

UNITED FLYING OCTOGENARIANS

April 2023

SQUAWK



UFO President. From the Port Side

by Kenneth (Brownie) Brown



Has SPRING really arrived? With tornados, record snowfall, and flooding from the atmospheric rivers, how can it be called spring? Darn Punxsutawney Phil anyway.

Sun-n-Fun has ended, and we missed an opportunity to have a presence this year. However, the next big show is Oshkosh Air Adventure on July 24-30,2023. Are you going? This is the grand-daddy aviation event of them all. If you plan to attend, would you be willing to be an *ON THE GROUND UFO AMBASSADOR*?

Please let me know so we can coordinate our efforts: president@ufopilots.org. Plan now because it is only 4 ½ months away. I am looking for accommodations, so if you have space, please let me know. The area is always booked solid.

One of the fun responsibilities of all UFO members is to be a recruiter. Who better to know who is close to becoming a member than a friend? It is the personal touch that makes a world of difference. A little nagging is ok. Now we can encourage our younger friends as well.

What is happening in the boardroom? The board of the United Flying Octogenarians has approved creating an additional group of members called the Auxiliary Wing (AW). (The working title for this group had been called ground crew, but in reality, they are more than that.) What is the Auxiliary Wing, you ask? They are pilots or students, at least 75 years old, still flying, and want to be associated with the really cool ones called United Flying Octogenarians. They will have a dues



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structure and will follow all the applicable rules of the United Flying Octogenarians organization. All AW members will be easily identifiable by their red caps or the UFO AW logo patch or button pin.

These members will be able to work alongside other UFOs in planning and conducting meetings or other skills they might bring to the organization.

The board has approved the estimates for the invitation cards. Next up is the production and distribution of the 2023 membership directory.

As noted, before, the membership renewal process is ongoing. If you have not renewed, please take care of it now, www.ufopfpilots.org/shop, and add a new cap or challenge coin to the cart as well. Donations are always welcome and are tax-deductible. Do it all online or download the paper application; [click here](#).

All new memberships will be on an annual renewal cycle and will be due on the anniversary of the member's joining the United Flying Octogenarians organization.

The days are longer, the winds should be calmer, and the days warmer. Sounds like flying time to me.

Just a note from this office, regarding the United Flying Octogenarians organization. The organization is "apolitical"; we concentrate on and talk aviation.

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



I'm overwhelmed. Everywhere I turn, I'm assaulted by stories and pictures of glass instrument panel upgrades.

The Aviation Consumer magazine keeps reviewing new ones. APOA Pilot magazine has full-page advertisements for them. Cessna Owner Magazine is replete with articles on upgrading aircraft instrument panels and its annual source guide's largest section is for avionics products and services. The

"miscellaneous avionics products and services" section alone has 56 entries. EAA's Sport Aviation magazine has an ad for an "even more advanced" glass panel.

Even the CFII in the hangar next to mine seemed to be in on the plot to get me to spend my money. He bought a nice Cardinal a couple of years ago and instead of flying it he sent it off to an avionics shop for a full glass conversion. When he got it back, five months and \$45,000 later, the panel admittedly looked pretty spiffy.

They almost had me there. I looked at my old 1970s instrument panel, with its "troublesome" vacuum pump-driven iron gyros. I could fit a couple of uAvionix AV-30 round glass instruments in there. Or maybe an Aspen system. And then I could really use a new GPS with vertical guidance for instrument approaches, now that the FAA has essentially stopped maintaining instrument approach installations, save for the ones at Class B airports. The new glass stuff wouldn't be compatible with my old Cessna autopilot, so I'd probably need to upgrade that, too.

It was Bob Hart, an avionics guru who writes for the Cessna and Piper owners' magazines, who finally pulled it into focus. You have to decide what your mission is and equip the plane accordingly, he said. I used to take a lot of long trips in the airplane and needed all-weather capability so I could be assured I would get back in time to go to work on Monday morning. I had to be able to fly hard IFR. And, come to think about it, the equipment that was and still is in the airplane worked fine for that, and the installation of a first-generation IFR GPS solved a lot of the early navigation problems.

But frankly, I don't need to do that anymore. I don't fly that many long cross-country trips. When I do, I have time to plan around the weather. I can still fly IFR if I need to get to the other side of something. I don't need to fly when the ceiling at the desti-

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nation is below 500 feet. I've always enjoyed flying VFR, having the feel of the airplane in my hands and the freedom to go where I please, and if I desperately want the experience of piloting a computer, I can do that with the simulator on my desktop.

Also, I also have reason to doubt the idea the industry has promulgated that these new digital systems are almost infallible. The G-1000 system in the CAP airplane failed rather spectacularly recently for a fellow pilot, with the displays going into reversionary mode (one screen failed, and all information on the remaining one) with red Xs all over that remaining screen – basically unusable. Of course, we couldn't reproduce the fault on subsequent flights. Now the airplane is placarded against IFR. Guess what backup system Cessna had installed to bail the pilot out if that were to occur in real instrument conditions: regular old iron gyros driven by a vacuum pump. Now that I think about it, the old supposedly unreliable vacuum pump and iron gyros, which the whole avionics industry promotion urges us to get rid of and replace with their very expensive new electronic gadgets, has performed almost flawlessly on my airplane since I bought it 40 years ago. I've replaced the vacuum pump only twice in all that time, and once was prophylactic.

I'm starting to think we've been sold a bill of goods. The avionics shop to which I took the misbehaving CAP Cessna182 said it would be hard to fix what went wrong if they couldn't replicate the problem. And of course they never can.

These things aren't like a mechanical device that you can take apart and see which bearing is bad or how much wear is on the pump vanes. Electrons are invisible, and you can't see the wrong path they took that one time. You can't reason with them either. They just might do it again, possibly at a worse time. I asked the avionics technician whether he had seen many such problems, and he said indeed he had. In fact, he felt the G-1000 software is "pretty buggy" and that you can't trust those 18-year-old connections between all the many subsystems that feed information to the pretty computer display. If I needed any more persuasion that I should save my money and keep my reliable old analog instruments in my own airplane, I think that was it.

I also have an ace in the hole. It's an iPad running the Foreflight software, and guess what? It gives me the same display I get from a G-1000 screen. The only catch is that the FAA says the GPS position portion is for "advisory" use only. Sure, we can all agree on that; if the vacuum pump fails, I won't look at that attitude indicator on the iPad and I will instead try to interpret what the still functioning officially certified instruments are trying to tell me, just as I was trained to do all those years ago, right? In the meantime, I'm ahead about \$44,000, and still married.

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 or a potential member of the Auxiliary Wing, 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 life might align with our needs and goals.

The areas in which we are looking for volunteers 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.



'Grow and Prosper'

By Ralph Bennett

The other day a lovely Bonanza piloted by an elderly gentleman pulled abeam of us on the KEEN airport ramp . I approached him to compliment him on his aircraft. Our conversation led us to a lively discussion of general aviation experiences, the trials and challenges of aircraft owner insurance and our respective ages. The age talk led to his introduction to the United Flying Octogenarians and his promise of pending UFO membership.

One could say that time is not on our side and that safety is in numbers, perhaps in our membership numbers. The aviation insurance industry is a growing detriment to our growth and the FAA and certain leading aviation organizations have yet to properly recognize and support our efforts to grow and prosper.



As UFO members we need to serve as prophets of UFO to spread the news of our unique organization. We owe this to *us*, who are blessed to have achieved this elite privilege. We need to proselytize to ensure that our UFO survives its founding generation. We also owe this to the many UFOs who have 'gone west' before us.

So, please consider seeking out any opportunities to spread the word so we can grow and prosper, as none of us are 'going east.'

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Florida Meeting By George Kickhofel

Reminder, Reminder, Reminder, Florida UFO Upcoming Spring Event

Calling all Florida, Alabama, and Georgia UFOs. We have been invited by EAA Chapter #1484 to participate in the "Pig Roast Fly-in" on May 6th, 2023. This event is "not to be missed." We have our own Peter Amish on site to coordinate the event. RSVPs to kickhofel@msn.com would be appreciated. This is an event to which you should bring your spouse. Bring friends. Recruit a new UFO. Make your plans, mark your calendar, prime your camera and get ready to have a great time. Drive or fly in. Make your ETA 11:00. Look for the UFO flag. We are looking forward to seeing you.

Williston Municipal Airport (FAA ID: X60) is a city-owned, public-use airport located two nautical miles southwest of the central business district of Williston, a city in Levy County, Florida, United States. Commonly referred to as Williston Airport (X60) it is located 23 miles southwest of Gainesville Regional Airport (GNV). Opened in 1974 for public use, it does not have a control tower. Formerly known as Montbrook Army Air Field during World War II, the airfield was opened as a US Army Air Forces installation on January 1, 1942. It appears to have been closed by the end of 1944. For a look at today's Williston Municipal Airport, see <https://willistonairport.org/>.

EAA Chapter #1484
www.1484.eaachapter.org

Pig Roast Fly-in
Williston Airport, X60 at the FBO
Saturday May 6th, 2023
11:30 AM till food is gone
Rain or shine

Pig Roast only \$20 per person
Children under 5 eat Free!
RSVP to Stan Berry: (352) 804-6638
sberry0207@icloud.com

Williston Airport (X60)
AWOS: 118.425
UNICOM: 122.975
FBO: (352) 528-4900

Saturday, May 6th 11:30 am (Rain or Shine)

Don't miss the world-renowned Pig Butts that Steve and Stan prepare using their Secret, Ancient Recipe!

Grass Runway 18-36 is now Open!!!!

Williston Airport (X60)
FBO: (352) 528-4900
AWOS: 118.425
UNICOM: 122.975



UFO Members are invited!

EAA Chapter #22 Fly-in Pancake Breakfast



**All you can eat pancake & biscuit & gravy breakfast.
Fly in or drive in, enjoy the food, check out airplanes,
meet new friends and have great family fun!**

May 6, 2023

08:00 – 11:00

Cottonwood Airport (1C8) - Rockford IL

Contact:

info@eaa22.org

www.eaa22.org





**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, also 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 . Call or 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 magnetic, 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



From Cyril Mosher, Canadian Area Representative

TRAINING AGREEMENT

Date Oct 5, 1915.

The Wright Company agrees to give _____
Cuthbert J. Curry Vancouver, B.C.

lessons in flying under the following conditions :

First:—The signing of the release of responsibility appended hereto.
Two hundred and fifty dollars (\$250.00)

Second:—The payment of ~~\$250.00 in twenty-five dollar payments~~ terms
cash in advance unless otherwise arranged with our representative, which entitles
the pupil to a total of four (4) hours of training flights.

Third:—A lesson shall consist of one flight of fifteen minutes or more
duration at the option of the instructor. The company does not agree to train
a pupil to fly in any definite number of flights, nor does it assume any responsi-
bility beyond the breakage of the machine during the training. The pupil,
therefore, can take as many lessons as he may in his own judgment deem
necessary.

Fourth:—A record shall be kept of each lesson furnished with the
pupil's acknowledgment.

THE WRIGHT COMPANY,

Witness: Walter Beak Per Orville Wright

Acceptance:—I hereby accept the above conditions for taking lessons to
fly the Wright aeroplanes.

In taking these lessons with the appointed Operator I do so
of my own volition and hereby assume whatever risk of personal injury there
may be connected with it. I agree for myself and my heirs not to hold
the appointed Operator, or The Wright Company, either individ-
ually or collectively, liable for any injury which I may sustain from these flights.

Witness: Walter Beak Cuthbert J. Curry



Flight Review

By Ralph Bennett

I recently had the privilege of being signed off for my FAA Flight Review by UFO member Edward Maloof of New Hampshire (pictured on left at KCON).

Ed has been the Flight Department Manager and CFII/MEI at Concord Aviation Services for many years. and is a retired USAF veteran. Ed's many contributions to general aviation over the years are well known and he is a legend in New England. Concord Aviation also has a second UFO member, Richard Meyers, Director of Maintenance.



Ed McMahon (left) and Ralph Bennett

Wise Words

"I think it is a pity to lose the romantic side of flying and simply to accept it as a common means of transport." - Amy Johnson

"In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose." - Anonymous

"If God meant man to fly, He would have given us more money." - Anonymous



Throwback

By Paul Rambaut, HI

My latest aircraft is a 7EC Champ built in 2013 by American Champion Aircraft. This taildragger is somewhat of a throwback to the Piper J3 Cub in which I learned to fly sixty-five years ago at age 18. There have been many planes and some helicopters in the intervening years. The Champ is based at Kalaeloa Airport in Honolulu. Photos below are of "then" and "now."





UFO Member to be Inducted into the Georgia Aviation Hall of Fame

USAF Maj. Gen. (Ret) George Harrison, a member of the UFO from Peachtree City, GA, will be inducted into the Georgia Aviation Hall of Fame at its annual enshrinement banquet on April 29, 2023



GEORGE HARRISON

General Harrison served as Chief, Joint Operations Division, OJCS and was instrumental in the planning and execution of the American retaliatory raid on Libya, the capture of the Achille Lauro hijackers and numerous other contingencies. He flew 260 combat missions in the F-4 and 0-1 during the Vietnam War and 14 combat missions in the F-16C during Operation Provide Comfort in Iraq. His service included Commanding, USAF Air Warfare Center and Commander, Air Force Operational Test and Evaluation Center.

Extensively involved in general aviation, he served as a Check Pilot Examiner in powered aircraft and gliders reaching over 1000 young men and women as an instructor in fifteen CAP glider summer programs. As Principal Research Engineer (Emeritus), Georgia Tech Research Institute, he directed the Electronic Systems Laboratory.

Awards include two Distinguished Service Medals, two Legions of Merit, the Distinguished Flying Cross and twelve Air Medals, Air Force Decoration for Exceptional Civilian Service, the Association of Old Crows Gold medal for Electronic Warfare, the USAF Glen Kent Award for leadership in Air Force analysis, and the Wright Brothers Master Pilot Award.



Pioneering UFO member still finds joy in the blue skies of Northeast Ohio: Women's History Month

By Brenda Cain, cleveland.com

CONCORD, Ohio -- For Caroline Naumann Luhta -- nicknamed Connie -- "nothing was ever forbidden."

Growing up in Painesville in the 1930s -- the only child of a father who longed for a son -- she was showered with gifts of baseball bats and mitts and electric trains. So, when she approached her father about attending college in an era when few women did, he didn't bat an eye and encouraged her to pursue a degree in chemistry.



"I blame it all on my father. Whatever I asked to do, he agreed. So, I learned to do everything," Luhta said, sitting in the common room at Concord Airpark as she gazed out onto a snowy runway of the small airfield she owns. "He never once said I couldn't do something because I was a girl, so I grew up believing I could."

Luhta put her chemistry degree to work at Standard Oil's (SOHIO) research laboratory in Warrensville Heights from 1952 to 1968, where she developed tests for petro-

leum products and was often sent to the refineries to teach the male workers how to perform them. She has published multiple papers on her work in industry journals.

Paid \$15 an hour less than her male counterparts, she often exacted payback by waiting at the lab door with heavy equipment until one of her "gallant co-workers would hold it open for me. It was fun."

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When she was invited to fly with a friend in a small plane to Canada, Luhta took along sandwiches. At lunchtime, the pilot asked her to fly the plane while he ate.

“When I said I didn’t know how to fly, he showed me how to keep the plane straight and level, and I was soon asking if he thought I could learn to fly, too,” she recalled. “He said ‘Of course,’ so as soon as we landed, I signed up for lessons. Back in those days, it was a bit of an oddity for women to fly a plane.”

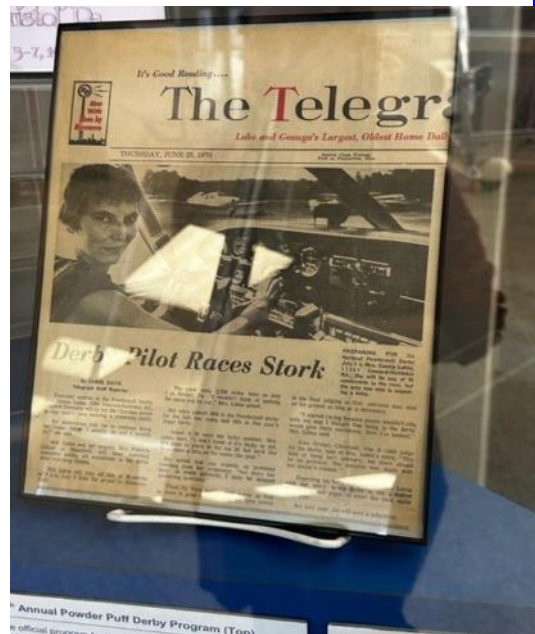
Luhta learned to pilot a plane at the now defunct Casement Airport in Painesville, and earned her pilot’s license in 1962 at the age of 31 despite the fact that she had learned to fly without knowing how to trim a plane. “The instructor who taught me had a broken part on his plane, so I never learned what ‘trim’ was (used to maintain a constant pitch -- keeping the plane straight and reducing the pilot’s workload). I really had to muscle that plane around to take off and land it. I didn’t know any different, so I didn’t complain.”

Once licensed, Luhta began flying out of Concord Airpark, where she met and eventually married Adolph Luhta, who built the 2,200-foot airstrip on 70 acres of an old dairy farm along Concord-Hambden Road in 1954. The couple was married for nearly 25 years before his death in 1993. She has been running the airpark alone ever since.

Connie ran the aviation operation, while her husband focused on his construction business. When she was not sweeping the floor or fueling airplanes, she gave flying lessons. She also kept the books for both companies. Their daughter, Kathy, grew up playing in the airpark’s office while Luhta worked.

“Like my dad, Adolph always believed I could do more than I ever thought I could. Since I didn’t want to disappoint him, I just did whatever he suggested I do,” she explained.

With his encouragement, Luhta was soon flying in Powder Puff Derby races with her best friend and co-pilot, Patricia Collier. Together they flew in 10 races, including one when Luhta was seven months pregnant.



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“I had the full approval of my obstetrician, who was also a pilot. He said he trusted me to fly a race more than he would trust me on a commercial flight because if something happened, he knew I would land and get to a hospital. His only caveat was that I had to use oxygen if I flew above 5,000 feet,” she explained. “Pat and I wore matching maternity outfits in that race. We thought it was a hoot.”

To lighten the weight of the plane in one race, Luhta and Collier bought four paper dresses from the Scott Paper Company, which was making a line of paper clothing as an advertising gimmick. “We were always searching for ways to lighten the plane so we could fly faster, and we thought the paper dresses would really do the trick. Problem was, it got hot in the cockpit and when we perspired, the dresses started sticking to the seat, which caused a whole other problem when we landed. We had to wriggle out of those and dress in different clothes before we could get out of the plane and meet the press.”



Paper Dress

Luhta said their best finish was third, “which was not too bad since most derbies had 50 to 100 teams in them. I still have that trophy around here somewhere.” Her father was so proud, he insisted reporters covering her insert her maiden name in the articles so friends in Northeast Ohio would know who she was.

But Luhta wasn’t satisfied with just crossing the country. She also flew several intercontinental races known as Angel Derbies. “I got to see so much of the country and the world I might have never seen because of flying in the races because they would land us in so many interesting places,” she said.

And Luhta wasn’t just successful in the air. She is the longest serving trustee in the history of Concord Township – including a few years as Chairman – having held her seat for 28 years before retiring because she believed residents might “hold my age against me if I ran for another term. Do you think 88 is too old?” She is also a member of the United Flying Octogenarians. In addition, Luhta, now 92, served as a trustee for the now-defunct Northeastern Ohio General Hospital in Madison. Luhta was instrumental in bringing the International Women’s Air and Space Museum to Burke Lakefront Airport in 1996.

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For years, Luhta drove from her home in Concord to Centerville, Ohio, to volunteer as a tour guide and gave presentations when the museum was housed in the home of Asahel Wright, the great-uncle of the Wright Brothers. Because space was so tight, Luhta sought out a location to better accommodate the museum's exhibits and lobbied Cleveland's City Council and the airport's board for space in the lobby and concourse. She served on the museum's board of directors for more than a decade.

For her accomplishments in the air, and on behalf of the museum, Luhta was honored last September with its first Lifetime Achievement Award - and was inducted into the Ohio Senior Citizen's Hall of Fame in 2016, where her only wish was to be photographed with co-inductee, Annie Glenn.

She still owns the airstrip, though the airpark is currently rated as "uncontrolled". Pilots take off and land at will. The two hangars still house 10 planes for tenants, who each have their own keys.

"I get enough revenue to pay the real estate taxes and that is about it," she explained, wistfully. "That's why things look a bit shabby around here."

Luhta has no plans to retire or groom a successor. Neither her daughter nor step-children are interested in taking over. She said it is likely the tract of land that has seen thousands of planes come and go over the years "will become a housing development one day."

She still longs for her planes, sold when she suffered a bout with cancer. Her favorite planes to fly were a Piper Cherokee and a Piper Aztec. She winks when she says, "I think I could pass my medical and get my license back."

"I just feel so lucky," she said as she strolled across the snowy ground toward the hangar. "I have had a really good life."

Now, when asked what was her favorite memory, Luhta just smiles and says, "Just flying, of course. I just loved being up in the air. There is nothing as peaceful as flying over the countryside. I remember looking down one day and realizing that nothing - absolutely nothing - was important if it could be that small from the air. That has given me a lot of peace over the years."

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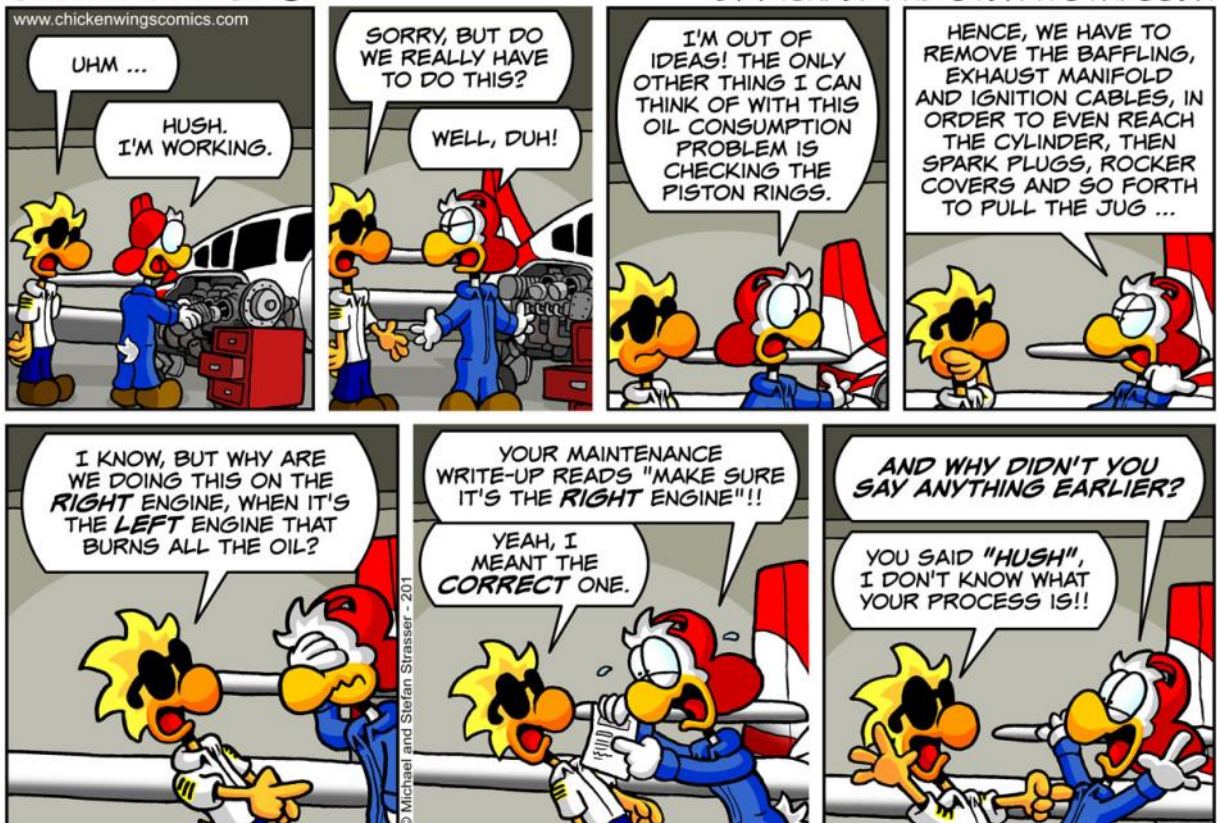
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CHICKEN WINGS®

www.chickenwingscomics.com

BY MICHAEL AND STEFAN STRASSER





Final flight plan filed and completed

Harry Morse

Age 90, a lifelong resident of Somerset NS, Canada, passed away peacefully on Tuesday, March 21, 2023, in Valley Regional Hospital, Kentville, surrounded by his loving family. Born in Berwick, he was a son of the late Kenneth and Marguerite (White) Morse. Harry owned and operated Harry Morse Farms, a staple U-Pick in the valley. A determined farmer through and through, he worked right up until a traumatic fall in late 2022. When he wasn't tending the fields, or telling stories to his many admirers, he was seen flying his 1941 Stearman mistress, "The Time Machine" and feeling the Annapolis Valley's grandeur while hoping to touch the face of God. She was his passion, a compulsion, his freedom! Harry has been described by others as the Mayor of Somerset, a great man, larger than life, a pillar in the community, a force to be reckoned with, and a gifted farmer, aviator, and legendary man. He had a formidable presence, was warm, generous, kind, intelligent, had a wonderful laugh, and was the best storyteller!



Capt. Thomas Davis, USN (Ret)

08 Aug. 1019 - 14 Dec. 2022

Crystal River, FL

Flew Corsairs off the USS Boxer in the Korean War, providing air support for bombers to take out bridges and other targets to interrupt supply lines.

The Crystal River airport is named after him: Tom Davis Field.

Jim Gorman

Mansfield, OH

Flew 70 combat missions for 271 combat hours in WWII

Most combat missions in 1 month: 32

Total hours in combat zone: 854

Enroute to combat, flew across the Pacific Ocean to Papua New Guinea, a total flight time of 17 hours, including a 17-hour non-stop to Hawaii.

... Gone West

Apr. 2023



Final flight plan filed and completed

Jim O'Hara of San Angelo, TX passed 12/11/22

Robert Hughes of Arlington, TX passed 01/15/2023

Robert Luther of Huntsville, AL passed 09/07/2022

Herb Delker of Albuquerque, NM passed 1/20,/2023.

Joe Calvert of Cordova, TX

Allan (AJ) Kelly of Mount Vernon, WA passed 1/28/22

Thomas Davis of Ponte Verde Beach, FL passed 12/14/22

Kenneth McGahren of Pound Ridge, NY

Herman Person of Columbus, NE passed 10/18/2022

Robert Brammer of Roanoke, VA

John Pugliese of Fresno, CA

Richard Kinnier of Mount Terrace, WA

James Knox of Pearland, TX passed 9/20/22

Frank La Greca of Dillsboro, IN passed 12/4/22

Thomas McGloin of Staten Island, NY passed 8/20/22

Todd Blue of Albuquerque, NM