

July 2024

SQUAWK



UFO President. From the Port Side

by Kenneth (Brownie) Brown



Looking out of the window at 8500 feet I can tell we are mid-month and summer has arrived with a vengeance. Record highs and storms have already caused much damage.

Our fiscal year came to a close on June 30. This is always a busy time for the bookkeeper Cecilia and treasurer George. I want to thank them both for the excellent work they do. We are financially sound and in balance.

The Board has approved the new bylaws. You can download a copy from <https://www.ufopilots.org/membersdocuments>. This will be the web address for other important documents in the future.

Danbury, CT, on June 19, was a very successful event. I enjoyed meeting the 58 members who attended. The Connecticut News 12 team was there and reported on it. (<https://connecticut.news12.com/ufos-invade-danbury-airport-for-annual-meetup>)

If you are planning to be at Oshkosh we will gather at the Vintage Red Barn for a UFO / AW meet 'n greet – details in the editor's column in this issue.

As we continue to work to build up activities for our members, the involvement requires "willing hands". The Auxiliary Wing of the United Flying Octogenarians membership has over 160 "kids" members. We need your support and willingness to become active within the organization. I am asking you to take responsibility for having a local event. It can be as simple as a coffee get-together, or organizing a flyout to a local airport for breakfast or lunch. Pilots love to talk about whatever it is they are doing.

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Please consider becoming an active participant in making the UFO organization more outgoing and a fun place to be.

As always, we need to raise the awareness of our organization. Are you promoting the UFO or AW groups? Do you tell other senior pilots about who we are, and ask them to join?

I would like to hear from you. What would you like to see the organization doing? You can write me at president@ufopilots.org with a subject of Suggestion. I look forward to your comments.

Calendar of Events

July:

EAA Air Adventure. This is not an event where we will have a booth or a fixed location to share. Instead, we will meet at the Vintage Red Barn. See details in the Editor's column in this month's Squawk. July is also the annual time on my RV9A, and the plan is to finish it quickly and enjoy the wonderful flying weather. The insurance is renewed for another year, BFR is completed, and basic med is not due until October.

August:

Local airshows in your area. If you want to set up a table, need supplies to give out, or have questions, we can assist you in many ways.

August 14, 2024, Oregon Fly/Drive-in Sunriver, OR, S21. If you know of others let us know.

September:

September 4, Friday Harbor, WA, Fly-in Brownie and local hosts.

September 10, Tacoma WA, KTIW arrival of around-the-world centennial flight. I plan to be there, with as many UFOs in this area as possible to welcome the crew. I am trying to get the TV station and papers to cover the event. Here is the schedule and blog link <https://www.pngtours.com/tours/bobnbaz.htm>

September 12, KTIW departure and continuation of the around-the-world flight.

September 18, New Jersey Millville Army Air Field Museum (MAAFM). Fly/Drive-in (KMIV), headed up by UFO John Chirtea of Delaware.

HAVE FUN FLYING AND YOU ARE CLEARED FOR THE OPTION.

Brownie president@ufopilots.org



by Egon Frech



Oshkosh or Bust – Let's Meet

We're going to try it again! Last year, we proposed a meeting of UFOs during AirVenture, and it sort of happened – without me. I was stuck in Maryland with a busted magneto that failed at the last second – during the engine runup as we were about to depart for Oshkosh.

Exhibiting true UFO resourcefulness, Larry and Lorette Pace of Westminster, CO, took charge and shepherded the 18 members who showed up at the Vintage Red Barn, taking names and pictures. The next day, another group of 11 gathered at the same place and were taken under the wing of Director Camelia Smith of Hindsville, AR, my co-organizer. Apparently, all had a good time without me.

This year, Camelia and I are proposing a meeting at the same **Vintage Red Barn at 14:00 on Wednesday, July 24.** Gods willing and the magnetos don't fail, I'll be there this time. Wear your hat so we'll recognize each other. Let's see if we can beat last year's numbers.

I've been flying into Oshkosh for several decades and have experienced some issues



Meeting at the Vintage Red Barn at 14:00 Wednesday, July 24

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that required a level of alertness and instant decision-making that are perhaps not recommended for pilots who have passed their 80th birthday. I remember the first time. I arrived to find an incredible number of aircraft circling Rush Lake like a swarm of angry bees. The airport was not accepting arrivals, and everyone was in a self-policed hold. Somehow I shouldered my way into the triangle pattern and waited for the airport to open again. Of course the organization of the event has since evolved. Today the approach course is stretched out for 47 miles and there are several holding patterns in the sequence where you can wait so long as you have enough fuel.

I remember another time arriving one minute after the cut-off time for the day and finding and diverting to a nearby private grass field to camp overnight.

Still another time I landed, put my "GAC" sign (for General Aviation Camping) on the glareshield and waited to be steered to a camping spot. Alas, the staff assigned to do that had been told to take the rest of the day off, and I was directed past open campsites to the General Aviation Parking area. Some friendly folk in the camping area next door invited me to pitch my tent with them, saying nobody would notice, especially since the EAA parking staff were all off duty. A series of heavy thunderstorms came through during the night and I discovered my tent was no longer up to the task, leaving me shivering in a rain-soaked sleeping bag and choosing to spend the rest of the night in the relatively dry interior of the 172. In the morning, I discovered why no one had pitched a tent in my location – it had turned into a sea of mud.

But this is all adventure, and it's partly these things that make AirVenture so special. Aside from all the carefully planned events at the show, there are always some unanticipated wrinkles on the flight there and back and at Oshkosh itself. I was a lot younger then, and looked at things that way.

In 2010, I found a way to take some of the uncertainty out of the last leg of the trip and get a guaranteed arrival slot and a place to camp. A group of Beech Bonanza pilots had organized a mass formation arrival and reserved a camping area for their group. Some enterprising Cessna pilots realized they could do that as well and formed an organization called Cessnas 2 Oshkosh. Each year, the organizers erect a large communal tent, we all camp together in a reserved area close to the sanitary facilities, and various groups volunteer to cook breakfast in the morning. It's all much more organized but still adventuresome enough for those of us over 80. Almost civilized, even.

See you at Oshkosh.

Egon Frech, editor@ufopilots.org



By Dr. Harry Wander

CORONARY HEART DISEASE



Obtaining a medical certificate after having had a coronary artery disease diagnosis takes some time and the gathering of a lot of data for the FAA to review. Fortunately, the effort is usually successful and results in the special issuance of a medical certificate. A recertification is required every 12 months.

If a pilot has coronary heart disease with 50% or more stenosis of a coronary artery or has had a myocardial infarction or any heart surgery (even a stent), the AME cannot issue an initial certificate but has to defer the case to the Oklahoma City office for determination. Copies of hospital records and cardiologist's reports are needed. Working with the AME in gathering all the information to send in one batch instead of piecemeal speeds up the review process a great deal.

First and second class applicants have a mandatory waiting period of 6 months before application after a coronary artery bypass or a stent placed in the left main coronary artery. The waiting period is 3 months after a myocardial infarction or a stent in any other artery. They then have to obtain a post-event radionuclide stress test and a heart catheterization. There is no mandatory waiting period for third class and a radionuclide stress test and heart catheterization are not required.

Recertification has been simplified for all classes by removing the annual stress test. However, it may be required if risk factors are not well controlled. For those with diabetes, a hemoglobin A1c level has replaced the fasting blood sugar determination. If the person's numbers are all good, there are no symptoms and no new events or procedures in the past year and the AME has no concerns, a renewal certificate can be issued.

As stated earlier, the process is onerous and time consuming, but the majority of pilots will end up returning to flying status.

Harry J. Wander, MD

Senior AME



By *Ralph Bennett*

My Aviation Ancestor: Lt. Louis Bennett Jr., Royal Air Force

My first cousin, two generations removed, was born September 22, 1894, at Weston, West Virginia, son of Lewis Bennett, a prominent West Virginia politician and nominee for Governor in 1908.

Louis Jr. was an aviation enthusiast from an early age. As an undergraduate at Yale University, he became President of the Aero Club of America, working to establish a



Lt. Louis Bennett Jr.

US volunteer aviation unit to serve if America were drawn into World War I. In 1917 during his senior year at Yale he outlined his plans to create the "West Virginia Reserve Aerial Unit." To establish this goal, Bennett purchased aircraft, enrolled pilots and mechanics and established an airfield at Beech Bottom, WV. In the following months Bennett expanded his flight operations and intensely lobbied corporations and the US War Department to accept his idea of creating a national aviation reserve unit and to accept the West Virginia Flying Corps as a viable combat unit. In these endeavors Bennett found frustration and delay. At this point a frustrated Louis Bennett Jr. made a fateful decision. Placing his plans for a national aviation unit in the hands of his brother-in-law, Bennett decided the fastest way to get into the war as a pilot was to go to

Canada and join the British Royal Flying Corps, (RFC).

After completing his training with the RFC in Canada and Texas, Bennett managed to be assigned as a pilot to the front-line 40th Squadron RAF, equipped with SE5a aircraft, arriving in France on July 21, 1918.

Bennett quickly developed an early reputation for aggressive flying and a fondness for shooting down German observation balloons. In his first week he shot down seven balloons and was credited with destroying three German aircraft. On August 19th he destroyed an additional four balloons and on 24th August he shot down two balloons

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near Provin. When he tried to attack and destroy his 13th observation balloon, probably at too low an altitude, German defensive machine guns struck the fuel tank of Bennett's SE5a. He tried to save himself by jumping from his burning aircraft at about fifty feet just prior to the crash. Soldiers of the German unit found him unconscious and severely injured. He was transported by ambulance to a German field hospital at Wavrin where he died without regaining consciousness, aged 23 years. He was buried nearby the next day with full military honors.

Louis's Mother Sallie Maxwell Bennett was unable to discover the details of the final hours of her son's life, suffering the agony of so many mothers and fathers of the Great War. However, after the war the German balloonist who her son tried to shoot down sent her a map with his crash site and grave location. Sallie travelled to Picardy, France, to find Louis's body and begin the process of commemorating his memory. She soon discovered that it was the firm long-standing policy that military personnel from all British Commonwealth nations were to be buried nearby to where they died. However, his mother had other ideas. Sallie Maxwell Bennett was a member of a prominent Southern family, a direct descendant of Confederate General Stonewall Jackson, the president of the West Virginia United Daughters of the Confederacy and a very formidable woman in her own right. She conspired with and bribed the local Catholic Priest for a nighttime removal of her Son's body, which she was then able to smuggle back to West Virginia. In gratitude for the help of the Priest and his village, Sallie provided funds to build a new village church. During the next six years she commissioned several memorials to commemorate her son's life, including a memorial RAF window in Westminster Abbey.

Some years ago, I spent a lovely August day in Picardy, France, tracing the last flight of Louis from his airfield, now a peaceful farm field, to the site of his last combat, crash and place of death. Louis was quite the pilot. In his very brief RAF combat service of 9 days and 41 combat flying hours, he shot down twelve balloons and three German aircraft to become the 9th listed Ace among American pilots serving in the Great War.

During his flight across America following his New York to Paris triumph, Charles Lindbergh flew to West Virginia to visit the grave of Louis Bennett Jr.

Reference: 'Great War Aviation and Commemoration: Louis Bennett Jr., Dr. Charles D. Dusch Jr., USAF Academy & West Virginia State Archives. Nick Metcalfe



Great newsletter, Egon.

I'm especially pleased that you participated in the online seminar about older pilots and wrote about it.

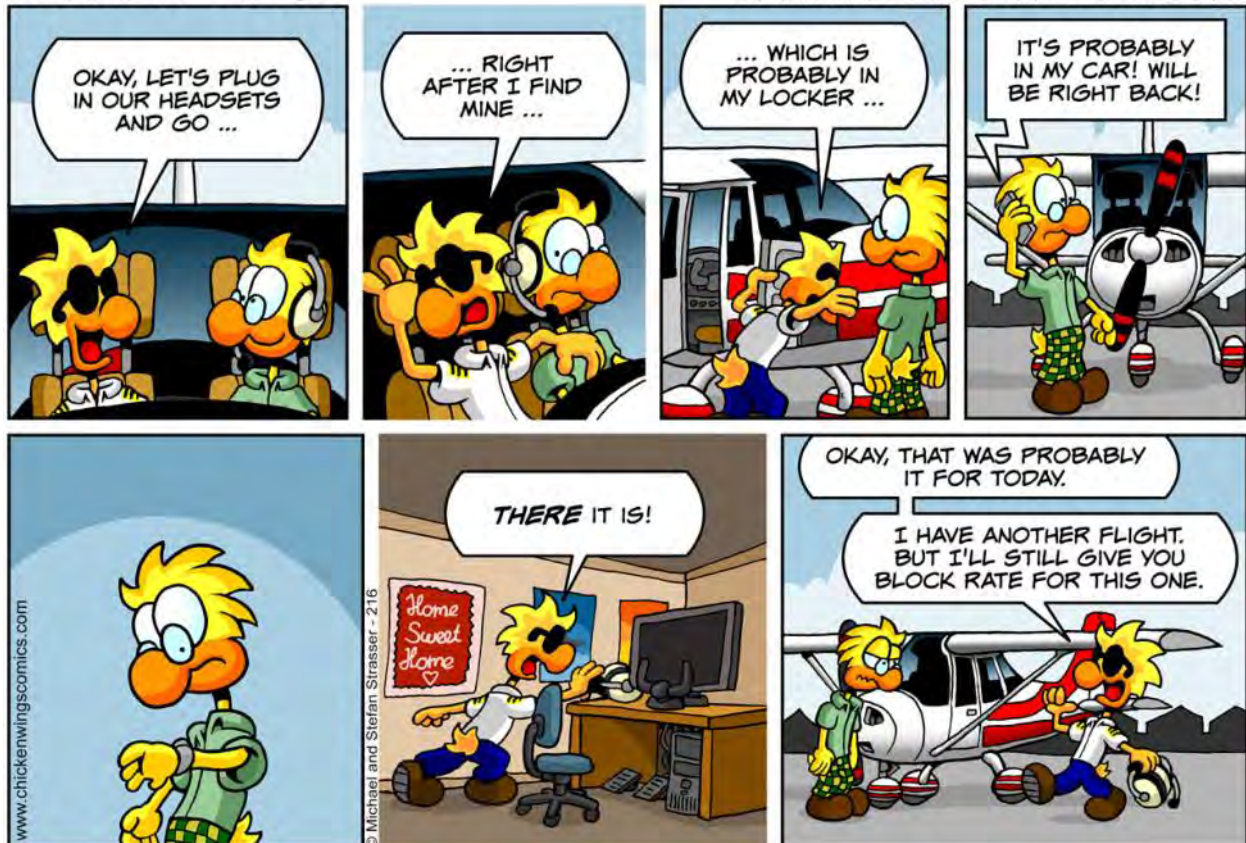
I was going to, but you did a far better job than me.

I have recommended that seminar to both senior pilots and younger CFI's who need to understand what is normal with us aging pilots.

George Futas, CFII

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER





Soar with Us! Support United Flying Octogenarians Keep Aviation Thriving

United Flying Octogenarians is a dedicated 501(c)3 non-profit organization, established to uphold the ideals outlined in our charter:

- **Promoting Longevity and Safety in Aviation:** We share knowledge and best practices to ensure a long and safe flying experience for all pilots.
- **Representing Senior Pilots Worldwide:** We advocate for the valuable experience and expertise of senior aviators within the industry.
- **Inspiring Youth to Fly:** We ignite the passion for aviation in young minds, fostering the next generation of skilled pilots.
- **Promoting Fellowship Among Senior Pilots:** We create a strong community where seasoned aviators can connect, share experiences, and mentor one another.

Fulfilling this vital mission requires your support!

We rely on generous donations to fund crucial initiatives like:

- **Informing pilots so we are not “the best kept secret in aviation.”**
- **Developing and disseminating aviation safety resources** for pilots of all ages and experience levels.
- **Lobbying for policies** that prioritize the safety and well-being of pilots and passengers.
- **Organizing educational programs and scholarships** for aspiring young flyers.
- **Hosting events and forums** that foster connections and knowledge sharing among senior aviators.

Your contribution, no matter the size, will directly impact these efforts. With your help, we can continue to:

- **Reduce aviation accidents and ensure safe skies for all.**
- **Guarantee the voices and experiences of senior pilots are heard.**
- **Spark a lifelong love of flying in future generations.**
- **Maintain a vibrant community that supports and celebrates seasoned aviators.**

Donate Today and Make a Lasting Impact!

Visit our website to make a secure donation at www.ufopilots.org
or mail your check to :

UFO, P. O. Box 2230 Keller, TX, 76244

Together, we can keep aviation soaring!

Sincerely, The United Flying Octogenarians Team



Danbury Fly-Drive-In

By Dick Wedemeyer

Just like the Cliff Swallows of Capistrano, UFO's on 6/19/2024 returned to Danbury, CT, for their annual Fly or Drive-IN! We had 58 UFOs, wives, girlfriends, and future



UFOs attend this year's event. From Portland, ME, we had a driver, and from Maryland in the south a flyer, plus New Jersey, Pennsylvania, Massachusetts, New York, New Hampshire, and Connecticut were represented. We even had someone from the state of Washington show up! That was our UFO President, Ken "Brownie" Brown.

The Early Birds started to arrive about 9:30, with most attendees arriving prior to 11:00. During this period there were a lot of friendship renewals, coffee and great cider donuts. The one disappointment was our Guest Speaker

from AOPA was a no show! "Brownie" took the hangar floor and gave us a wonderful update on the growth and progress of our organization. Also, future attempts either alone or with other aviation groups to work on Insurance Issues for pilots over 80. Aside from our President, we also had the following Board of Directors in attendance: Ralph Bennett from N.H, Vince Calio from CT, Egon



Members surround President Emeritus Bob Barker

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Frech from MD, and our President Emeritus: Robert “Bob” Barker, the founder of the Danbury Fly-In.

We used a new venue for lunch this year. The Olive Garden, which is located only minutes away – walking. They were overwhelmed with 58 people marching in all at one time.

There were some rough spots, which we are already working on, but the food when you did receive it was good. We had a number of “Coasties,” pilots who fly for the Coast Guard Auxiliary aside from being UFOs.



For the last several years we have been plagued by bad weather; this year it did not rain, but it was extremely hot,

well into the high 90s – still better than rain. This event could not have happened without the support of Team Danbury: Richard Klein, Peter Welch, Fred Forst, Vince Calio and Ken Johnson.

Enjoyed the trip to DXR and meeting some of the group.

On my way home I heard the following exchange on NY Center:

“Cessna xxx, Danbury is not allowing practice approaches at the present time. Due to UFO departures. Not sure about that but recommend you go up to xxx for your training.”

Cessna xxx: *“UFO departures? I guess you never know.”*

Made me laugh out loud as I headed back to KFDK.

Cheers
Jim Feighny
RV 9 358JR

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St. Louis Obispo Meeting

Please include our **8/21/2024 meeting** for the SLO group in your next newsletter.

It will be held at **Pepper Garcias restaurant in the main terminal at KSMX - Santa Maria, CA, at 12:00 noon.** Please RSVP me at jerrylong@verizon.net before 8/18/2024

Thank You - My Best,

Jerry Long
Ph 805-688-3060
Cl 805-705-9641

Aeronca Presentation at AirVenture

UFO member Bill Pancake, the leading national expert on Aeronca aircraft, will be leading his 45th forum on Aeroncas at AirVenture's Vintage Hangar this year on Tuesday **July 23rd at 10:00** at the Vintage Hangar. Bill is 84 and has been flying for 64 years. He will be accompanied by his wife Sandra, who hopes to see some UFO members there.





The Story of a Piper Clipper

By Larry Jenkins

Shortly before my retirement from FedEx, I was looking for an airplane restoration project to give me an opportunity to use my A&P license. I shared this desire with my son-in-law and he found me a project in Locust Grove, Ga. It was just a little bit better than a basket case, as the fabric had been renewed and was ready for painting. The airplane was fully disassembled.

It was the kind of project I was looking for, as I have always liked high wing Pipers. My conversation with the seller brought some concern about the paperwork, but that would be a challenge I was willing to deal with.

Deciding this was the project I was looking for, I flew jump seat with FedEx to Atlanta, to see the project and make the deal. I hurriedly made the deal with the seller, and we loaded the airplane in a rental truck. It was one of those deals that helps the seller clean out his hangar. It included an O-235 Lycoming and a propeller. Later, I sold that engine to an experimental aircraft builder because I wanted a 150-hp engine, which I knew would make the airplane a nice performer.



With the airplane loaded up, I needed to take a nap, since my trip down to Locust Grove was through the night. I got a room at a truck driver's rest stop and at 3 am I

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headed for home. When I got to my hangar, I had interested parties waiting to see what I had purchased. My excitement was high, as I knew I was going to have a great short wing Piper, and I felt I was up to the challenge.

The Clipper was one of those airport projects that was sold from one person to another without completing the paperwork. It was one of deals where you buy it and we will work on the paper work when you get the project done. Well, project had changed owners three times, and when I bought it the paperwork was far from legal. The good news was that I had the three individuals' names, so I needed to start contacting them to get them to sign the required FAA paperwork. I wanted the airplane to be legally mine before I started the restoration. With the help of the Internet, I found and contacted two of them. I had learned the third person was retired, and had moved to Texas, and was an open wheel car racer, but I was unable to get his address, just his name. I found on the internet that he had won an open wheel car race in a town in Texas, and that was my lead. After a second letter, I got a phone call from him. He was very nice and said he would sign the paperwork for me. The other two owners gladly signed. My paperwork presentation to the FAA was accepted and I was ready to start on my project.

The restoration project took five years. All the minor alterations and upgrades needed to be documented. I built the cowling, with the exception of the nose bowl, from sheet aluminum.

I put the Piper logo on the cowling so it would match the striping of the paint job. The colors were my wife's choice, and we used the Stewart System. I installed a new wind screen. I built a new instrument panel, staying with basic instrumentation. I painted the instrument panel with a black wrinkle paint I bought at Wal-Mart. All new wiring was installed in the cockpit area. The interior and the upholstery was done by a young lady who was a college student. She had remarkable talent with her upholstery skills.

I purchased the engine and propeller sight unseen, something I always recommend buyers avoid. It was advertised in the Short Wing Piper Club (SWPC) News and had been taken off of a Super Cub because the owner wanted to upgrade to an O-360. It has been a great engine. I still don't recommend buying in the blind; I was fortunate this time. I installed it in accordance with the applicable STC. It fit perfectly!

I had the STC to put Bodol Brakes on the Clipper. I have nothing but praise for this design on a tail wheel airplane. These brakes do not grab or fade and hold the plane in place for a run up. They are aerodynamically clean and are not subject to dirt and grime. In all the years I have owned this Clipper, all I have had to do to these brakes

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is replace an O ring on one of the wheels.

Maintenance on the Clipper is not different than any other tube and fabric airplane. One of the minor modifications I made was an inspection access on the bottom of the fuselage at the tail post. My hands are too big to work through the round inspection holes. This inspection panel allows me to check the lower longerons where they connect to the tail post and gives me access to the elevator jack screw.

With the restoration complete, it was time to fly the Clipper. One of the things that is unique to the Clipper is its full-span ailerons. When you make turns, the airplane will yaw if you don't use the rudder. I did not find this a piloting challenge, but to fly the airplane in coordination, use of the rudder is mandatory.

The SWPC conventions gave me some special destinations for flights with the Clipper. One of the more meaningful ones was Spearfish, SD. In the clear air over the



A Cat among the Pigeons – the parking space at Oshkosh was too narrow for a Cessna 170

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Badlands, you could see all the way to the horizon. I remember landing at Valentine, Nebraska in a very brisk head wind with no problem. I had never experienced this kind of weather and the Clipper performed very well. It was a special trip for me and Jenny. We enjoyed flying on the wing of Tom Brent in his Tri-Pacer. What a sight to see a B1B bomber flying in the same airspace with you and then to see a golden eagle flying past your wing at 6,500 feet altitude.

Another SWPC convention was at Saratoga Springs, NY. On the way to the convention, I stopped at Sentimental Journey in Lock Haven, PA, and the Clipper was awarded the Best Classic. After a great convention at Saratoga Springs we flew down the Hudson River, circled the Statue of Liberty twice and then flew over New Jersey and the Delmarva Peninsula crossing Chesapeake Bay to Portsmouth, VA. The Outer Banks of North Carolina was my next leg, with a photo stop at Kitty Hawk.

On another flight to a SWPC convention in Branson, MO, I decided to fly on a poker run and I invited Eleanor Mills to go with me. She said she had not flown in a short wing Piper since the passing of her husband. Well, I was honored to have her along as my passenger. We landed over at Turkey Ridge and the observers gave me a 9 on my landing. I was pretty proud of that since I had a VIP onboard. When we got back to Branson we learned that Eleanor had won the poker run.

My flying stories with the Clipper go on and on. Other cross country destinations included Claremore, OK, five times to Oshkosh, Lakeland, FL for Sun 'n Fun, Hulett, WY, and numerous short hops, just for the joy of flying this wonderful airplane.

I was getting so much fun out of the Clipper, my RV 6 was being neglected. Last year, I decided it was time to let one of the airplanes go. The family agreed to my decision to give the Clipper to my son-in-law. I was aware he has an affection for tube and fabric airplanes and flying for United never gave him the aviation joy that the Clipper offered. I knew he would teach the two grandchildren how to fly and I would get to enjoy learning about their flights. When I told him, he wondered why I wanted to give him the Clipper. I answered, "I gave you my daughter, didn't I?" We laughed. When the weather and his schedule finally permitted, he flew the Clipper to its new home in Allentown, PA. My son-in-law will give the Clipper the best of care and we will keep this great airplane in our family.

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MY FINAL FLIGHT

By Steve Goch

I soloed on my birthday in 1972. I subsequently upgraded my ratings to an instrument rating, a commercial pilot rating and a flight instructor rating.

I flew quite a bit on my lunch hour, as I worked right next to Van Nuys Airport. When I changed jobs in 1985, I had to cut my flying down. In early 2009, I retired to Santa Paula. I lived a half mile from the Santa Paula Airport, and after watching the planes flying all day, I decided to get back into flying, with the encouragement of my wife.

I volunteered for Angel Flight West, then met my copilot, Jim. He suffered from Parkinson's, and could not get a medical certificate. However, he was a great pilot. It was great to fly with him, as he had the same warped sense of humor I did.

We also flew for Pilots n' Paws, an organization flying dogs to new forever homes.

That came to an end in 2019 when Jim's doctor grounded him because of new meds he was taking. My wife did not want me flying alone at my age, so I hung up my wings after flying 110 missions for Angel Flight, and a number for Pilots n' Paws.

In my flying career, I racked up over 1200 hours, including flying some interesting aircraft. I flew an L-29 Delfin jet trainer, an SNJ, a B-25, a MiG-15 jet, and to celebrate my 80th birthday, a WW2 P-51 Fighter. It has been a lot of fun, and I cherish the memories.



Steve in the MiG-15

My last flight was on my birthday in 2022, which was the 50th anniversary of my first solo flight. My instructor and I planned a VFR flight at 2500 feet from Santa Paula past Ventura to Santa Barbara. We hugged the shoreline all the way up the

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coast to the Santa Barbara Airport. I landed the plane and we taxied back to take off for the return flight.

The only problem with taking off from Santa Barbara Airport is they want you to fly out over the ocean at 1500 feet for quite some time before they allow you to climb higher. Then you have to wait for them to allow you to turn back to shore. I had left my water wings at home, so I was a little nervous until we got permission to turn.

We finally got clearance, turned back to shore and continued to follow the coast back to our home airport. It was quite gusty in the valley, but I managed to land the plane. During the debrief my instructor, was impressed. Even though I had not flown for two years, I had done quite well.

All in all, it was a great experience, and a fitting conclusion to end 50 years of flying.





Final flight plan filed and completed

The Allens Have Gone West

Tuesday, July 2nd, 2024...

By Jim Conn 48X/KAXN

I'm saddened to report the loss of Old Farts, Jeanne and Dave Allen. The couple was lost Sunday evening in their beloved 1934 YKC Cabin Waco. The airplane went down in a field north of Hoxie, Kansas around 6:10 p.m. They were likely returning to their Colorado home from a weekend Waco Reunion held in Mt. Vernon, Ohio. The Allens were not only fantastic restorers of antique aircraft, they flew them... a lot! The unmistakable green Waco YKC seemed to be everywhere,

The Allens were known, loved and respected throughout many aviation circles, to include the Old Farts Flying Club. Their winter home is at the lovely Grass-roots Airpark northwest of Orlando. The Allens hosted two wonderful Old Fart fly-ins there. They were regular attendees at Old Fart events... always gracing the ramp with one of their beautifully restored aircraft. To say they will be missed is a huge understatement!

On a personal note, Terese and I completed our 1942 Howard DGA in 2013... same year the Allens debuted the 1934 YKC restoration. We were often parked near, or next to each other as we made the rounds at all the major aviation events. The Allens always took home the grand champion hardware... with our Howard collecting the scraps. It became a source of good-natured fun and a fast friendship evolved. Terese and I feigned a dislike of Wacos. The Allens would then joke back with something that took the form of, "There are airplanes, and then there are Wacos!" We are going to miss them!!!

Sherman W. Bear
Wasilla, AK
Joined 04/20/2022
DOB 10/05/1939

HOW TO – UFO GATHERING

- Pick a date
- Select a location airport
- Venue
 - At an airport coordinate with the FBO as well as the facility
 - Off the airport arrange for getting people to and from
- Request UFO banner or other items we have for events

Decide if you want a formal presentation like

- Formal
 - FAA Master Pilots
 - FAA Wings Training session
 - CFI “rusty pilot” type
- Informal
 - Potluck works too
 - GTKY (getting to know you) which is very popular cause pilots like to talk about themselves
- Have food
- Advertise
 - via the website events,
 - in the SQUAWK newsletter
 - via our mailing list to a group within a radius of a central zip code.
 - Phone call
 - Request RSVP and if flying so you can tell the FBO for parking
- Follow up
 - Take a group picture with the banner displayed for
 - Facebook
 - SQUAWK
 - Website
 - Advertising
 - Write up for the SQUAWK
 - Submit reimbursement for your out-of-pocket expenses
 - Must have more than 5 members
 - We do have limits, so check first.