

UNITED FLYING OCTOGENARIANS

October 2023

SQUAWK



UFO President. From the Port Side

by Kenneth (Brownie) Brown



Fall has arrived in all of its glory. Changing colors of leaves on the trees and falling on the pathways. A crunching sound as you walk on these beautiful works of art and the fresh smell of leaves burning. Thoughts of piles of leaves to jump into and frolic with friends flash in my mind's eye as I walk along. OK BROWNIE!! Wake up and smell the coffee. Where did I go in that process? Oh yes, Nov. 5, 2023, is also the end of daylight savings,

so set the clock to FALL back.

The last road trip and my report on the Reno Air Races will be found here in the SQUAWK, so check it out.

We continue to seek volunteers to join us on the board of directors. I want to make a special shout-out to the Auxiliary Wing to come and join the board to see what we can accomplish for our community of pilots.

This month the board will discuss how to best communicate the UFO story and reach the thousands of eligible pilots, 75 years old and up. As I talk to eligible pilots everywhere, one thing is true, we remain, in spite of our best efforts, to be **THE BEST KEPT SECRET IN AVIATION**. I am always surprised when I hear, "Did not know there was such a group."

One of the topics for this board meeting will be a discussion about having a presence at the major air shows. (Sun-N-Fun and AirVenture). This entails the process of having a "booth", table, stand, or a shared space, where the UFO organization volunteers

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would be available to talk to pilots to get them informed. Again, this takes a committed volunteer staff to participate in the event. We cannot do these types of things without all of you taking an active role.

If you have ideas and are willing to help, please let us know via the contact form on the website. www.ufopilots.org/contact Your input and volunteering will be greatly appreciated. As others have said often, **WE ARE IN THIS TOGETHER.**

On a recent flight, I was reminded by my co-pilot that all of our new technology is so interesting in presenting so much information all in one place. And then she said, **have you looked outside lately?** Don't let your scan stay inside of the airplane. There is a whole world outside to see.

Tailwinds always

Brownie

president@ufopilots.org

Here is the official invitation: Ken "Brownie" Brown is inviting you to a Zoom Meet and Greet Birthday party.

Join the Rolling Birthday Party for the United Flying Octogenarian organization on November 2. We will be 41 years old this year. Please mark your calendar for a rolling ZOOM Call starting at 1200 EST (0900 PST) and continuing for about 4 hours. Each hour on the hour we will move to the next time zone. Or if you wish you can sign in at the beginning time zone and check in every hour to meet members who are just joining the call.

<https://zoom.us/j/95792101934?>





by Egon Frech



Do you get the feeling that you are more and more hemmed in when you fly these days? I made a trip from southern Maryland to Florida in the 172 recently and found that I had to pick my route very carefully to avoid all the military airspace along the way. Throw in the increasing number of Temporary Flight Restrictions (TFRs), and it's no wonder that low-level VFR piston aircraft drivers are feeling the walls closing in. GPS direct may be your favorite modern route planning choice, but there are obstacles in the way that you need to be aware of.

Twenty years ago, my German cousin and his wife arrived to visit us in the Washington DC area and I took them for a VFR aerial jaunt that went past Andrews Air Force Base to Chesapeake Bay and then back up the Potomac River, past the White House and back to Freeway Airport, about 10 miles north of the Washington Monument. I was flying a Canadian registered aircraft on a Canadian pilot license. The only air traffic controller I spoke with was at Washington National Airport, whose Class D airspace we transited. He warned us to keep clear of the small restricted area around the White House.

That trip wouldn't be possible today. There's a 20-mile diameter defensive ring around Washington National that only pre-cleared pilots with a PIN may enter, and then only to land at the two small airports that got trapped within the circle (a third one has permanently closed). That inner ring is surrounded by a 60-mile diameter one that we're forbidden from entering unless we've filed a special flight plan, are talking to air traffic control and are observed to be squawking an assigned transponder code. If we stray from our filed flight path, controllers intervene to ask where we think we're going. It's not so bad once you get used to it, but there's a steady stream of transiting cross-country pilots who didn't get the message. The government punishes them for their carelessness by having them intercepted by F-16s and Coast Guard helicopters, which force them to land and be questioned for hours by the Secret Service, whose job it is to determine whether Mom, Pop and the kids are secret terrorists.

Then there's the 60-mile wide presidential TFR, with a 20-mile inner ring and similar rules. An ordinary flight plan and flight following will suffice for the outer portion, but the inner 20 miles is off limits. That whole arrangement is normally parked over Wil-

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ilmington, Delaware, because that's where the President hangs out in his time away from the office. But it moves with him, so it could be headed for your neighborhood, especially as we are entering a federal election campaign.

Fortunately, these areas are all depicted on tablet-based electronic flight books and navigation apps like Foreflight and Garmin Pilot. But if you're planning a cross-country flight, it's a pain to go into the details of each of them and check the hours they'll be active. Some of them are only activated by NOTAM, so theoretically you need to look at NOTAMS for nearby airports for each of them. There is a government website that provides a shortcut to this process: <https://sua.faa.gov/sua/siteFrame.app>. It shows you only the ones that are currently active. Of course that may change tomorrow, when you actually plan to fly, but the app takes care of that too, giving you various color codes for the future ones.

While we may have reason to grumble about the increasing restrictions on our freedom to fly where and when we want, as a nation we are incredibly lucky compared to other countries. Some of them are so afraid of private pilots and their potential for creating havoc that they forbid the practice altogether. A lot of them make it complicated and expensive. A couple of decades ago, I was living part of the year in France and seriously considered taking the 172 there. I got as far as getting a French equivalent pilot license and a checkout at the Cannes-Mandelieu Flying Club. However, I became disillusioned by the fact that there was really no place to go, since there are far fewer airports than in the US and there is a lot more military airspace. Also fuel and maintenance, not to mention air traffic control fees, were going to be much more expensive. I was quoted an outside tiedown spot at \$1,000 a month.

The truth is, we live in one of the few places in the world where, if you stay away from the restricted and controlled airspace, you can hop in your airplane at a non-towered airport, take off and fly to another non-towered airport without ever asking anyone for permission. It's a freedom that is well worth protecting, especially with the whole electric vertical takeoff and landing (EVTOL) evolution coming down the pike. Let's defend our interests by supporting AOPA and EAA, the organizations that have the clout to stand up for us when the regulators and security people start to overstep their boundaries.

That's over and out for now.

Egon Frech,
editor@ufopilots.org



The Board of Directors held its regular quarterly meeting by ZOOM on October 11, 2023

Summary of the 10-11-2023 BOD Meeting.

Brownie discussed various topics including membership status, open positions on the board, the annual renewal process, issues with the bylaws, and the possibility of a printed directory. Vince suggested using IT expertise to send anniversary reminders to members.

Egon, Brownie, Vince, Howard, Stuart, and Camelia discussed the value of a printed directory and the possibility of having an annual meeting in Las Vegas or Palm Springs. They also talked about the challenges of promoting membership outside of the U.S. and the potential of obtaining databases from other countries.

Egon, Camelia, Brownie, and Vince discussed various topics including the FAA database, mailing lists, and the need for more board members. They also shared their personal experiences as pilots and expressed their enthusiasm for aviation.

Brownie, Camelia, Stuart, Egon, Howard, Gary*, Vince, and others discussed their personal backgrounds, experiences with insurance difficulties for their aircraft, and their hopes for finding a new insurance solution during a meeting. They also mentioned plans for a rolling birthday party and expressed interest in attending future in-person board meetings.

Brownie, Egon, Camelia, Vince, Gary, and Howard had a discussion about various topics including volunteering, participating in events, setting up a Zoom meeting, and conducting a survey for a printed directory. Gary also expressed interest in joining and helping the organization.

* Gary Sackett, an aviation attorney, attended the Board meeting to learn more about us in order to decide if he would like to join UFO and serve on the Board.

Note to my fellow Members: It was clear from the discussions that the Board of Directors urgently needs more volunteers to assume some of the tasks our President is currently handling. He ended up with almost all of the actions from the meeting. He is the IT Director, Secretary, Treasurer, Vice-President, Membership Director, Public Affairs Director, Ambassador to the Flying Public and Jack of all Trades. He is clearly overworked, but he keeps doing it because he is committed to the organization. He needs our help. Please consider offering your services if you can take on even a small part of his load. We need him and we don't want to wear him out prematurely.

Egon Frech



Hello,

I have been a member of UFO nearly 5 years now. I was at Oshkosh the entire week in 2023 but somehow never knew of the time for the gathering of UFOs at the Red Barn, although I spent a lot of time in that area as I part time volunteered at the adjacent Vintage Hangar at the Stinson table. If I had known, I would have represented both Texas and Indiana. I can comment on one member's asking about hearing aids as I have been using hearing aids for more than 30 years. I have found that none of them work with headsets. I found that the Bose A20 headsets worked wonderfully if I took the hearing aids out and turned up the volume on the radio in the airplanes. I also found that hearing aids costing less than \$2,000 per pair worked as well or better than the \$5,000 to \$10,000 hearing aids. As of about a year ago, I have been fitted with a Cochlear implant in my left ear, and a compatible RESound hearing aid in my right ear. I may be able to use the speaker in the Stinson if I can't use the Bose A20s with the Cochlear. Programming and learning are not yet completed, and I have not tried with a headset yet. However,

my hearing improved so much that my physician checked me off for Basic Med. I have not flown yet with Basic Med, but plan to. I have a Stinson in Texas at my private airport and a Mooney in Indiana at KHUF.

I have been flying since 1959 and have flown 5,000 hours, with 3500 including nearly 700 under IFR flight plans in the Stinson. I have the FAA Wright Bros. 50-year award. I have owned the Stinson since 1968 and the Mooney since 1990.

Sincerely,
Larry A Wheelock, Terre Haute, IN.



There are 3 UFO members here in Terre Haute, IN: Wayne Sanders, Larry Wheelock, and Jerry Badger.

Outstanding newsletter & it makes me feel much better in **this** ol' farts aging process! ...which should be redefined as "quickenning!" "Aging" implies a slow process which it isn't... Age 40 to age 80 seems, to me, to be more like the blinking of an eye. 🙄

Sent from the apex of a Stearman loop 😊

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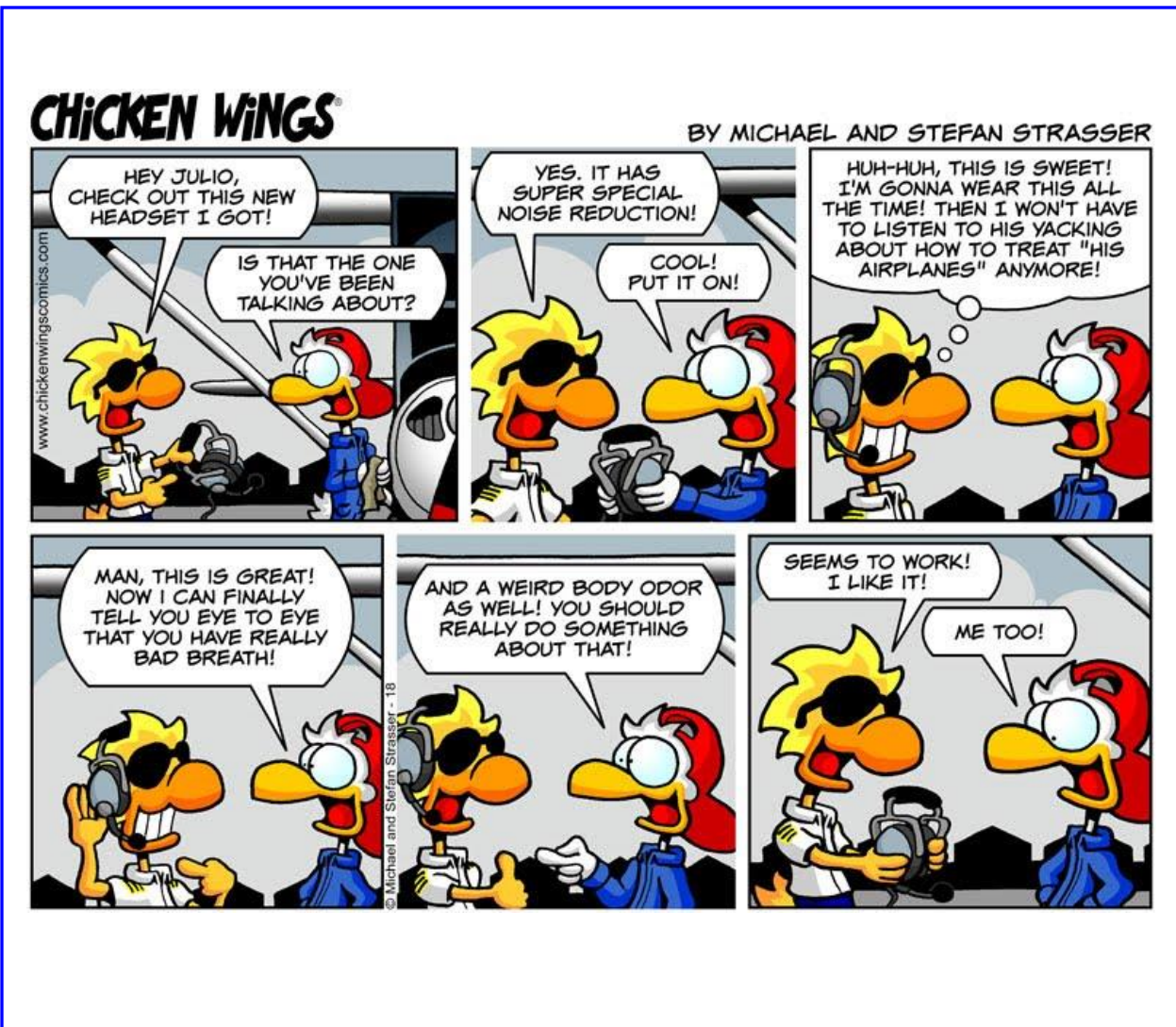


What a treat it was to see Gene Pratt in last month's newsletter. When I lived in Brandon, FL, Gene checked me out in a C172 on the 23 of December 1984 at his airfield, which was designated X18. I have his autograph and his stamp in my log book. CFI (A) airplanes, Certificate Number 1557905, expiring 6/30/86. His 2275 grass strip was also home to a resident alligator.

Best wishes Mr. Pratt.

And thank you Egon for your great newsletters.

Regards, Dick Ciccone





Off to the Races

With great anticipation, we loaded our car and headed off to the September 2023 Last Reno Air Races. We were gifted complimentary tickets for all the events, including parking, from Fay Gregory, Board member of RARA (Reno Air Racing Association) via UFO member, Charles Trousdale.

We were treated with all the comforts of home: a “chalet” with shade, front-row seats,



Fay Gregory and Brownie

beverages, snacks, breakfast, lunch, and new friends. Our goal was to promote the UFO organization with our new rack cards, business cards, handshakes, and information. It was an opportunity to meet new people from all over the country and share our passion for the organization. Not only did we get to meet our own UFOs, but we were able to share the UFO life to many other pilots. It’s great to meet our members wherever we are, and a special moment when we greet each other and shake hands.

Every day was filled with races of the STOL Drag Class, Sport Class (kit-built aircraft powered by a reciprocating engine), T-6s, Jets, Formula 1 (powered by a Continental O-200 engine), and Unlimited Class (all aircraft must have piston engines, be propeller-driven, and capable of pulling 6 G’s; P-51 Mustangs, F-8F Bearcats, and Hawker Sea Furies).

There were demonstrations of the USAF A-10 Thunderbolt II (Warthog) / Heritage Flight from Davis-Monthan Air Force Base, Arizona, Thunderbird, Honda Jet, TAC Demo F/A-18 Super Hornet flying on the wing of a Korean War F8F Bearcat fighter, Dassault (Falcon 8X business jet), Jim Peitz flying the aerobatic F33C Beechcraft Bonanza, British single-engine, two-seater GB1 GameBird flown by Philipp Steinbach, and Smoke-N-Thunder Jet Car.

“Pilots captivated crowds all week long with speeds and sounds that can only be seen and heard at Reno. The fastest airplanes could be found in the Jet class with an Aero Vodochody L-39 Albatros, American Spirit, clocking speeds as high as 503 mph, fol-

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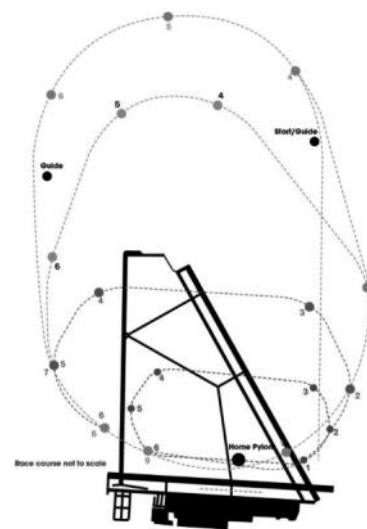
lowed closely by the Unlimited Gold class, where Steven Hinton reached 469 mph in a highly modified P-51D Mustang, the "Bardahl Special." ("THAT'S ALL FOLKS" Published on the AOPA website by Cayla McLeod Hunt)

Each day the crowds grew larger as fans came from all over the country to enjoy the camaraderie with the other aficionados. Vendors with a variety of merchandise, food & beverage stands with long lines of hungry people, men and women in wheelchairs, babies & toddlers in strollers, and motorized carts and trams for the weary were available. There were miles of static displays of military planes, aircraft manufacturers, and classic planes.



RACE COURSE

- UNLIMITED COURSE
8,000 Miles
- JET COURSE
8,100 Miles
- SPORT GOLD COURSE
8,070 Miles
- SPORT SILVER & BRONZE
5,660 Miles
- SPORT MEDALLION
4,950 Miles
- T-6 COURSE
4,950 Miles
- BIPLANE COURSE
3,314 Miles
- FORMULA ONE COURSE
3,187 Miles
- STOL DRAG COURSE
3,200 Feet



One of the highlights was standing under pylon #7, with the racing planes flying right over our heads.

At the conclusion of the T-6 Gold race on the last day (Sunday) of the races, two T-6s collided during the landing phase and, tragically, both pilots perished. The final hours of the races were canceled following the crash.

Having never been to the air races, it was a privilege to attend the last of six decades of the Reno Air Races. The RARA and over 1200 volunteers did an outstanding job of making this Last Reno Air Race special for the thousands of people attending. Since this will be the last race held at Stead Airport in Reno, my wife, Skip, and I were privileged to attend this amazing event. Where will the Air Races go in the future? We will have to wait and see.

Brownie

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One of many classic planes on display

A friend and fellow UFO, Bill Shepherd, from Diamond Point, WA (Sequim), volunteered in the Pit, as he has for years, helping with the maintenance of a Yak. In 2015, after Bill sold his Yak 11, Lylia, to Dusty Dowd, he became the alternate pilot for the Air Races.



The comment period for the Notice of Proposed Rulemaking for the Sport Pilot Rule (MOSAIC) has been extended to Jan. 12, 2024. Watch this video on making comments:

<https://www.youtube.com/watch?v=YQ-5yzOtMiY&t=603s>

Rainbow Aviation (rainbowaviation.com) has some concerns about changes to the Sport Pilot Repairman qualifications. For the most part, the changes are expected to benefit UFO members by making a large number of production aircraft available to fly under sport pilot rules, which do not require a medical certificate.



Northern Florida

By George Kickhofel

Florida UFO meetings: We are looking for a future venue. Peter Amish and I could use some ideas and help on our next UFO meeting. How about 4 November 2023 Sea-plane Pilot Members Meeting in Tavares, FL, or how about the St. Augustine airport for a tour of the production home of the Northrop Grumman Hawkeye E2D?

Contact mjkickhofel@gmail.com



Ron Damrill of The Villages, FL, and his Aircoupe.

Meeting attendees at Williston Airport (X60). We were the guests of EAA Chapter 1484.





Smyrna, DE

By John Sullivan

Summer was winding down when 43 UFO members and guests flew or drove to UFO member Bob Mench’s fabulous museum in Smyrna, DE, for a UFO meeting organized by UFO Delaware Area Representative John Chirtea.

It was a beautiful flying day, and members and guests flew 13 aircraft, including a helicopter, to the beautiful grass strip at Smyrna Airport (38N) where shuttles were available for transportation to the UFO meeting.

Bob Mench’s personal museum defies description. He graciously opened the doors for all of us to view his collection of “stuff” that stuns the imagination. As the old saying goes, “He with the most toys wins”: well Bob is over the finish line way ahead of the crowd!

A short business meeting led by John focused on UFO issues, including insurance, and future meeting sites. Egon Frech, UFO Board member and editor of the monthly UFO newsletter “Squawk”, commented on UFO goals and organization.

We briefly discussed a location for next year’s meeting, and it seems we will be visiting the Air Mobility Command Museum at the Dover Air Force Base if the arrangements can be made.

John Chirtea arranged for a luncheon that featured the locally famous Helen’s Sausage Sandwich, along with other goodies. In an attempt to better his poem on last year’s meeting at Massey Aerodrome and Museum, here is his shot at “rhymes” for our gathering in 2023:



John Chirtea registers a member at Bob Mench’s museum

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UFOs meet at Smyrna, DE

*UFOs and guests assembled on 20 September,
It was a great time together, that we all will remember.*

*There were 20 members, with guests numbering 23,
Coming to Smyrna from MD, DE, PA and New Jersey.*

*The airport was busy as 13 planes landed on a beautiful grass strip,
And to top it off, a helicopter from King of Prussia also made the trip.*

*At 38N, our professional Air Bosses Dan O'Donnell and Ron Smith,
Directed all pilots in safely, and that is no myth*

*After landings were done, all pilots were quickly transported away,
To tour Bob Mench's museum, where all wanted to stay.*

*Our meeting was spirited, as we discussed problems with insurance,
As to future coverage, we find many can't get renewal assurance.*

*With business concluded, we moved on to our meal,
Which included Helen's sausage sandwiches, which are really a Big Deal.*

*Drivers will stop from both North and South, and risk crossing traffic on route 13,
And if you ever had one of Helen's, you'll know what I mean.*

*So as a beautiful day of a UFO's meeting concluded,
We will meet next year in Dover, and hope you will be included.*

*Stay tuned, and Fly Safe!
John Chirtea, UFO Delaware Area Rep*



Our Oldest Member, George Kirkpatrick, Age 104

In the latest roster I'm at top of the list as the oldest pilot at age 104. I learned to fly in the proverbial J3 Cub at the Bridgeport, CT, airport (home of the F4U Corsair and we shared the run-

way!) and received a private pilot rating in October 1941 (some 80 years ago) on the CPT program. Many airplanes and flying clubs later I was the grand prize winner of the EAA Sweepstakes in 1988 and kept 55449 for 12 years. The plane was hangared at the Oswego County, NY, airport. Gopi, on the



left, instructor and A&E, bought the plane in 2000 and has trained more than 20 pilots in 55449. This 70 year old plane is still in "mint condition" and has always been hangared. The engine was just majored for the 3rd or 4th time. I forgot to add above that we always wore a parachute in CPT training and did 3 turn spins. I've accumulated 4,000 hours in 55449 and other SE planes. We didn't take a ride that day as the ceiling was a little low.

George Kirkpatrick

As you get older, three things happen: The first is that you lose your memory. I can't remember the other two.



Greetings UFOs

I have been contacted by the NJ 99's regarding their annual Fall Fly Out. Please read the below message from them, also the two attachments. Since my mailing list is by state, this email may be beyond your flight areas. Should you have an interest in participating in this event, please contact them directly.

Also, I know it is early, but save June 19, 2024 for our Annual Danbury, CT, UFO Fly -In!

Regards to all, and Blue Skies
Dick Wedemeyer

New Jersey 99s Chapter, International Ninety-Nines

*Promoting advancement of women in aviation through education and scholarships.
Registered 501(c)(3) Non-profit Organization*

We are so excited to announce that registration has begun for the New Jersey 99s Fall Flyout Challenge for the entire month of October. Visit our website to register and begin your plans: nj99s.org/fallflyout. An Entry card is \$25. The challenge is to fly to six designated airports in New Jersey during the month of October, and provide geo-referenced and time-stamped proof that you have done so.

Prizes:

Brompton Folding Bike, C-Line 6-speed, from Diamond Cycle - \$1,750 value.

Lightspeed Delta Zulu Headset - \$1,199 value.

Just Ducky Balloon Experience for 2 - \$1,200 value

iPad Mini, Gen 6, 256 GB, WiFi + 5G Cellular with Smart case - Value \$860

MyGoFight Aviator Pro AL20 Suitcase - Value \$545

Awards:

Win the **Spirit Award** - a \$99 gift certificate from Best Buy for the most engaging, creative and inspirational flyout-related photo.

Win the **Six-Pack Package Award**. Pilots who fly to all six airports are automatically entered to win.

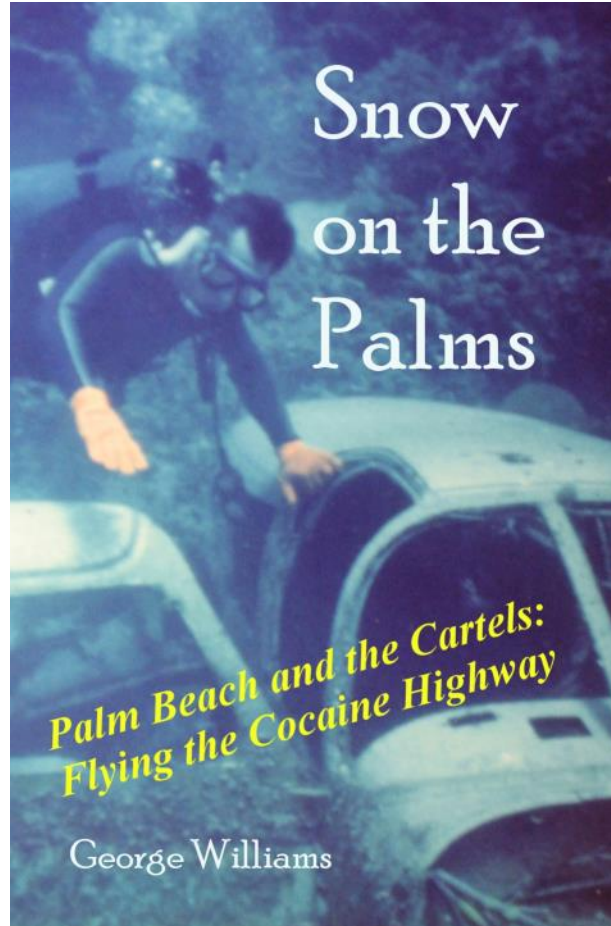
Winners will be selected on November 4, 1:30 pm EST, at Lincoln Park (N07), Aero Safety Training. Participants must be present or have a proxy, in person or by Zoom. Winners will be able to choose their prize as names are drawn; otherwise, a prize will be assigned.



George Poncy (Williams),

Palm Beach Gardens, FL

New member George Williams is a motion picture producer, award winning screenwriter and actor who toured as lead guitarist for The Living Dead. He is George Williams XII on IMDb. He has recorded on the Capitol and Columbia labels. He is author of ten books, including Florida's #1 bestseller SNOW ON THE PALMS, the story of the flyboys who imported millions of dollars of cocaine into south Florida. An accomplished card counter, George wrote BLACKJACK TO WIN after being barred in Nevada. When not making movies, George is a cruise ship lecturer and has



George at a younger age

traveled the world for many cruise lines. Former CEO of several companies and consultant to the United States Senate on patent litigation, Williams was a top-flight goalkeeper who shut out England's World Cup championship team. He has challenged and lost to many sports notables, including world pool champion Willy Moscony (50-0), eighth ranked tennis star Wendy Overton (6-0) and the world's ping pong champion (21-5). He also fought a state Golden Gloves champion and was stopped on a TKO in the first



Randy Hotton

pilotyip@aol.com

Randy Hotton is still livin' the dream and flying a Falcon 20 throughout North America in the on-demand freight business. He has been inducted into the Michigan Aviation Hall of Fame. His impressive history includes

being a US naval aviator, patrol plane commander, retired Navy Captain, airline pilot, corporate pilot, instructor pilot, proficiency pilot examiner in historic WW II aircraft, World War II historian and lecturer, book author, Yankee Air Museum treasurer and board member, and airline management operations specialist. He is a 15,000-hour pilot who holds a multi/single engine land airline transport pilot rating with type ratings in the



CA-212, CE-550, DA-20, DC-3, DC-9 and L-188. Randy has flown 72 different types of airplanes and holds instructor ratings for airplane, instrument and multi-engine. He earned a BS from Michigan State University, majoring in secondary education and a minor in physical science and math and a MA from Central Michigan University in management .



Chris Chisholm

Easton, MD



Chris, with his wife Diane, at the Smyrna, DE meeting

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER





Voldemar Uplejs

Latvia

I was born on 01.01.1940. and started flying at seventeen. I have logged more than 4300 flight hours on roughly 170 types of aircraft since, starting with gliders (751 hours), then advancing to piston engines, including singles, multi, turboprops, but mostly jets, both large and not so large.

I still remember the first time that I saw tanks and airplanes in the spring of 1945. The memory that sticks out the most are the dog-fights above my house at night, around May of 1945, shortly before WW2 was over. One of the fighter planes flew really close to our home, tearing off a part of our chimney, then crashed and exploded a bit further away. At the



very end of WW2, Latvia had intense fights still going on (Kurzemes Katls) and I still remember the enormous lines of soldiers with white flags.

The flights that I mentioned before were the first sparks that lit up my love and dedication to aviation. The rest of my life has been around aviation ever since. Russian occupation of the Baltic States, including Latvia, went on from 1940 to May 04, 1990. In 1980, I graduated from the Soviet test pilot school. I have flown mostly on Soviet heavy transport aircraft, including Tupolev (TU), Ilyushin (IL), Yakovlev (YAK), Antonov (AN) etc. I worked as chief test pilot on IL-76 including all modifications.

In 1988, when the USSR started to collapse, I was asked to leave that job in the Soviet institutions and return to Latvia, just because I wasn't Russian. That was the darkest day of my aviation career.

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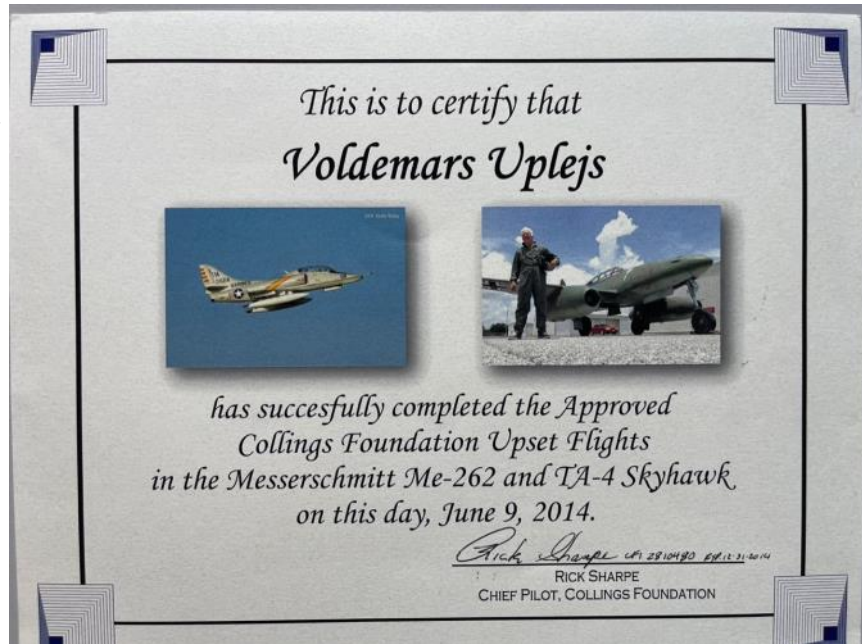


I returned to Latvia and I thought I would never approach an airfield ever again. A year later, one night I got a call from the American Trans-Air president George Mikelsons (of Latvian descent), who invited me to visit and find out about aviation in the States.

After some time back home I realized that the only thing that fulfills me is aviation and I cannot live without it. In 1990, began a new era. I created my own airfield and ventured into the aviation business. That has continued to this day.

I am certain that my decision to return was 100% correct. Nowadays, I mostly use American aircraft. I have encountered more than ten American airplane brands in this second part of my career. But that's a whole other story.

Currently I am flying my Extra NG and just prolonged my flight instructor license until the end of 2026.



Gone West

October 2023



Final flight plan filed and completed

My husband, Carlo Franciosi, was a UFO member. He used to shuttle folks from the airport for meetings. He passed away unexpectedly September 29.

Carlo Cataldo Franciosi of Friday Harbor, WA, loving husband, father, Pops and Pop Pop, departed on his final flight Friday, September 29, 2023.

Anyone wishing to make a donation in memory of Carlo, please donate to The John Volk Memorial Scholarship. <https://sjicf.org/students/john-volk-memorial-scholarship/>

