

UNITED FLYING OCTOGENARIANS

January 2023

SQUAWK



UFO President. From the Port Side

by Kenneth (Brownie) Brown



UFO has entered 2023 with great enthusiasm, vigor, and steam. As you may have heard, the “Meet the Prez and his First Lady” West Coast Road Trip is in progress.

As I write this article, we have confirmed meetings at the following locations established by UFO local hosts. They have planned the gatherings. A big shout out of thanks to all of them.

Vancouver WA – Creswell OR – Ashland OR – Novato Airport CA (Gross airport) near Sausalito CA - San Luis Obispo Airport - Riverside CA – Flabob Airport – San Diego Montgomery Airport CA – Mesa AZ – Chandler AZ – Tucson AZ - Buckeye AOPA Fly in – Reno NV.

This trip is all part of the vision to kickstart our organization after several years of inactivity. Remember, you do not need a reason to call the local pilots, UFOs or not, and go have coffee or a burger. Whether you drive or fly, the goal is to meet.

As we *continue to develop* the “Ground Crew” concept for pilots after their 75th birthday and before their 80th, invite them to join your gatherings. Because they are young should not be held against them. Also include the spouse, because, without their support, many of us would be grounded. They are part of the ground crew, who keep the pilots doing pilot things.

We are in the renewal season, and about half of you have already taken care of the task. It’s time for the rest of you. Reminder letters are going out the first week in February. When it arrives, please verify the information we have for you, order your logo wear and send the check. Dues remain low because of merchandise sales and your donations.

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Change is on the way.

We will be transitioning from a calendar year (pay in January) to an annual renewal. Your membership will renew one year from the date you joined the UFO. We will be prorating the membership for the first renewal cycle as we get things adjusted. We are doing this because we are now over 1800 members worldwide and that many people trying to renew at the same time is a tremendous workload for our bookkeeper. We will be better able to serve all members throughout the year rather than in a few months.

Members who joined in October through December 2022, will be renewing in October and December of 2023. We anticipate the cross-over will take 2 years (2023-2024). Please bear with us during this time.

More change:

The Ground Crew concept is slowly beginning to take shape, but the procedures and policies are yet to be written. If you have a volunteer spirit, we could use your help. (Remember, we are not the military, so volunteering is a good thing, which we appreciate.)

Do you have an idea how to make the UFO better? We want to hear from you. If you have complaints, or beefs, contact me directly. I want to hear about it. Please don't hassle the volunteers, as they are doing their best. (c. 360-808-3266 PST or email president@ufopilots.org)

Well, fellow PILOTS, the checklist is complete, seat trays are returned, and belts are tight. Pushback is complete, and we are cleared for departure on 18R. We anticipate a smooth ride, so sit back and enjoy

Tailwinds and clear skies.

From the left seat,

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



Twenty-two years ago, after self-evaluating my medical fitness as a pilot, I consulted a cardiologist about chest pains and rising blood pressure. A treadmill stress test indicated that a small artery near the base of the heart was becoming occluded. Was I interested in scheduling an operation? They would thread a small tool up my femoral artery to my heart and insert a stent. In a few hours, it would be all done. I agreed, and in a couple of months I was on the operating table and being put under anesthesia, expecting to wake up with my problem solved. Instead, I woke up to the news that nothing had been done. Why? Because my left main artery was 60% blocked and they dared not disturb it for fear of loosening a massive clot. I would need a bypass operation; nothing so simple as stents for me. This time, they cut open my chest, spread my rib cage apart and hooked me up to a heart-lung machine for a few hours while they replaced three of the major arteries leading to my heart with veins harvested from my left leg. Then, after a couple of weeks of recuperation, I went to France for 6 months and took it easy.

When I got back and was ready to fly again, I did the good citizen thing, dutifully informing the FAA Medical Certification Division in Oklahoma City of the operation that had cured a decade-long defect and of the six-month recuperation and full recovery. For some reason, they were not happy. (I still have a T-shirt that says the FAA slogan is, "We're Not Happy Until You're Not Happy.") Even though the massive stroke in waiting that their medical examiners had failed to detect for the past 10 years was now repaired, they revoked my certificate and proclaimed that I was not eligible for a medical certificate of any kind. I could, however, apply for a "Special Issuance", whatever that was.

I went down that rabbit hole yearly for the next 15 years, undergoing annual stress tests and wrestling with the precise documents (sometimes nuclear stress tests, with technicolor images) that would be required to permit me to fly for another year. Each year, I would be on tenterhooks hoping that the response would arrive in time for me to continue flying. Sometimes it did, and sometimes it didn't. I eventually got it into a rhythm: schedule the stress test in February to hopefully have a positive outcome by the end of June. Adding a diagnosis of sleep apnea (treated with an oral

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device that keeps my throat tissue from collapsing) in the middle of this period only complicated matters further. Repeated sleep tests were endured only to prove I still had the problem. One year I had to take a “wakefulness test” that involved staying wide awake for an hour while lying on a soft bed in a silent, darkened room during the middle of the day. I mentally counted to 1000 in German and then in French to keep from falling asleep.

When, thanks to EAA, APOA and former Senator Jim Inhofe, Congress finally forced the FAA to implement Basic Med, I and 50,000 other pilots jumped on the bandwagon. That raised a Basic Question: Was the public going to be less safe for the lack of all this high-powered FAA medical consternation? Would pilots and airplanes suddenly start raining out of the sky due to sudden incapacitation because the FAA was no longer holding us up (down, actually)? Congress, when writing the Basic Med law, was also interested in the answer to that question, and included wording that required the FAA to submit a report that “describes the effect of the regulations issued or revised [...] and includes statistics with respect to changes in small aircraft activity and safety incidents.”

That report, prepared by two PhDs from the Aviation Medical Certification Division in conjunction with the National Transportation Safety Board, was issued without fanfare about a year ago, buried in a story on “Basic Med is Turning Five!” in the January/February 2022 issue of the FAA Safety Briefing bulletin.

And the answer is: Evidently not. Says the article in the FAA bulletin: “Notably, the study concluded there was no difference in the risk for Basic Med and third-class airmen to have an aviation accident. Their report also found no difference between these two groups when looking at the accident phase of flight, fatal versus non-fatal outcomes, and fatal injury autopsy results. It is still early, though, so the FAA will continue to monitor trends.”

That’s it. After all those stress tests and sleep studies (fortunately mostly covered by insurance), all that work, all that worry, all the waiting for that precious certificate in the mail, all those other pilots that went through the same torture mill, all those that quit flying because it all became too much trouble or it became too expensive because their insurance wouldn’t cover it: Nothing. There was no increase in safety from any of it. We went through it all for nothing. Well, at least we’ve fixed it now. Go Basic Med!

That’s “Over and Out” for now.

Egon Frech,

Editor, The Squawk (editor@ufopilots.org)



Volunteerism and the need in the United Flying Octogenarians Organization

If you are new to our organization, we would like to offer you opportunities as a volunteer. If you have been a member for a while, consider this is your time to take a position.

As a non-profit, we rely on volunteers to help fulfill our mission and achieve our goals. Volunteering can provide an opportunity for you to take on new challenges, develop new skills, and make a positive impact in our organization. If you are interested in volunteering, please consider reaching out to us. Your work-life might align with our needs and goals.

The areas we are looking for volunteers in are:

Celebrity Recruitment*

Corporate Secretary

Event Planner*

Financial Advisor*

Ground Crew Developer*

Hall of Fame / Historian*

IT Support (Mailing, Phone, Web, online files)

Local meeting "Hosts"

Membership & Membership Benefit* program

*Tour / Travel advisor/organizer (Group Deals)

*Other group opportunities/discounts

Planned Giving*

Procurement & Vendor interface

Recording Secretary

Call the President, Ken (Brownie) Brown to offer your services:

(c. 360-808-3266 PST or email president@ufopilots.org)

* New concepts and ideas that need to be developed.



Letters to the Editor

Dear Editor:

Saw the plug for Assured Partners Aerospace, pledged to explore options up to age 79. Not much good for UFO.

I watched my insurance cost rise, saw the advertisement from Avemco. In 2019 I switched and saved \$350, annual cost has stayed the same, in 2022 it even went down.

Don Barnes age 88

Hi Egon;

I am not yet an UFO Member, but considering same. The current newsletter mentions aircraft insurance. I am about to be 83. The company that has agreed to insure my Thorp T-211 for the third year and provide liability coverage is Starr Aviation Agency, Inc. They are the insurer. The broker that found this coverage for me is Assured Partners Aerospace, which is affiliated with AOPA. I am a Light Sport Pilot (first licensed when I was 70) with low hours and have had an engine-out off-airport landing, which resulted in structural damage to a Zodiac 601-XLB, but no deaths, injuries, damage to properties of others, or insurance claim. I mention all of the above in case it might help others get insurance. The one caution I would mention is: "It's not cheap!" It's like buying the aircraft from the insurance company every eight years.

Cheers! Stu.

*Stuart C. Ashley
ashleysc@broadstripe.net*

The Crash I Wasn't In

Feb. 2023



By Bill Whittle

Let me tell you about the plane crash I was just not in...

About an hour ago I was inbound to Charlotte, for the connection to my flight home to LA from Savannah. Several thick cloud layers on the way in, but the last overcast layer was at about 1800 feet or so. Then clear all the way down, except for a very thin broken layer at around 700 feet. "Broken" is defined as between 5/8 to 7/8 cloud cover, so there were lots of holes where the ground was clearly visible, and most of all that layer was thin: no more than 100 feet deep, tops. Most of that coverage was therefore transparent.

So it feels like we're less than ten seconds away from the flare, when all of a sudden the engines go to full power. The nose comes up, positive rate of climb, gear up and away we go. The almost impenetrably complex aviation term for this procedure is a "go-around," so named because instead of landing we are GOING AROUND to try again. It was only the second commercial go-around I have ever experienced in sixty years of commercial flying, which is low, because a lot of it is in California.

Here's why this particular example of a fairly routine event got my attention. That cloud deck was so broken, and so thin, that you could see a lot of ground down there. If the jet had been there three seconds earlier, or three seconds later, we would have just flown through the holes in the deck, no problem. But we didn't.

There is an event that occurs at the very end of an instrument approach; it's called the MAP, or Missed Approach Point. This is a little bit different than "minimums." Minimums means the lowest altitude you can descend to as you continue to try to visually acquire the runway. But the MAP is the end of the line. If you don't have the runway in sight at the Missed Approach Point you must GO AROUND.

Here's the thing about this approach. For much if not most of the approach, the runway MUST have been in sight due to the thinness and patchiness of that broken layer. But by sheer chance, at the moment our aircraft reached the MAP, the runway was -- momentarily -- NOT in sight. The temptation to cheat on that one -- another second or two and he would have been able to see the runway again -- must have been nearly overwhelming; from what I was able to tell, in the time it took for the pilot flying to say "Go around," they would have been through it.

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That DISCIPLINE didn't automatically prevent the plane crash I wasn't in... but it might have. If he had not gone around and run into a particularly dense patch he may not have been able to see the runway until it was visible out of every window on the airplane. As far as a survivability goes, we were going as about as slowly as the plane could fly -- which was good -- and our potential angle of impact was very shallow -- which is very, very good. But it is possible that he could have hit hard enough to bend the plane and just possibly hard enough to break the fuselage...and that means at least some fatalities.

Of course, IT NEVER HAPPENED. It was a non-event, due to the training and discipline of American (and not just American Airlines) pilots. And that's why The United States of America has flown 25,000 commercial flights per day for 7,379 days without a fatality. Since the crash of American Airlines Flight 587 on November 12, 2001, that comes to roughly 185 MILLION take-offs and landings without a single fatality. That's something you should be damn proud of. I know I am. My favorite part of being a pilot is being surrounded by intelligent, serious, magnificently trained, cool-headed and supremely COMPETENT men and women who take flying seriously so that you don't have to.

Bill Whittle

Famous Quotes:

"Same with anyone who's been flying for years and loves it still... we're part of a world we deeply love. Just as musicians feel about scores and melodies, dancers about the steps and flow of music, so we're one with the principle of flight, the magic of being aloft in the wind!" — *Richard Bach*

It's congenital really. We're an aspiring species that doesn't have wings. What else would we dream of?" — *Mark Vanhoenacker*

"Once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return." — *Leonardo da Vinci*

"More than anything else the sensation is one of perfect peace mingled with an excitement that strains every nerve to the utmost, if you can conceive of such a combination." —*Wilbur Wright*



Feeling Young By Gennaro Avolio

How do you keep feeling young? Sudoku? Line dancing? Water aerobics? If it works for you keep doing it. For me, it's flying. I have to fly. The other day I got to remembering the incredibly skilled men who were my instructors in primary training. Let me take you back. My pilot training class was 53G at Marana Air Base, Arizona. 53 being 1953. The class flew the North American T-6G. There are some that consider the T-6 quite a bit to handle. The T-6 is a tandem cockpit tail dragger with a 600+ horsepower engine. The class consisted of cadets and officers with a large percentage who had never been in an airplane. The instructors would put a student who had never been in an airplane and then get into the back cockpit that you can see practically nothing from and teach the student how to fly. Naturally I wondered if I could do that.

I started looking for a T-6 that I could fly from the Back seat. I found Bay Area War Birds with an instructor that thought it would be interesting to watch someone shoot landings from the back seat.

I went to Palo Alto and met Marco Caffisch. We fired up the T-6 and flew over to Hayward for a longer runway. I then completed five back seat landings. Three wheel and two 3 pointers. I could do it. Not nearly as well as my primary instructors but passably. It wasn't easy but a challenge is what I needed.



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You Don't Have to Be Crazy

By Robert Mann

I love looking at airplanes, but my hangar is cold during the winter months. I solved that problem by building a scaled down and modified version of a Russel



Henderson monoplaner that I discovered in the EAA 1929 Flying Manual. With a 13' wingspan, it fits perfectly in my living room where it is warm. I didn't use a Henderson motorcycle engine as the original did, but instead made a wood 3 cylinder radial engine. You don't have to be crazy to be an airplane nut, but it sure helps!

Robert L. Mann
Gothenburg, Nebraska



I have spent most of my money on airplanes, bicycles, Harleys, and women. The rest I have just wasted.



Florida Meeting By George Kickhofel

February 1, 2023, Winter Florida UFO meeting at Flagler Executive Airport, Palm Coast, Fl. Every Day is a GLocation: Palm Coast, Florida

Flagler Executive Airport (FIN)

Highjackers restaurant

Guest speaker (Roy Sieger, Airport Director)

Agenda Items:

Friendship Directory

UFO Membership

Proficiency

Flight Safety

Runway Incursions

Accident Prevention

FAASafety.com

Future Planning:

Planning in progress for Spring (April, May, June), UFO meeting

Our UFO area planning Group (George Kickhofel, Peter Amish, Tony Restaino)

We welcome your ideas. Call your planning group member.



UFO meeting, Flight Line, Flagler Executive Airport (FIN) February 01 2023



<<Fred Hasskamp

Montana

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ASEL, ASES, MEL, CFII, Exp. Super Cub clone builder, USFS contract pilot, part 135 pilot, CFII, Retired MDT Aeronautics Division Safety and Education Bureau Chief.

Live in Hamilton, Montana

Richard Sanders >>

Washington

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I started training for Flight Engineer with Pacific Northern Airlines in 1966, which ended when PNA merged with Western Airlines. I am an Engineer by degree and worked in IT. I got my Pilot License in 1973 and started pilot training with BA, eventually doing some commercial flying with them and eventually going permanently into their IT department until I retired in 1998. I stopped flying in 1981 and raised my family. I started flying regularly about 14 years ago joining a flying club in Shelton, WA where I flew Piper, Cessna and Ercoupe aircraft. Two years ago a couple of us in the flying club bought the Ercoupe. I have over 700 hours of flying experience and took the opportunity to get a BasicMed medical when it became available.



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Philip (Phil) Dorfman

North Carolina

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I was born and raised in Brooklyn, NY. I have always been interested in trains and planes. I joined the Civil Air Patrol as a cadet in 1957 and had my first flight in a C-119 Flying Boxcar at Mitchel AFB on Long Island, NY. I got my PPL in 1962. I spent 4 years in the Air Force in the mid-60s. I got my commercial license in 1970 and my instrument and multi-engine ratings shortly after. I wanted to be an airline pilot but my vision was 20/25 so I couldn't get a job with any airline unless I had thousands of hours. Nowadays, you can get a job if you have a seeing-eye dog. I used to fly every week or two by myself or with Civil Air Patrol. I enjoy flying by myself because there is nobody else in the plane to bother me. I had to stop flying for several years because my job involved a lot of traveling (mostly overseas). But I retired in 2012 and am now back in the air. And still a member of Civil Air Patrol.

Gary Ludeke

Oregon

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Commercial Pilot, Instrument-Airplane, CFI. 6,300 hrs. FAA Wright Bros. Master Pilot Award. Active Test Pilot (Life Member of Society of Experimental Test Pilots), EAA Technical Councilor, Flight Advisor and Young Eagles Coordinator (Chapter 31 Creswell, OR). Hold two Repairman Experimental Aircraft Builder Certificates (RV6A & Kolb Firestar 2).

Michael Zonis

Florida

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Retired airline and corporate pilot with approximately 30,000 hrs. Currently on the BOD for a flying club in St Augustine, Fl. (Northeast Florida Aero Club). We are flying a 182, a 172 and a PA28.

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Bill Hill

New Mexico

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Ratings; ATP multi. EA-500, EMB-120, CE-680 (SIC)

Commercial, ASEL, Glider

Authorized Experimental Aircraft ; Arcus-J,(VFR) Subsonx,(VFR) TST-14(VFR)

CFI, CFII; ASEL, AMEL, Glider

Total Time: 21,000 total hours of which 7600 are in gliders.

My father was a WW-II fighter pilot who flew P-51s in China during the last years of the war. So I guess that's what got me started. With six hours dual under my belt, I went to the airport (FDK) on windy July 13th, 1962 - yes it was a Friday - to see if I could talk my instructor into letting me solo. My father had told me it wouldn't happen because of the wind. Well, it did and my dad was there to watch it. His only comment was why I had not gone around as the first landing sans CFI was a bit long.

My favorite airplane is the EMB-120 in which I logged over 5000 hours while flying for SkyWest Airlines. My second favorite is the Lear-31 in which I sat in the right seat, answered the phone and jerked the landing gear. Even got to land it on non-rev flights. Also took it to FL-510. My favorite sailplane would be my Discus-2B which is parked in my hangar at the Moriarty Airport and in which I have over 3000 hrs. During my years as a fed, I always had a part time job flying. Teaching was at the top of the list followed by crop dusting, banner towing, freight dogging, airborne traffic reporter, glider tow pilot, and flight testing of the American-built Zuni sailplane. Managed to snag a flying job while still in air traffic control as an airborne evaluator. After spending twenty-six years in air traffic control and a year or so as an air ambulance pilot, I finally got my airline job.

One of my biggest challenges was getting through ground school at SkyWest as a fifty-two year old new hire. My biggest flying challenge was landing a badly damaged sailplane after having a mid-air collision in 1984.

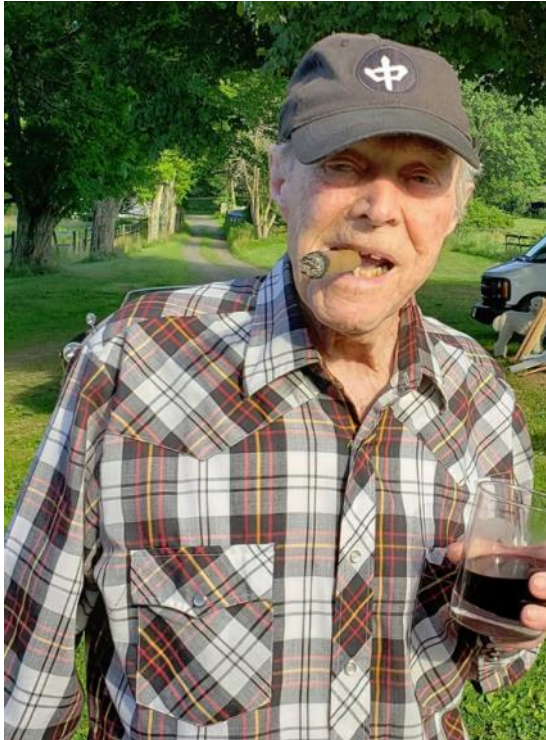
Advice to students: Develop good habits, be as professional as you can at the onset, and use your checklist.



Final flight plan filed and completed

Peter Goutiere died in Katonah, New York, on 22 January 2023 at the age of 108 years 116 days.

He was born in Aligarh, Uttar Pradesh, India, on 28 September 1914. His parents were British immigrants. At age 14, after the death of his father, Goutiere moved with his



mother and his sister to Bangor, Maine. He married his former high school English teacher, Helen Brimmer, in 1939. The couple had one child, David. Later, the couple divorced.

In 1939, he enrolled at the University of Maine and became an American citizen. He signed up through the [Civilian Pilot Training Program](#) and began training in Bangor. From 1943 until 1947, Goutiere was one of the American pilots for [China National Aviation Corporation](#), which was helping to bring troops, food, fuel and other supplies into China after Japan severed China's only land supply routes through Burma. He flew 600 sorties "Over the Hump" in the military version of DC3s, one of the most dangerous missions in World War II. In the 1940s, he also married for a second time, but later divorced. At that point, he became the personal pilot and friend for [Maharaja](#)

[Sawai Man Singh II](#). After the creation of Pakistan in 1947, Goutiere worked transporting pilgrims by plane to the Hajj in Mecca. In the 1950s, Goutiere moved to Jordan at the request of [Hussein bin Talal](#). Goutiere helped Hussein get certified on the Boeing 707.

He worked in Beirut for six years before moving on to become a pilot for an airline in Ghana. In 1962, Goutiere returned to the United States and began working for the [FAA](#). In 1973, he moved to work in Lebanon, but the [Lebanese Civil War](#) forced him to leave with only the clothes on his back in November 1975. Later, he was transferred to FAA New York, where he worked until his retirement.

He married for a third time with Evelyn around 1987. The couple had two children: Christian and Hannah. In 1994, he published a book called *Himalayan Rogue*. Until his death, he was one of only two [CNAC](#) pilots still alive, the other is [Moon Fun Chin](#) (born 20 March 1913). The two men remained in touch and are featured in [China's Wings](#), Gregory Crouch's book on this piece of World War II and aviation history.

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Final flight plan filed and completed

Nina Coleman was a long time member and faithful attendee at the annual UFO Fly-Ins at Danbury, CT. She passed away on Dec. 23, 2022, just a few days before her 100th birthday.



Nina was born and grew up in London. She attended the London School of Economics and was evacuated to Cambridge University at the beginning of WWII where she met her future husband, whom she married in 1947. She joined the WAAF (Womens Auxillary Air Force) during WWII where she served as a radar operator near Dover and Beachy Head on the southern coast of England. She talks of being shot at by enemy planes while sitting on the cliffs overlooking the English channel and had many other interesting war stories and life experiences she enjoyed sharing with visitors over a nice “cup of tea.” It’s during the war years she developed a love for aviation and flying that never left her.

Nina, her husband and young son moved to the US in 1952, living first in Florida, then Colorado (where her husband served in the US army as part of the requirement for citizenship) and then New York, finally settling in Long Island where she raised her two children and pursued her interest in flying.

She obtained her pilot license in 1966 and acquired her first plane, a 4-seater Cherokee Arrow, in 1968, which marked the beginning of a long period as an Aviatrix. Her adventures carried her all over the US. She flew across the country several times and through the Grand Canyon and frequently to Florida, the Bahamas and even Haiti. She won a competition to sell aircraft equipment for a small distributor in the early 70s and at that time was the company’s only flying saleswoman pilot.

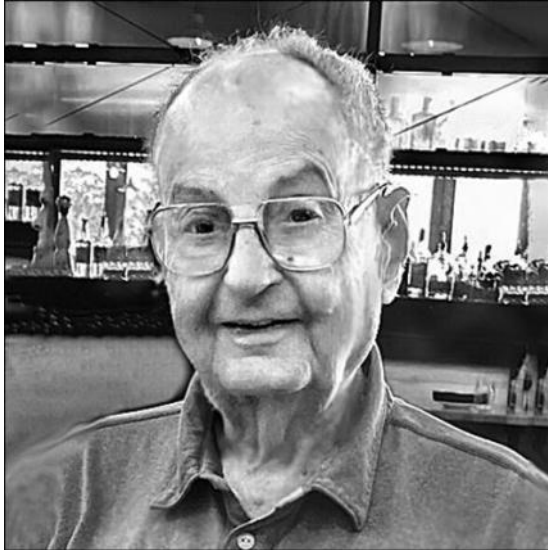
She flew several times in the Powder Puff Derby, an all-women cross-country air race, always enjoying the experience.

She was also deeply involved in the aviation community, becoming a long-standing member of various aviation organizations including: the 99s, the International Organization of Women Licensed Pilots, the AOPA, and The Wings Club, an organization that included in its ranks many distinguished aviators and outstanding leaders in the private and commercial aviation community, many of whom Nina was privileged to know. Her good pilot friend Linda took her on many an adventurous trip flying their planes side by side.

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Final flight plan filed and completed



Herbert Cantwell, of Needham, MA, passed away January 20, 2023. He is survived by six children, 10 grandchildren and one great-grandchild. He is buried in the Massachusetts National Cemetery in Bourne, MA

