoa, South Vietnam.

I accepted and presented in late March. It was very well received by a record number of attendees. They also made a video of the presentation which is now available to view.

So, if you would like to see the complete presentation, you may now view it on your computer. It is over an hour long so you may want to wait until you have a free evening or break it up into shorter sessions. If you would like to view it, do a computer search for:

" Aviation Adventure Speaker Series EAA museum"

or

Click on: <https://www.eaa.org/videos/6355730300112>

John Larrison, UFO Member La Vernia, TX

### San Luis Obispo Meeting

**Where:** Pepper Garcia's Restaurant, Main Terminal KSMX (Santa Maria, CA)

**When:** 12 Noon on August 21, 2024

**RSVP:** Jerry Long, [jerrylong@verizon.net](mailto:jerrylong@verizon.net) before 08/18/2024

**Contact:** Jerry Long, 805-705-9641





## Oshkosh Get-Together

*By Egon Frech*

At 14:00 on July 24, 2024, thirty-nine members of the United Flying Octogenarians answered the call at the Vintage Red Barn at the EAA AirVenture grounds in Oshkosh, WI, signed the register and posed for a group photo. It was an impromptu gathering, and there were no meals or speeches, only the warm fellowship of their fellow octogenarians.

The event was informally hosted by UFO Board members Camelia Smith and Egon Frech. Egon and Camelia (aided by husband Bill, who ties a mean knot) put up the new UFO banner (supplied in the nick of time by President Ken Brown) on the porch of the barn and welcomed the members, making sure they registered their names. There were representatives from 21 states, including 7 from the "host state" of Wisconsin.

The Vintage Aircraft section of the Experimental Aircraft Association rustled up a volunteer photographer, and the group coalesced in front of the banner for the required photo of record, then dispersed to their individual pursuits. Some remained to chat with their newfound neighbors.



*Continued on the next page*



## UFO Roster, AirVenture 2024

Larry Wheeler, Terre Haute, IN  
Bob Monk, Lake Tomahawk, WI  
Bob Hansen, Delavan WI  
James White, Bozeman, MT  
William Menzel, Wisconsin Rapids, WI  
Barry Valentine, Brunswick, ME  
Harry Dawson, Rome, GA  
James Osborne, Appleton, WI  
Joe Hecker, St. Louis, MO  
Bob Bracki, Downers Grove, IL  
Jim Bandstra, Big Rapids, MI  
Dan Vandermeer, St. Petersburg, FL  
Jeff Justis, Oxford, MS  
Charles Slinger, Randolph, WI  
Bill Smith, Hindsville, AR  
Camelia Smith, Hindsville, AR  
Jerry Smith, Chippewa Falls, WI  
Nick Modders, Prior Lake, MN  
Bill Fitch, Dubuque, IA  
K C Edgecomb, Savannah, GA  
Jim Currie, Tucson, AR  
James Hamilton, Kelso, WA  
Robert Lasecki, Lake Geneva, WI  
David Lawrence, Newcastle, ME  
Allen Silberman, Westchester, PA  
Sidney Beck West, Bloomfield, MI

Allen Pollack, Huntley, IL  
John Amdor, Carroll, IA  
Stephen Wilson, Granbury, TX  
Charles J. Noya, Albuquerque, NM  
Carl Larson, Fullerton, ND  
Vince Lynn, Huntley, IL  
Richard Bullock, Gladstone, MO  
Michael Woodley, Harrietta, MI  
Joe Sasser, Granbury, TX  
Michael Meyer, Phoenix, AZ  
John Reed, Sausalito, CA  
Dave Sanderson, Scotts Valley, CA  
Egon Frech, Lexington Park, MD



*Last man standing: Dave Sanderson, who arrived too late for the group picture, poses in front of the new UFO banner at AirVenture 2024*



## Pacific Northwest Meeting

Region 6 UFO Pilots (WA, OR, ID, MT, WY, AK)

ALL UFOs, AUXILIARY WING, MASTER PILOTS, MASTER MECHANICS & PILOTS 65 AND UP + GUESTS

All UFOs from all regions are welcome. Visiting the NW? Come and join us. Canadian Pilots, come on down.

**UFO FRIDAY HARBOR KFHR  
FLY-IN / BOAT-IN / DRIVE-IN  
TUESDAY SEPTEMBER 3, 2024,  
11:00 – 15:00 in the beautiful  
San Juan Islands of WA State**

If flying in, please park in the area indicated on the map below. A courtesy car will take you to the hangar of Jim Crossley, former SR-71 Blackbird pilot, who now lives in MT but has kindly loaned it to us.



**Flying in arrival procedure:**

Please be courteous and follow the local recommended arrival procedure. All traffic at KFHR is RIGHT Traffic; Calm runway arrival (winds 5kts or less) is Runway 16, right traffic.

**740 AIRPORT CIRCLE RD, FRIDAY HARBOR, WA**

Catered Lunch (\$25) at 13:00

**RSVP** to John Geyman, 360-378-8558 or  
jgeyman@uw.edu

Please provide:

Your name

Guest's name

Aircraft number, type, registration





### Mid-Atlantic Meeting

MD, DE, NJ, PA

Come tour the Millville, NJ, Army Air Field Museum and Airport (KMIV).

When: **Wednesday, September 18, 2024 @ 1100.**

If you can join us, Please provide:

Your name.

Guest's name (friends, spouses and prospective members welcome).

Auto or Aircraft arrival.

Aircraft type & registration if flying in.

**RSVP** to John Chirtea at [trainster@aol.com](mailto:trainster@aol.com) or 302-382-5917

Tour the museum at 11:00, meeting at 12:00, and lunch served at 13:00.

Check the museum website at [p47millville.org](http://p47millville.org).



**Next Meeting:** by ZOOM on Tuesday, Sept. 10, at 19:00 CDT

To sign up and get monthly email notifications (Second Tuesdays), go here:

<https://memimc.club/sign-up-today-1>

Free, no membership requirements, no dues, WINGS credits.

Real IFR scenarios, then "What would you do?" discussions.

Aviation news and helpful resources for instrument flying.



# New Members

August 2024



Kent Larson

[kent@kentmar.com](mailto:kent@kentmar.com)

Just joined today (7/15/24) after doing my three take offs and landings to be current. Biennial and medical due next May. Hold seaplane, multi and single instrument land ratings.



Robert D Miller, age 78

608 Scurry St

Big Spring, TX 79720

[cirrussr22@att.net](mailto:cirrussr22@att.net)

Paul Proffett, Jupiter, FL

I am currently still employed as a full time Embraer Phenom 300 jet Captain for a Part 135 air carrier. My company specializes in providing organ transplant service, including transportation, throughout North America and the Caribbean Island nations.

I started flying in a J3 Cub in 1966 and earned my private certificate. I was employed as an air traffic controller in 1970, serving at Salt Lake Center and then BAY TRACON for 12 years.

After ATC I obtained several additional ratings, went north to Alaska and spent the next 10 years flying all over the state for Part 135 charter operations with light twins and turboprops. I also did some CFI work on wheels, skis and floats.

Since leaving Alaska I have worked at several Part 135 and 121 carriers and have stayed in aviation almost all of my working life, primarily because I just love flying airplanes, of all types.

I plan on retiring this fall to enjoy some "low and slow" time in the Luscombe 8E in the above photo.





## Final flight plan filed and completed

### **Frederick Richard (Dick) Jones, age 82 Lawrence, KS**

"After graduating from high school he enlisted in military service, first with the Air Force for 4 years and then with the Navy for more than two decades as a Seabee. His tours included Vietnam, Taiwan, Germany, the Soviet Union and Bermuda. While on active duty, he earned his BS in industrial psychology through the GI Bill.

"He retired from the Navy with distinction as a Chief Petty Officer in 1984. Next, he worked briefly for the CIA and then the State Department. His postings included Africa, Tel Aviv, London and Copenhagen. He later worked overseas as a contractor for the State Department. In 2015, he was elected as a Kansas State Representative for the 52nd District.

"Retirement did not slow him down. He got his pilot's license and enjoyed flying his plane with anyone he could convince to go up with him. He celebrated his 80th birthday by skydiving."

**William Joseph Laux, Jr.**  
2004 Whispering Ridge Dr  
Great Falls, MT 59405-7813  
DOB 3/30/1930

### **James C Gorman**

MANSFIELD, OH – Industrialist and philanthropist James C. "Jim" Gorman, 99, died peacefully on 9/20/2023 at his home.

Mr. Gorman spent much of his professional career leading Gorman-Rupp Pumps, a company co-founded by his father, J.C. Gorman Sr, and Herbert Rupp in 1933. He was also a World War II U.S. Army Air Corps pilot. He was a founding member of the 164th Fighter Squadron, which became the 179th Airlift Wing stationed at the Mansfield Lahm Regional Airport.

Mr. Gorman's wife, Marjorie, died in 2015. The couple were both avid aviators, with Marjorie being one of the first 100 women in the world to earn a helicopter pilot license. She was also a past president of the Mansfield Aviation Club.

Mr. Gorman donated the building for the [Frank P. Lahm Aviation Museum](#) and supported many other community development projects in Richland County.