

# UNITED FLYING OCTOGENARIANS

May 2024

## SQUAWK



### UFO President. From the Port Side

*by Kenneth (Brownie) Brown*



This month's letter is a report on the recent Paso Robles CA. 2-day UFO event.

It all started on Thursday, May 9 at the KPRB Paso Robles Municipal Airport where 31 UFOs and significant others checked in at the airport. Brownie and David Fretwell, the local host organizer, greeted them.

First on our event schedule was a visit to the Estrella Warbirds Museum. We met at the Paso Robles Inn for a Zoom presentation by AviatorsDirect and Avemco. They both discussed the issues we have with insurance. We then had a short break and reconvened at the Paso Robles Inn for dinner and a Wings presentation by a former NTSB staff member David Muzio . WOW, that was a full day.

On Friday we met at the Antique Aero Museum for a self-guided tour and at the Paso Robles Pioneer Museum to learn about the history of the town and their hot springs. We reassembled at the airport to say goodbye to new UFO friends.

Several pilots flew in (from California, Utah, Oregon, and Nevada), and several drove to the event, as far away as Tucson AZ, and Sequim WA. What a great opportunity to meet fellow UFOs!

#### **The following is the message I delivered at the dinner.**

State of the Organization - Paso Robles Dinner Meeting May 9<sup>th</sup> 2024.  
Founded on Nov. 2, 1982, 42 going on 43

UFO has 1843 members worldwide. Besides the US, we have members in Australia, Brazil, Canada, Latvia, New Zealand, Norway, New Guinea, Switzerland, and the UK.

We have a working board of individuals dedicated to flying and the UFO organization.

- "Brownie" , President, IT background lives in Sequim WA. Local Host
- Bob Barker, President Emeritus, and senior advisor lives in Stamford CT.

*Continued on the next page*



- Stuart Goldstein, VP is an attorney in Aviation Law and he lives in Miami FL.
- Gary Sackett, Corporate Secretary & In-house Counsel, also an attorney, lives in Millcreek UT. Local Host
- George Futas, Treasurer, background in accounting and lives in Kirkland WA.
- Ralph Bennett, Programs and Relationships (recognition with other groups), lives in Hanover NH.
- Vince Calio, worked in the advertising world and is responsible for our Brand & Identity materials. He lives in Oxford CT.
- Egon Frech edits, publishes the SQUAWK and lives in Lexington Park, MD. Local Host
- Camelia Smith sends out our merchandise from her farm in Hindsville AR.
- W. Red Bainbridge is one of three senior advisors and lives in Rockford IL. Local Host
- Howard Deever is an active CFI out of Tucson AZ. Local Host
- Annie Orton of San Luis Obispo is a senior advisor. Local Host

The board makeup

- 5 board members are under 85
- 4 board members are over 85
- 3 board members are over 90,
- 9 board members are still flying.
- 6 board members are Local Hosts
- 3 board members are CFI's

We continue to build our affiliations with other like-minded organizations. We currently have two of these established.

AOPA was the first we affiliated with, but today we have not benefited from that arrangement.

The second group we are working to finalize the affiliation is with the Silver Wings Fraternity SWF. They were our hosts at Sun'N Fun last month, allowing us to share their cottage at the show. It was a wonderful arrangement, and we hosted many UFOs during the four days there.

What is the major focus of the organization?

UFO AWARENESS.

Dismissing the saying "the best kept secret in aviation".

We need to be present at all the aviation events as possible.

We need to promote UFOs everywhere, all the time, with everyone. You are the ambassadors of this astute group.

Look around, have you ever seen a better-looking group anywhere? No, and neither have I.

Scholarship program has been on the radar for all the years I have been in the UFO, which is 4.5. We have a committee of board members working on what we can do in this arena since many organizations do the same thing. We don't want to reinvent the wheel.



Encourage more members to step-up and be local hosts and area representatives. We have 9 regions and each one needs a coordinator overseeing and assisting the local host with meetings.

Continue to seek solutions for our members like insurance and work with companies who will support our needs.

### Major Upcoming Events:

Danbury CT June 18<sup>th</sup> Fly/Drive-in

EAA Air Adventure July 22-29 (We need our members to establish our presence here.)

Friday Harbor Is. WA Sept 4<sup>th</sup> Fly/Drive/Boat-in

Maryland Millville Army Air Field Museum (MAAFM). Fly/Drive-in Sept 18<sup>th</sup>

I also want to thank our coordinator/host/driver and locals who made this possible. Dave Fretwell, Jerry Long, and Grace Crittenden.



Wishing you Tailwind and Clear Skies

*Brownie*

*president@ufopilots.org*





**GTKY: (Getting To Know You) Introductions around the room.**





Sometimes you just can't win.

I was scheduled to participate in a formation flight clinic, a prerequisite for flying into AirVenture with the Cessnas 2 Oshkosh mass arrival. The event was being held at the Hagerstown Regional Airport in western Maryland and was organized by a group of Cessna Cardinal enthusiasts there, one of several such clinics across the country. It was Sunday and we were already on the rain date, so there was some pressure to pull it off, despite early morning low cloud that created IFR conditions at Hagerstown.

Getting to Hagerstown from 2W6 in southern Maryland by the shortest route involves surmounting a big obstacle, the Washington DC Special Flight Rules Area (SFRA), known to some as "the Big Red Ball". Transiting that airspace VFR has special rules, including taking a special course, filing an SFRA flight plan, contacting ATC before entry and obtaining a unique transponder code, then following a precise flight path that avoids both the Class B airspace and an even more restricted 10-mile-radius inner circle around Washington known as the Flight Restricted Zone, or "Freeze". The choke point at its narrowest, between BWI and DCA, is only 2.8 miles wide. It's not for the faint-hearted, and I've heard of CFIs and even a DPE from other parts of the country refusing to act as PIC inside this airspace for fear of making a mistake that could cost them their licenses.



I was trained on the old navigational principle that the shortest distance between two points is a short line. The shortest way through the SFRA VFR has one turn and is 107 nm. The long way around the outside is 133. But if you file IFR, in theory it all goes away and becomes transparent because you're already "in the system". So I filed IFR

*Continued on the next page*





along a shortcut route that would take me between DCA and IAD, a 114 nm trip. Foreflight confirmed this route had been assigned 16 times in the past month, and then followed up with advice from ATC that it had been approved.

When I called Patuxent River Naval Air Station Clearance Delivery, I apparently got a trainee sailor. He put me on hold for a couple of minutes so he could concoct his own route. When I tried to put it in the navigator, it got rejected.

I know I should have called him back and got a clarification, but I was already going to be late, the 5-minute departure window was closing and the whole area was solid VFR. I launched with a departure heading, the first part of the clearance, (which



turned out to be for avoidance of an airspace that was inactive) and, after checking in, asked where exactly they wanted me to go. The departure controller, evidently more experienced, cleared me through the inactive airspace and told me to switch to Potomac, who would sort it out. They did that, all right. They totally disregarded the original clearance and vectored me around the whole Big Red Ball

and the IAD Class B airspace. Together with the approach, it was a trip of 168 nm. Still, it was shorter than the route Patuxent Clearance had given me. It's a good thing I have a habit of filling the fuel tanks before most departures.

Not all my experiences with IFR are like that. Two weeks earlier, I filed IFR to Republic Airport on New York's Long Island, got a descent through the clouds over the beach right next to JFK and was vectored onto downwind for my destination before being passed to the tower. You can't get better service than that, in New York, yet.

But you never know whether you're going to get Dr. Jekyll or Mr. Hyde, which is why I remain a reluctant IFR pilot. When possible, I'll still fly VFR and be the master of my own fate. You can teach the Manitoba bush pilot how to fly in the city, but you can't make him pretend to like it.

That's over and out for now.

*Egon Frech, editor@ufopilots.org*



*By Dr. Harry Wander*

## MEDICATIONS AND REQUIRED WAIT TIMES

There is an FAA requirement that pilots wait for a period of time after taking a sleep aid before assuming pilot duties. For example, a 24-hour waiting period before piloting is required after taking Ambien (Zolpidem). I thought an example of what can happen would help pilots understand the reasons for these rules.

Some years ago, I had an interesting experience with a couple with whom I happened to share a chair ride at Squaw Valley. They had stayed overnight at a hotel in Squaw Valley, California. Its elevation is 6,200 ft. MSL. The woman had been having trouble sleeping and had been taking Ambien (Zolpidem) with good results and no side effects. She had slept well and felt good that morning. The couple had taken the Tram to the upper station, 8,200 ft. with no problems. I rode with them on the chair lift up to Emigrant Peak, 9,200 ft. MSL. When she got off of the chair she acted totally drunk. She could not stand alone. I joined them and we skied down the mountain with myself hooked onto one of her arms and her husband hooked onto the other arm. At 8,200 ft she could stand alone, but still was having problems with balance. We took the Tram down to the base, 6,200 ft., and there she felt well.

It is interesting to contemplate what might have happened if she had been a pilot flying over the mountains. She probably had more than a 12 hour period since taking the Ambien, so the FAA requirement of a 24 hour wait does not seem unreasonable.

A pilot can feel perfectly well initially, but then have a drug effect become apparent with increasing altitude. The required hours to wait after taking a dose are: Ambien 24, Edluar 36, Intermezzo 36, Lunesta 30, Restoril 72, Rozerem 24, Sonata 12, and Zolpidem oral spray 48. Even if not specifically mentioned by the FAA, all sleep aids should be viewed with suspicion for long-term side effects.

*Harry J. Wander, MD*  
*Senior AME*



Editor,

Facebook! No way.

*Thomas O'Connor, Gig Harbor, WA*

Editor,

Refuse to use Facebook.

*Tom Pincknard*

*The message on the distribution email that urges readers to join the UFO Facebook group is not from me. I don't use Facebook either. If you feel strongly about this request, please direct your objections to [president@ufopilots.org](mailto:president@ufopilots.org).*

*-Ed*

Egon,

I enjoyed your April newsletter.

I read the 3 excerpts from George Williams (aka George Poncy) book, Snow on the Palms, & ordered the book on Amazon. He has become one of my favorite authors, having written several books. George showed up for lunch at the Sun'n Fun cottage where Brownie and I met UFO members. I had a long conversation with him regarding the books he's published and the movies he was involved in. A very interesting guy!

Mary (Skip) Brown, Sequim, WA





Egon,

On May 24, 2024 the new FAA ACS regarding private pilots goes into effect. This Zoom Meeting is of particular interest to CFIs and DPEs because of content changes. This FAA webinar will take place on the 21st of May, times listed below. I hope you manage to put this in this upcoming Squawk. I already printed the ACS (FAA-S-ACS-6C) and advised my instructors and student pilots of same...

*Felix Van Campenhout, Keller, TX*

**FAA***STeam*  
*Safer Skies Through Education*



**FAA**  
Aviation Safety

Topic: New ACS System Has Been Revised and It Will Affect Everyone!

On Tuesday, May 21, 2024 at 19:00 Eastern Daylight Time (16:00 PDT; 17:00 MDT; 18:00 CDT; 13:00 HST; 15:00 AKDT; 16:00 Arizona; 23:00 GMT)

**Select Number:**

EA39129769

**Description:**

The definition of "Satisfactory" is about to change! Airmen certification standards are a critical resource that must be understood by all general aviation stakeholders. Aspiring pilots, instructors and examiners need to know what the FAA has defined as "Satisfactory."

The FAA has released a new set of airmen certification standards, effective May 31, 2024, that impact virtually all pilot certificates. Some changes are subtle, while others may require a different approach to the check ride.

Join us as we provide an overview of the changes. The seminar is primarily for CFIs and DPEs, but all pilots are welcome to join.

To view further details and registration information for this webinar, [click here](#).



**June 19, 2024, will be:  
The DANBURY CT  
FLY/DRIVE IN!**

**Hangar flying: Starts at the BAC Hangar (by the tower) about 10:30 – 11:45. Coffee and munchies!**

**Lunch: At the Olive Garden – walking distance from the FBO. I am sure we will have transportation for those who cannot walk. This will be a fixed price meal (choice of 4 entrées) including soft drink and dessert for \$35.00 including gratuity (please have exact cash or credit card)**

**I am accepting reservations at this time! When responding please give me your full name and email address. If you intend to fly, please give me your N number and who will be coming with you.**

**I will be sending updates as we get closer to the event. There is an excellent chance we may have a guest speaker from AOPA.**

**Reply to Dick Wedemeyer: [weapex@aol.com](mailto:weapex@aol.com), Text: 973-722-9491**

**Danbury Municipal Airport, KDXR**



## Northern Florida

*By George Kickhofel*

EAA Chapter #1484 hosted "Pig Roast Fly-in on Saturday May 4th ,2024. The Florida

UFOs were invited to attend and a great time was had by all.

This event was a opportunity to have an "Airport Day", meet other UFOs and exchange fibs (lies) about your prowess as an accomplished aviator.





## News from Arkansas

Andy Anderson, Bill and Camelia Smith and Sid Brain at 4M1 fly-in breakfast on April 20/24

It was Andy's 83rd birthday.  
Just a "Hello" from Arkansas,  
*Camelia Smith*







### An Old Test Pilot Tests a Really Small Airplane

*By Gary Ludeke  
Creswell, Oregon*

I want our UFO family to know that this 81-year-old test pilot, on March 16, made the first flight of a 320 Pound (empty weight) Hummel Bird built by a friend who lives here in Creswell, Oregon, about a mile from my house. During the latter phase of the building process I served as his EAA Technical Counselor so I had a good feel that the aircraft was well built and in conformance to the Hummel plans. It is propelled by a 45 horsepower one-half (2 cylinder) VW engine.

The airplane is a delight to fly but a little dicey on the landing roll due to the short distance between the main gear and tailwheel. On the ground I am sitting with my butt within two feet of the

ground so I want to make the next flight a series of touch and goes to get used to delaying the landing flare until very near the runway! Stall speed is about 42 mph but it feels a lot faster when one is sitting so low! When I told my wife (Sandy) that I'd be flying this airplane I said that the airplane has two great features, one for me and one for her. For me, the feature is a roll rate of 270 degrees/



second which will make doing aileron rolls a real hoot! The feature for her is that it only has one seat! I've advised the builder that, when he parks it on the ramp he should put a flag on it so no one trips over it!

If any readers have any experience flying a Hummel Bird I would love to hear from you to get some pointers as I (and the builder) proceed through Phase 1 Flight Testing. My email address and phone number are in the UFO member directory.



### Scholarship Fund Proposed

*By Egon Frech*

For the past several meetings of the UFO Board of Directors, there has been some discussion of the idea of a scholarship fund for young aspiring pilots. This idea has gained more traction as a result of our President's recent meetings with the Silver Wings Fraternity, whose primary purpose is to fund such scholarships. It fits with one of the stated purposes enshrined by our founding members in our organization's Charter, which is to encourage young people to become involved in aviation.

There was a consensus of the Board members that UFO's current bank account, which contains receipts from membership dues and sales of UFO patches, caps, etc. should not be diverted into scholarships. Some members of the Board also expressed the view that if UFO were to support scholarships, the candidates should be selected by us and the funds should be awarded in the name of our organization rather than in conjunction with someone else.

There is a great need for such financial support for aspiring pilots. The cost of obtaining even the first step toward a career in flying, a private pilot's license, has risen dramatically since most of us learned to fly. It now costs upward of \$8,000 to become a licensed VFR pilot. For many underprivileged kids, that's a mountain too steep to climb.

But if not from UFO's current account, where to get the funding? It was suggested that many UFO members might contribute beyond their membership dues for such a worthwhile cause, if only they were asked. Well, consider this as being asked. Will you give back to the future of aviation in thanks for all you received from it over the years? Will you give in memory of someone who helped YOU along the way? There is already a mechanism on the organization's website ([ufopilots.org](http://ufopilots.org)). Just click on "Shop" and the opportunity to make a donation pops up.

If you're interested but not ready to go quite that far yet, you can contact Board member Ralph Bennett, who has volunteered to spearhead the project, at [cfiallsouls@gmail.com](mailto:cfiallsouls@gmail.com) and explore the idea with him.

-0-



RonDillard,  
Lebanon, TN  
[dillardrg@att.net](mailto:dillardrg@att.net)

I was taught to fly by my Dad, a former WWII B-17 pilot and a part time flight instructor when I was growing up. I earned my PPL upon completing ROTC flight training at Western Kentucky University in the early '60s. In 1968 I completed the US Army Helicopter School and the Army Aviation Safety Officer and Accident Investigation School at the University of Southern California. I then served a tour in RVN flying UH-1 helicopters for the 1st Cav. While in the Army I earned a Master's Degree from The Univ. of Southern CA in Aerospace Operations and Management. I also earned FAA Commercial, Instrument, Multi-Engine and CFI certificates.

After leaving the Army in the early '70s I took whatever flying job could be found. I did some flight instruction,

night freight, air ambulance flights, flew the mail for a short while in a Beech D-18-S, along with 5 years of contract work flying a dozen different airplanes and helicopters based in Knoxville, TN. During this period, I earned an ATP AMEL and Rotorcraft Helicopter and a CFII & MEI. I signed on with Sea Ray Boats in the mid '80s flying an Augusta 109 helicopter and a Das-



sault Falcon 50 based in Knoxville. In 1989 I joined Anheuser-Busch in St Louis and stayed with them flying their Falcon 900s, 50s, and a Bell 412 until retirement in October 2008.

I currently hold an Airline Transport Pilot Certificate with ratings in Airplane Multi-engine Land and Rotorcraft-Helicopter with Type Ratings in AS-355, BH-212, DA-10, DA-20, DA-50, and LR45 with Commercial Privileges in Airplane Single Engine Land and Sea. I also hold a Flight Instructor Certificate with ratings in Airplane Single- and Multi-engine Land and Helicopter, Instrument Airplane and Helicopter. I have been married to Wife Number 1 for 58 years and have 2 grown children and 5 grandchildren. I have owned my blue Citabria since 2002 and currently fly out of Lebanon Municipal Airport (M54) in Lebanon, TN, operating as Advanced Tailwheel Training ([www.advancedtailwheeltraining.com](http://www.advancedtailwheeltraining.com)).



## Final flight plan filed and completed

05/02/2024

I was just informed that John Sullivan, of Annapolis, MD, UFO's long-time Vice President for Membership, just lost his wife of many years, Patricia. As you know, John has been a very active supporter of UFOs for a long time.

*Ken (Brownie) Brown*