

# UNITED FLYING OCTOGENARIANS

August 2023

## SQUAWK



### UFO President. From the Port Side

by Kenneth (Brownie) Brown



August, the octavo (eighth) month brings us to the 2/3 mark of the year. The days are warm and humid in most of the country. Flying can be interesting as the air seems to have bumps built in. But we are aviators and airplanes know how to fly in bumps.

My mind is racing with thoughts about upcoming events. Many of you will have local fly-ins and get-togethers. Fellowship will be key in all that happens.

I am planning on being at these three upcoming events in 2023. Arlington Washington Air Show on August 20-21, Friday Harbor Washington Annual Fly-in on September 6, and The Final LAP of the Reno Air Races at Reno-Stead Airport Nevada, November 13-17. I am also making plans now for both Sun-n-Fun Lakeland Florida and EAA Air Adventure Oshkosh Wisconsin in 2024.

We will have a special announcement about the Reno event coming to your inbox as we finalize the details. Looking forward to having a UFO Meet-n-Greet during the week of racing, plus we are working on a place to sit and rest during the races.

Wear your UFO hat, patch, and pins when you attend any aviation events.

Beyond planning to go to events, I ponder the direction of the organization. What is it we want to do, who do we want to be, what do we want to accomplish? How do we provide a worthwhile experience and value for our members? Where should we put our energy and resources going forward? What role do we play in the future of aviation?

Our Bylaws clearly state our purpose:

*The purpose is to promote longevity and safety in aviation; represent the interests of senior pilots worldwide; inspire youth to fly, and promote fellowship among members of the United Flying Octogenarians (UFO).*

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The challenge is how do we as an organization live up to the foundational purposes as stated. And here is where you, our United Flying Octogenarians and Auxiliary Wing members, come in. We need your talents. We are always on the lookout for members to join our Board of Directors. Join the board and be part of the planning and execution of our plans for the present and future.

Tailwinds and CVU,

*Brownie*

### Call for Directors for the UFO Board of Directors

From the UFO Bylaws:

*Directors. Any member may apply to the Board at any time for a seat on the Board. An announcement of this opportunity shall be placed in issues of the newsletter or email as appropriate.*

*Application information shall be made available with the announcement. Candidates will be asked to provide a CV (resume) and to state what specific skills they offer and how they would augment the Board if elected.*

If interested, please send your application to [president@ufopilots.org](mailto:president@ufopilots.org)

Interested in hosting a UFO Meeting? Contact Ralph Bennett, 603-353-4125, [cfallsouls@gmail.com](mailto:cfallsouls@gmail.com) for help on how to organize it.

Already held a UFO Meeting? Get it published in the Squawk! Send details and pictures to [editor@ufopilots.org](mailto:editor@ufopilots.org). (Microsoft Word preferred)

For back issues of the Squawk, go to [ufopilots.org/archives](http://ufopilots.org/archives).

For Membership or dues issues, contact [bookkeeper@ufopilots.org](mailto:bookkeeper@ufopilots.org)



by Egon Frech



It's been more than 6 years since I've been in the offices of an FAA Medical Examiner, carefully listening as he passed behind me and made some noise that was part of the official evaluation of my hearing. I'm not sure I could pass that somewhat subjective test today, so it's a good thing I'm on basic med.

Like many (most? . . . all?) of us, I suffer from high frequency hearing loss. When I trained to become a private pilot in the late 1960s, the standard system for communicating with Air Traffic Control was to speak on a hand-held mike and listen on the aircraft's overhead speaker. Communication with the instructor was accomplished by speaking louder than normal. Hearing protection was pretty much unheard of. Not only did we lack headsets, but had we been so lucky as to have them, the airplanes didn't even have any place to plug them in. By the time we got those ubiquitous green David Clark passive headsets and the accompanying intercom systems, the damage had been done, even though we didn't know it at the time.

As the years went by, I found myself saying "Say again" more often, and not just to New York controllers, who rattle off clearances so fast that our aging brains couldn't follow even if our hearing were still perfect. Female controllers, with their higher pitched voices, were more of a problem and as time went on there were more of them.

I turned to technology to save myself. I got noise-canceling headsets and finally gave in to my wife's nagging and got hearing aids. But the two weren't compatible. I couldn't use the hearing aids' boost of the higher frequencies because the over-the-ear aids had their microphones outside the headset's earcups and thus only amplified the airplane noise that the headset was trying so hard to tamp down. I finally sprung for a Bose A-20 headset and figured that was as good as it was going to get. As time went on, I turned the volume up louder and louder.

The options have just gotten better. Lightspeed, a competitor to Bose, has introduced a new version of its premier headset, the Delta Zulu. The aviation press has been evaluating it and publishing reviews over the past several months and said good things

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about it, but none of them really tested what to me seemed its most interesting feature for UFO pilots: built-in frequency compensation for age-related hearing loss. I asked the company to send me a set for evaluation, and they agreed. My plan was to test it on a trip to Florida, Oshkosh, back to Florida and then home to southern Maryland. That trip got cancelled because of an aircraft magneto problem, but another trip to the beaches of Maine, through the busy New York and Boston airspace, presented itself after the repair was complete.

I was skeptical at first when I did the simple setup for frequency compensation. I listened to tones at increasing frequencies, starting at 125 Hz. The procedure was to use an iPad application to adjust the volume for each ear to the point where I could first barely hear the tone. By the time I got to 1 kHz, the compensation was already maxed out, and stayed that way to the top of the scale at 12 kHz. Would that be



*The iPad app shows a graph with the dialed-in frequency compensation. For me, it was maxed out at 1kHz.*

enough to make any difference? The built-in test in the setup app was not encouraging, as I couldn't detect any difference in sound with compensation turned on vs turned off.

Never mind the simulation. The flight to Maine was the chance for a practical test, in a noisy aircraft, talking to mid-Atlantic controllers. We filed VFR and got flight following, talking to approach controllers in Washington, Philadelphia, New Jersey, New York, Connecticut, Boston, Manchester, and Portland. I had to ask for a repeat only once, from a female Portland controller with an unexpected question. On the return trip, comprehension was 100%, including through the Hudson River Skyway Route over the Statue of Liberty at 2,000 feet. What a difference! My wife noticed it as well

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and says I should buy the headset, even though its list price is well over \$1,000.

On a subsequent flight, I was in the right seat in the same airplane and changed between the new Lightspeed and my old Bose A-20. The Lightspeed had considerably more volume available and was much clearer. On another flight, I forgot to remove my hearing aids and was surprised by the greatly augmented volume but the lack of airplane noise – the Lightspeed earcups are sufficiently larger to encompass the hearing aid microphones. I haven't had the chance to test this further, but there is a possibility that with this headset, one could wear over-the-ear hearing aids and use them for further frequency compensation without compromising the noise-canceling function.

Without even counting the built-in carbon monoxide detector and several other features that have been widely discussed in the aviation press, my conclusion from this practical test is that the Delta Zulu's HearingEQity technology makes this headset a winner for aging pilots.

That's over and out for now.

*Egon Frech, editor@ufopilots.org*



Bose controller on the left, Lightspeed on the right.



Notice how much larger the Lightspeed earcup and pad are than the Bose. Room for hearing aids?



## UFO Board Zoom Meeting, July 12

The United Flying Octogenarians July Board meeting was called to order at 1002, and adjourned at 1056.

Brownie discussed various topics including the use of an AI product for recording meetings, attendance, financials, directory printing, membership updates, and the need for volunteers to handle membership and meeting coordination. TR was asked to assist with financial reports and an email was planned to be sent. - [PLAY @0:02](#)

Stuart, Brownie, Egon, Ralph, Annie, and TR discussed various topics including nominating Ralph for vice president, the possibility of having an admin assistant for Brownie and a grant writer, the idea of pursuing memberships in South America, and the challenges they faced in trying to promote their organization through AOPA. - [PLAY @11:43](#)

Brownie discussed various changes made to the website, including removing all the paper application and considering revamping the website for better compatibility with mobile devices. They also talked about the "open rate" of emails (sent via Mailchimp) and the need to improve member retention by emphasizing the importance of renewing membership. - [PLAY @23:38](#)

In the discussion, TR, Annie, Egon, Brownie, Ralph, Camelia, and Stuart talked about the possibility of meeting in person at Oshkosh and the need for an annual in-person BOD meeting. They discussed potential meeting locations, accommodations, and sending out information to the members. - [PLAY @35:30](#)

Brownie, Ralph, Annie, Egon, and Camelia had a conversation discussing various topics including the position of vice president, the need for an executive vice president, the possibility of appointing Brownie's wife as an officer, (which was quickly dismissed) and plans for attending Oshkosh. - [PLAY @47:07](#)

- Meeting officially closed at 1056

**UFO Board Zoom Meeting - July 12**

**[VIEW RECORDING - 53 mins \(No highlights\)](#)**



By Charles Burke

*While flying along the Jersey coastline to Cape May airport, my imagination kicked in a bit and I began to wonder what would I have seen if my flight had taken place 200 million years ago. This prompted the creation of an article that is becoming a series in the Monmouth County Flying Club's newsletter. The column is a series of time machine travels that can be revealed through science and other studies such as history.*

*Because of the interest this column has created, it is hoped that it ignites a desire within you to try doing a few of your own time travel flights even if they take place only in your imagination.*

## *A Look Down and Back:*

With the Jersey coastline being a great path to follow especially in a small aircraft, the view of the Atlantic Ocean can be breathtakingly beautiful. But this scenic view, which we often take for granted, would have looked much different if we could turn the clock back about 200 million years. Flying along back at that time there would not be an ocean, only land for as far as you could see in all directions.

According to most geologists, 200 million years ago there was no Atlantic Ocean, just a vast landmass called Pangea that was about to be fractured into what would become the continents. One of these fractures (fault lines) in the Earth's crust began to force the separation between North America and northwestern Africa. As the two began to separate, water seeped into the crack that widened and eventually formed the Atlantic Ocean. Actually, the separation is still taking place at a rate of about 1 cm per year! So what does this have to do with New Jersey? Basically, what is now New Jersey, all the way out to the continental shelf, would have been connected to Africa.

What is interesting is that the process of pulling a landmass apart is like trying to stretch taffy. The more you pull, the thinner and thinner the center area becomes until full separation takes place. So let us get back to our coastal NJ flight. If you head north along the existing coastline and fly over Newark International Airport and could look down into the Earth about five miles, you would see the land that was once actually attached to Africa. The crust had been pulled thin during the millions of years that followed allowing gravel, sand and rocks to fill the basin that the airport now sits on.

So the next time you have an opportunity to fly along the New Jersey coastline, try to imagine what you would be seeing in those occasional glances 200 million years ago. And yes, there would have been dinosaurs possibly wandering on the runway!



By Dr. Harry Wander, Senior AME



## CARDIAC VALVE REPLACEMENT

There are four one-way- valves in the heart. The Tricuspid Valve controls blood going from the Right Atrium into the Right Ventricle; the Pulmonary Valve controls blood going from there into the lungs; the Mitral Valve controls blood going from the lungs into the Left Ventricle and the Aortic Valve controls blood going from the Left Ventricle into the Aorta and thence to the rest of the body. Any of these valves may begin to malfunction. If a valve begins to narrow and this makes it more difficult for blood to pass through, it is called stenosis. If a valve begins to fail to block the backwards flow of blood, it is called regurgitation. Some of the causes of valve failure are genetic, others are due to various diseases, and sometimes valves just seem to be reaching their TBO.

If a person has had their Mitral Valve repaired their AME may be able to issue them a Medical Certificate under the CACI program if all criteria are met. If all criteria are not met or it has been less than 5 years since the repair, the case must be deferred to the FAA for consideration for a Special Issuance.

Having a cardiac valve replaced is a specifically disqualifying condition under Title 14 of the Code of Federal Regulations. However, the FAA has gradually become more liberal in its granting of Special Issuances of Medical Certificates if the person has had one or more valves replaced. The applicant has to submit all medical records, of course. If a Special Issuance is done, then annually there must be a current status report from the treating physician. This must include an electrocardiogram and echocardiogram. If there was a mechanical heart valve replacement, the person must be on Coumadin with satisfactory monthly INR results. If on another anticoagulant, this must be separately authorized. A new decision by the FAA is needed if any of a variety of complications occurs.

In summary, cardiac valve problems that used to be disqualifying may no longer be so. If a pilot was denied a Medical Certificate in the past, a new application may receive a different decision. Recently I called the FAA and wondered if I should bother sending the paperwork in about a pilot who had 3 valves replaced, as they used to not even consider anybody who had more than 2 replaced. They told me to send it in and they would evaluate it. So — “Hope springs eternally”.





Our President, Ken Brown, and his wife were at a vintage aircraft fly-in on July 18 in Concrete, WA. He talked to almost 80 pilots and told them how great we are.

In the group picture, three are UFOs and another one arrived a little later. There was also a UFO couple that was not part of the EAA group; He was wearing a UFO hat to show his swag. The Pres (with the UFO shirt) and his lady are in the center.



*Brownie and Skip leaving Concrete, WA, in their RV*



## Arkansas, Missouri, Oklahoma and Kansas

*By Camelia Smith*

Arkansas UFOs Andy Anderson and Bill and Camelia Smith are proposing a “UFO Get Together” on October 14, 2023 at Table Rock Airport (MO32) at Golden, MO. It is a private airport with the Depot Diner ([point25prop.com](http://point25prop.com)) that has become one of our favorite weekend fly-to airports. Also there are four overnight cabins.

On Foreflight, it states the runway is 100’ wide though it is actually about 40’ wide and a little uphill when landing to the east. On final on runway 09 you will see an 11.

The Depot Diner owners, Chuck and Carol, are very welcoming and have generously offered the venue attached to the diner to the UFOs at no cost. If we could provide them with an approximate number, they will prepare a special menu.

We would particularly like to invite the Arkansas, Missouri, Oklahoma and Kansas UFOs, considering it is a central location for those states.

For more information call:

Andy Anderson 870-365-6680 [andya@diamondcity.net](mailto:andya@diamondcity.net)

Bill Smith 479-530-6947 [cbill2fly@live.com](mailto:cbill2fly@live.com)

Camelia Smith 479-530-6947 [ccamelia2fly@gmail.com](mailto:ccamelia2fly@gmail.com)





## Oshkosh Gathering

Camelia Smith and Egon Frech had arranged for a gathering at the Air Venture Vintage Red Barn on Tuesday, August 1, but few people showed up. Among the missing was Egon himself, as he had to abandon his trip to Oshkosh due to a magneto problem on his airplane. Camelia filled in as solo lead. Then UFO President Ken Brown jumped in and organized a Zoom meeting for 2 p.m. Wednesday, Aug. 2. That meeting lasted about an hour and involved 12 participants. But another 11, including Camelia, showed up at the same time at the Red Barn, where they found each other and had their own meeting.



Left to Right: Pete Wenk, Jennifer Wenk, Larry Kregel, Bill Pancake, Bill Smith, Camelia Smith, Joe Heckel, Steve Wilson, Jim Curtis, and Jim Richardson.

*Photo by Sandra Pancake*



*Above: UFO member Bill Pancake speaks at his 44th Aeronca forum at Air Venture this year. There was standing room only with 157+ attendees. That's his wife Saundra with the West Virginia shirt and white purse, below. Bill, who has been working on Aeroncas since the age of 16, is considered the national expert on the type.*





## Reno, NV

*By Lew Gage, Northern Nevada*

The Reno, Nevada UFO group had a well-attended lunch meeting on August 5th at the Bonanza Casino Restaurant. One of our UFO members, General Jim Martin, USAF Retired, gave an interesting 40+ minute talk regarding his involvement with flying the F100 Super Sabre in Viet Nam.

His mission total there was about 300. He had a video and still pictures he took showing some of the action that went on plus two pieces of an F100 he was flying that had bullet holes in



them. As you can see in the group picture some of the ladies of the UFOs were also there. Their good care of us is the reason we eventually qualified to be a UFO. We probably would have had several more UFOs attend but some people were out of town on vacation. As usual, the lunch was very good and the conversation was enjoyed by all.



Con-



*From E. N. Galkin*

Hi, I haven't made a meeting in a while but I completed my fourth around the world flight in my C210 in November 2022 at the age of 87.

My website for the trip is: [flyforthecure.org](http://flyforthecure.org)

My cell: 732 259-5400

[engalkin@gmail.com](mailto:engalkin@gmail.com)

## **UFO Meeting in Smyrna, Delaware**

**11:00 a.m. Wednesday, September 20, 2023.**

Come join some of your fellow UFO members for camaraderie, lunch and a tour of UFO Member Robert Mench's unique museum.

If you plan to drive, come to Robert Mench's home and Museum.

The location is 1120 Clayton Greenspring Road, Smyrna, DE.

If you can fly in, the airport is Smyrna, DE, 38N; grass runway, 2600' x 125'; CTAF 122.8. Try to be there between 10 and 10:30am. Shuttles will take you to our meeting location (starts 11:00 a.m.) at Bob's museum. Bob's phone # is 484-883-1275.

If you can join us, contact John Chirtea, at [trainster@aol.com](mailto:trainster@aol.com), or call 302-382-5917.

Please provide:

Your name

Guest's name

Auto or Aircraft arrival

Type & registration of aircraft

Please email or call if you have any questions.

Thanks,

John Chirtea, UFO Delaware Area Representative

302-382-5917



## A FRAIDY CAT BECOMES A TEST PILOT

*By Gary Ludeke*

On October 1, 1955 I fell in love with flight! I was 12 years old and flying with my family from Los Angeles to Detroit in First Class on a TWA "Super G" Constellation. I was invited into the cockpit by the captain while we were cruising at 21,000 feet over the Midwest. I was hooked! I got home and began playing airplane pilot with a good friend. We flew all over the world in make-believe airplanes. While growing to adulthood my desire to become a pilot never went away but was overshadowed by such things as cars, girls, athletics and school. In 1968, right out of college with an engineering degree, I got married and started a career. In 1972 we had accumulated sufficient discretionary funds for me, after reading an article in National Geographic Magazine, to start glider pilot training. On my introductory flight I experienced some discomfort just being in the air but felt it was normal and would pass as I gained experience. As my training continued, discomfort changed to outright fear as we did steep turns and stalls, but after landing I was eager to go up again. My fears reached outright terror when I had to perform a spin and recovery which was required by the flight school before a student could solo. I did it but was ready to quit if they required me to do another one! They didn't and I soloed on the next flight! By 1974 I decided it would be more practical to fly powered aircraft that could be used for personal travel, so I bought a 1959 Cessna 150 and located an instructor. Because of my glider experience I soloed the 150 after four hours training. Things were going well until my instructor, an "old school" guy who flew combat in WW2, insisted on spin training before he would sign me off for my Private Pilot Practical Test. I again experienced outright terror after he asked for a simple power-off stall and as I did it he, unexpectedly, held the yoke back, kicked full left rudder and said "now recover!" I froze and he made the recovery. He didn't make me do it again but said to come back someday and get some spin training. I passed the Practical Test and was now a Private Pilot. Ten full years passed as I gained experience, an Instrument Rating and a full-IFR Cessna 172. I enjoyed flying on long cross-country and "\$100-hamburger" flights with family and friends, but it nagged me that I was still afraid of spins. I went to my original instructor, rented a C-152 and after the first spin, my fear was conquered. I did numerous spins entered from various attitudes and power settings. I became "spin crazy" and rented the C-152 a number of times just to do spins for the fun of it! This training became invaluable when I obtained my Commercial Certificate and CFI rating less than a year later. Early in 2000 I was of-

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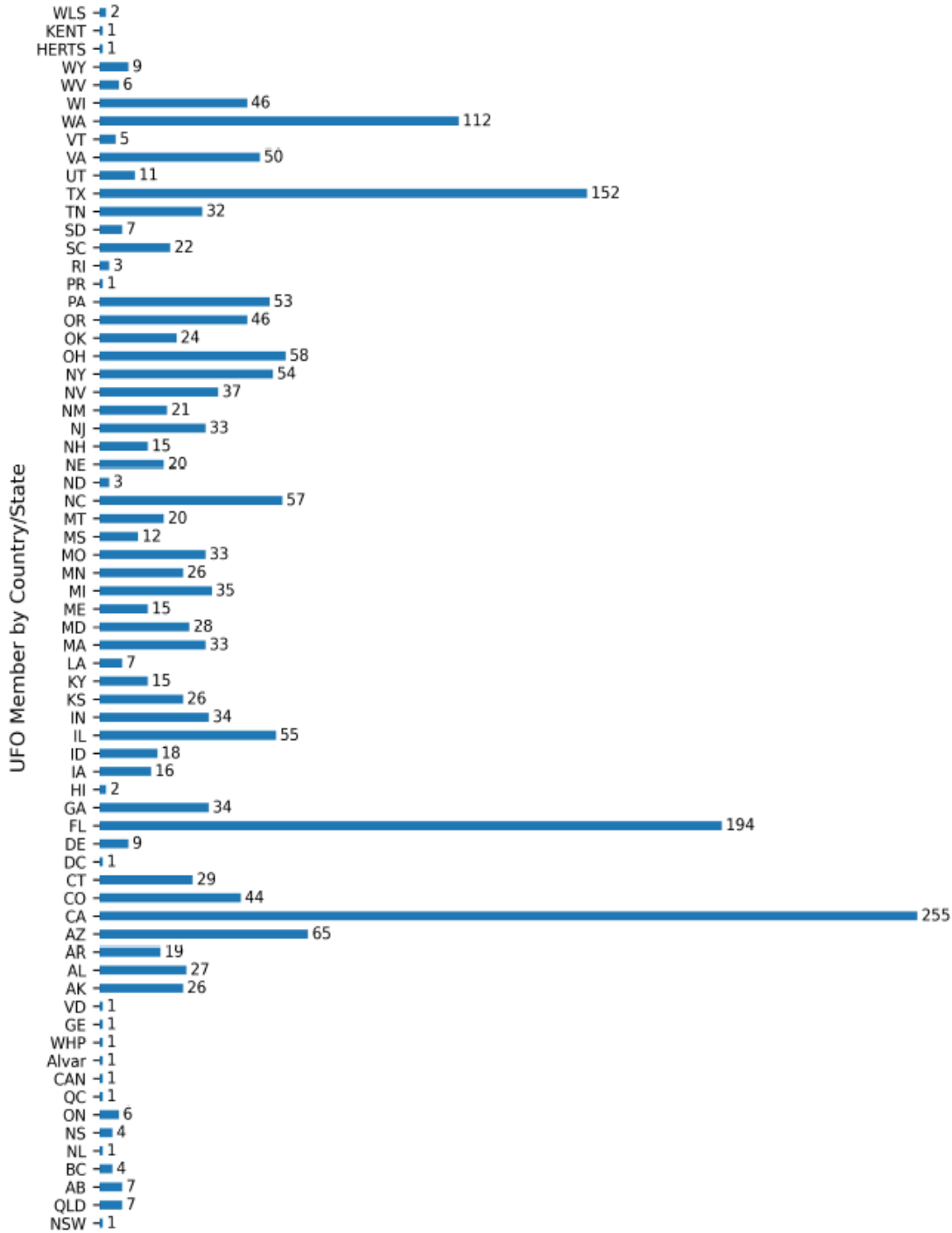
ferred a summer position as a US Forest Service (USFS) contract pilot flying Fire Recon (fire spotting), Air Attack (providing an airborne command post over fire sites) and point-to-point (USFS personnel transportation) missions in Cessna 205, 206 and 182 aircraft based in Grangeville, Idaho. I had to take an Instrument Proficiency Check (IPC), a Part 135 check ride and demonstrate hazardous field operations at selected USFS airstrips I would be using. When I received my "Airplane Pilot Qualification card" (Green Card) I retired from my engineering position to become a bush pilot. This was some of the scariest flying I have ever done! Flying low in smoke filled canyons and skirting thunderstorms while sharing the sky with Douglas DC-6 and Lockheed C-130 and P2V tankers, and heavy and medium size helicopters doing "bucket work" certainly got the adrenaline flowing! Gary Ludeke - A Fraidy Cat becomes a Test Pilot Since buying my first airplane in 1974, I have always owned at least one airplane. Between 1974 and 2001 these were all production aircraft. I had owned two C-150's, two C-172's, a Piper Colt and a Piper Arrow. I never thought I would build an airplane until a Van's RV-6A parked next to me at an overnight stop during a vacation flight in July 1992. I fell in love with it on the spot. As luck would have it, the October 1992 issue of AOPA Pilot had two articles about the RV-6A. One was a review of the aircraft and the other an article written by a married couple who had built one and were building a second one so they both could have one. The AOPA reviewer loved the airplane, and the couple who built one had no prior aircraft building experience. I concluded, "If they can do it, so can I! I received the tail kit in December 1992. It took me nine years to get the airplane flying. On October 20, 2001, I made the first flight! After successfully completing the 25-hour Phase 1 testing I decided I could use my building, flying and CFI experience to benefit other builder/pilots so I became an EAA Flight Advisor and Technical Councilor. This led to me being asked to perform Phase 1 test flights for builders who didn't feel comfortable and/or didn't have sufficient current experience to safely make these flights. To date I have over 300 hours of formal Phase 1 flight testing covering 4 different RV types and seven other different types of aircraft. Flight time in each aircraft has ranged from the first flight only to the full 25 or 40 hour test program. As I made more test flights I began to wonder if I am really a "Test Pilot" or just a pilot who flies Experimental-Amateur Built aircraft. I applied for membership in The Society of Experimental Test Pilots (SETP) and, on April 20, 2022, was welcomed into this elite group! What an honor for a guy who started out being afraid to fly! Toward the end of 2022, after 6,300 hours of flying, I received the FAA Wright Brothers Master Pilot Award for 50 years of flying without an accident or incident, and also turned 80 and became a UFO!





## UFO STATISTICS

### Membership per State





## Additions to the 2023 Friendship Directory

UFO GENERAL MEMBERSHIP		
AZ - Arizona - U.S.A.		
Trachta, Stanley 13830 N Sutherland Tr Tucson, AZ 85739	(520) 990-8683 Age: 80 jon@trachtalegalmediation.com	
CA - California - U.S.A.		
Allport, Bruce 6103 Ensign Ave North Hollywood, CA 91606	(818) 434-3406 Age: 80 bruce@allportproductions.com	
Cowan, Robert 2273 Saint Charles Ct Livermore, CA 94550	(925) 337-2334 Age: 80 robert.cowan@comcast.net	
Long, Jerry 89 Six Flags Circle Buellton, CA 93427	(805) 705-9641 Age: 80 jerrylong@verizon.net	
Shipp, Garry 4213 Ocana Ave Lakewood, CA 90713	(562) 335-1215 Age: 80 garryshipp@aol.com	
Weitman, Douglas 3727 Serra Rd Malibu, CA 90265	(310) 562-3269 Age: 80 flydoug@gmail.com	
Martin, Lawrence 14913 Hwy 82 Apt 299 Carbondale, CO 81623	(970) 274-1066 Age: 80 mooneydrvr@gmail.com	
Stearns, Jessica 27801 Matheson Avenue Bonita Springs, FL 34135	(239)273-4541 Age: 83 aviatrixjs@gmail.com	
Waymire, James 4564 Hayward Path The Villages, FL 32163	(317) 874-8343 Age: 80 pilot3795@gmail.com	
GA - Georgia - U.S.A.		
Kapetanakos, Charles 249 Braden Rd Tucker, GA 30084	(404) 617-8191 Age: 80 kaptitle@gmail.com	
Bracki, Robert 517 Millbrook Dr Downers Grove, IL 60516	(630) 269-3025 Age: 80 r.bracki@comcast.net	
Moulison, James 8 Cleary Ln Topsfield, MA 01983	(978) 902-3396 Age: 79 jjim.moulison@massbayelectric.com	
Schlemmer, Kenneth 1279 Cherry Log Ct Gaylord, MI 49735	(989) 350-8663 Age: 80 kmschlemmer@yahoo.com	
MN - Minnesota - U.S.A.		
Thomas, Paul 240 Spring St St Paul, MN 55102	(612) 804-9792 Age: 80 navionpaul@gmail.com	

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NC - North Carolina - U.S.A.		
Jones, Gareth 124 Deerbom Dr. Goldsboro, NC 27534	(919) 778-8744 Age: 80 j_gareth1@bellsouth.net	
OR - Oregon - U.S.A.		
Lippert, Rodney 4783 SE Concord Milwaukie, OR 97267	(503) 654-1215 Age: 82 rolippert@aol.com	
TX - Texas - U.S.A.		
Tebeaux, William 5013 Augusta Cir College Station, TX 77845	(979) 220-8680 Age: 80 jteveaus@paragon-adv.com	
VA - Virginia - U.S.A.		
Ewing, Kent 1509 Duke of Windsor Rd Virginia Beach, VA 23454	(757) 287-8749 Age: 80 kentewing@verizon.net	
AK - Alaska - U.S.A.		
Marshall, Peter 145 S Santa Claus Lane North Pole, AK 99705	(907) 322-8669 Age: 78 docpetermarshall@gmail.com	
CO - Colorado - U.S.A.		
Wherry, James 5020 Couleee Trail Castle Rock, CO 80108	(303) 887-5332 Age: 78 jwherry@centleasing.com	
CT - Connecticut - U.S.A.		
Decristofaro, Anthony 1 Woody Ln New Fairfield, CT 06812	(203) 313-9502 Age: 75 tonydecristofaro@hotmail.com	
WA - Washington - U.S.A.		
Wilken, Ginny 12 Aero Pl Sequim, WA 98382	(360) 582-0688 Age: 75 ginnywilken@gmail.com	
WI - Wisconsin - U.S.A.		
Wildenberg, Earl PO Box 409 Menomonie, WI 54751	(715) 235-8112 Age: 78 scw@ameristruc.com	
<b>UFO GENERAL MEMBERSHIP</b>		
LV - Latvia		
Uplejs, Voldemars Rigas Street 84 Idskile, Ogres County LV-5052	37129253166 Age: 83 airevpa@gmail.com	

William Allaben,  
Little Rock, AR  
wtafda@aol.com





Final flight plan filed and completed

## Kenneth Thom

Kenneth Thom, of Snow Hill, MD, passed on July 9 at the age of 85. He was a member of the UFOs and always enjoyed wearing his UFO hats. When living in Anne Arundel County, he enjoyed sailing with his family, and he also earned his private pilot and flight instructor certificates. He achieved the rank of Colonel in the Civil Air Patrol and served as a pilot and Aerospace Education Officer.

