

✈ SQUAWK ✈

APRIL 2022

From the President:

Jim Cavender:

In prior issues of SQUAWK, we have appealed to our members to step forward and volunteer for positions of leadership within the UFO. Thankfully, many of you have done exactly that. THANK YOU. We still have vacant positions on our Board of Directors, so if you have talents which you believe would enhance or streamline our operations, please reach out to us via the [CONTACT](#) page on the website [Click here](#)

In that regard I am very pleased to announce two new officers to our Board; JOHN VALENTINE of Carrollton, Texas has agreed to assume the duties of Treasurer. For that, I am particularly grateful in that for over a year now I have been wearing that hat as well. One word of caution, however: if you have a question regarding your membership dues, please direct your query to the aforementioned contact page. We WILL respond promptly. The second officer you already know. KEN (BROWNIE) BROWN was, at our last quarterly Board of Directors meeting, unanimously elected as Vice President/Newsletter. Brownie has been doing an outstanding job of editing and publishing the SQUAWK and richly deserves this recognition. Congratulations to both of these fine gentlemen.

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On the subject of new officers, we are in the process of defining the duties and responsibilities of two other positions: Vice President of Publicity and Vice President of Outreach. We have identified candidates for those positions and are in the process of finalizing their election. We hope to be able to make an announcement about at least one of those positions in the next issue of SQUAWK. Stand by!

"Clear Skies and Tailwinds"

Meet the Treasurer: John Valentine TX.



I was first introduced to flying back in 1957 when at age 16 my dad introduced me to his friend, Ned Brown, who lived a few miles outside our hometown of Skaneateles, New York. Ned had a 2,000 foot grass strip behind his house from which he flew his 1946 Stinson Voyager. Ned loved flying and mentored a goodly number of young aviators over the years including me and my younger brother, Greg.

All that as background - leading up to my noticing one day, a near-completely disassembled airplane - basically buckets of bolts, cylinder cans, and airframe assemblies/**components, stuck away in the furthest corner of Ned's hangar. Upon asking, I was**



told that this was a Piper L-4 that had belonged to a nearby Civil Air Patrol organization that had no ability to get it flying, and no place to keep it. Ned told me that if I could get up enough interest among my acquaintances to organize our own CAP cadet squadron, he and some other sponsors would put up the funds needed to get the L-4 back in the air. Of course, I went right to work on that and within weeks we had a CAP

squadron organized with 16 cadets and a half dozen or so senior members. We pitched right in with volunteer labor and built a T-hanger for the L-4, which was in short order rendered airworthy and flown a lot over the next couple years and beyond. **Sorry, can't find any pictures of the L-4.**

That's the 17 year old me in the white shirt.

Ned's sitting at the lower right in the blue plaid shirt. Ned's Stinson behind us.

Then, in 1959 I started working in earnest on getting my PPL, but due to an unfortunate confluence of misunderstanding, ignorance, miscommunication, stubbornness and bungling, my solo flight was postponed indefinitely, frustrated by issues beyond my ability to overcome. This is a tragicomic story best saved for another time and place. Bottom line, my PPL went on hold for 67 years.



Cut to today. Recently, at the young-at-heart age of 80, I finally soloed. In a few **weeks' time I should be sweating out my PPL check ride, fingers crossed.**

So, although I don't have the extensive flying resume of many, I still do have the enthusiasm.

A few words about the background and experience that I can bring to the **Treasurer's position:**

As general background, I made my career managing construction contracts all over the world, including projects in Indonesia, New Zealand, Korea, Pakistan, Oman, Qatar and more. Most recently I managed several key contracts relating to the construction of Hamad International Airport in Doha, Qatar.

Then there is this:

Back in 2001 I became aware of a small high-end real estate development on the Island of Bali that had become seriously distressed due to the demise its developer during the Asian Financial Crisis of 1997. Most of the homes in the development had **owners and were in various stages of completion when the developer's financing** collapsed. There was a universal desire among the owners to find a way to salvage the community - and their individual investments - but there was no clear path to do so. There was a reluctance on the part of many to invest further until the cloud hanging over the entire enterprise had been removed. One might think it foolish to buy **into such a community at such a time, but that's exactly what I did in 2001. I bought** a partially completed home from the original owner who had given up on ever seeing their dream realized.

The condensed version of this story is that a few of us got together and organized, and as a community effectively bought out the developer. We became a self-managed, self-funded community association with a payroll of 50 or so, responsibility for provision of security services, water, electricity, and communication infrastructure, road maintenance, community facilities and landscaping, maintenance of all community infrastructure, and overall management. Our budget, raised entirely from dues, was in excess of \$50,000 annually.

I played a central role in this entire effort, from persuading the owners to support what we wanted to try, to negotiation with the developer, to the creation of an association with an agreed charter, bylaws, mission and purpose, to the sustained management and realization of our community vision.



I served as a director and officer of this community every year from its formation until I relocated to Texas in 2018, a period of 16 years. I served as Treasurer, Vice Chairman and Chairman at various times; I was more often Treasurer and in some years I served in dual roles, for example as vice Chairman and Treasurer. Volunteer officers were often hard to find, sad to say.

I managed the development of our accounting and bookkeeping system, including development of an appropriate chart of accounts. I managed the organization and systemization of pre-existing haphazard fiscal record keeping and consolidated all the accounting functions within QuickBooks bookkeeping software.

I also developed many process applications within Excel for the use of our office staff; as for example the automation of such processes as measuring, allocating and billing individual electrical consumption. I also initiated annual zero-based budgeting and dues allocation process.

There were times over the years when I or others were able to identify operational methodologies or management structures that had become outdated and were no longer working as intended. In such instances I was able to actively build consensus within the Board as well as among the membership when change became necessary.

I believe I have the knowledge and skills to able to make a positive contribution to the United Flying Octogenarians as its new Treasurer, and very much look forward to doing so should the board agree. (Editorial comment: The Board did approve.)





Region 1 Report by Bob Barker CT MA ME NH NJ NY RI VT

From Director [Bob Barker](#)

As previously announced, my health has reached the point where I must leave the organization of fly-ins to someone else. [Dick Wedemayer](#), the Area Rep for New Jersey, will be the prime mover of the Annual Regional Fly-In to Danbury. Ken Johnson has offered to make arrangements for use of the BAC hangar, tables and chairs and a catered lunch. Fred Forst and his wife have volunteered to do the cashiering. Volunteers are still needed to arrive early with coffee and donuts or other refreshments (you will be reimbursed). And it would be nice if someone would take some photos for the website. If you want to join the team call [Dick Wedemayer](#) at 973 722-9491 or [Bob Barker](#) at 203 219-9622. Or better yet, send us an email. Our addresses are in the Friendship Directory. ([highlighted in blue](#))

Illness has forced me to resign my position as Regional Manager and to resign from the states I have served as Area Rep. I will maintain my designation as Exec VP and my seat on the Board of Directors.

Event in Region 1 New Jersey area NJ99s Team info@nj99s.org

Registration has begun for the New Jersey 99s 2nd annual Spring Flyout Challenge!

Please visit our website to register and begin your plans:

<https://www.nj99s.org/springflyout>

Prizes Include:

Lightspeed Zulu 3 Headset - \$850 value

iPad mini, 6th generation, 256GB, WiFi + Cellular with case - \$825 value

GoPro HERO10 Camera with 128GB Memory Card + NFlightCam Cockpit Kit with prop filters, audio cable, mount, and case - total \$740 value

Oculus Quest 2 VR, 256 GB, Elite Strap with Battery, Case - \$528 value

ForeFlight Sentry ADS-B Receiver - \$499 value



Region 1 Continued

Win the Decaerodrome Trophy and a chance to win a dual experience flight in a 1943 Boeing Stearman. Fly to all 10 airports to become eligible.

Win the Spirit Award and \$100 cash for the most engaging, creative, and inspirational flyout photo evidence, sponsored by AeroSafety Training.

Winners will be announced over Zoom and in person at Lincoln Park Aero Safety, on June 4, 2022 12:00 EST. Winners will be able to select their choice of prize as names are drawn! Must be present, either in person or on Zoom to receive a choice of prizes, otherwise remaining prizes will be assigned. Zoom Link will be emailed to all participants June 3rd.

We look forward to hearing from you as you submit your entries for your flights during the month of May.

We are excited to have the UFO's join us! Please help us by distributing our flyout information to your PA, NJ, NY, CT and RI Chapters

Your Spring Flyout Team

NJ 99s Chapter

The Ninety-Nines, Inc.

International Organization of Women Pilots

<http://www.ninety-nines.org>

Registered 501(c)(3) Non-Profit Organization



Region 2 Report DC DE MD PA VA WV

John Sullivan

We encourage our flying members to participate in the FAA Wings Program. In addition to the safety benefits, the program has helped us old guys get insurance.

To do this, we encourage our members to set up an account on the FAA's Safety web site.

Probably many of you already have been using this site to find useful aviation information and are already participating in the WINGS program. If you have not, here is the link <https://www.faasafety.gov/default.aspx>. **Soon we will announce a "WINGS Presentation Seminar" explaining all the benefits of WINGS with a URL link to sign-up, with the time and date.** A useful benefit from this program is that it keeps us flying safely and can improve our insurance experience. By graduating from a WINGS phase you automatically get credit for a flight review. More benefits will be explained in the presentation.

So stand-by and be "ready to copy" when you receive the invitation.

[SPECIAL WINGS INTRO THIS MONTH IN THE SQUAWK](#)

Delaware Area

I have spoken to a number of our members about the possibility of having a fly in meeting in August or September at the Massey Aerodrome Museum in Massey Maryland.

Staff there said they would love to have us, and I will put out a formal inquiry in the next few weeks. Massey is a great museum, with an excellent wide runway, as well as a Ercoupe 415C that I donated to them. I will keep you updated as we move forward.

I have had a great time with Ray Ballantyne, and he has joined us at a few of our QB meetings, and is also helpful as we consider a EAA Chapter in our area.

Hope all is well with you.

Best regards,

John Chirtea Delaware Area Representative. 302-382-5917

Region 3 Report AL FL GA KY MS NC SC TN

Mother nature (weatherman) intruded on the UFO Rainforest Rendezvous. Huge storm which covered almost the entire east coast, even Florida. In spite of the storm we did get some initial/future Florida UFO meeting planning done . Peter Amish on site and Tom Hankamp remotely. Not a fruitless effort, time well spent. Look for a Florida UFO in May or June.

Cheers, George



George Kickhofel & Peter Amish



George, Jane and Peter



George, Jane Kickhofel and Peter



Region 4 Report AR CO LA NM OK TX

Hugh R. Hunton Louisiana Rep reports (318) 925-2302

Things are starting slow this year in the Deep South. Winter (for us!) just won't give up. The trees, flowers and weeds are about three weeks late in showing their splendor. However we did have the first area Fly-in of the year at Minden, Louisiana. About 25 airplanes flew in and there were about 75 classic and hot rod cars on display. The weather was perfect.

I flew my Light Sport Jabiru to the event. It's a 2014/2015 aircraft. Built in Australia November 2014, disassembled and shipped to the USA, reassembled and licensed in January 2015. Sounds like a Johnny Cash song in the making. I'm a light sporter now and do not want to mess with getting physicals anymore (85). I also purchased an Ait-Bike two place Light Sport to have fun flying around the airpark.

With Covid currently at a low it's time to start thinking about an area UFO get together. I'll be calling UFO' in East Texas, Arkansas, and Louisiana to set something up in the future. Any ideas would be appreciated.

[Hugh](#) (318) 925-2302



Region 5 Report IA IL KS MN MO ND NE SD WI

The following is the newest copy of my excerpts from Andy's "Aviation Events". I am including them as a request for other Area Reps of Area 5 to inform me of other periodic lists of aviation events.

Are any/each of you members of other state pilot/aviation related groups that send out notices to the pilots in your state. Please send me information that I may pass it on to other surrounding states. UFO fliers may wish to fly across state lines when they know of other \$100 hamburgers in neighboring states.

"Carroll County AR airport (4K1) has a great breakfast. Their terminal building is setup ... with a full kitchen, observation {of the runway} room.

Long range planned events:

May 19-21 Branson MO USPA Flyout, Safety Seminar + many fun activities
usapilots.org

June 3-5 Mountian View, AR - Wilcox Field (7M2) Ercoups will gather for a **weekend and relaxation....**

Repeating Monthly Events:

1st Saturday

... **Springdale, AR (KASG) has free ground school at 9-12**, Flightline Bar & Grill serves pancakes in terminal bldg. all day; contact 479/318-2523 or [in-fo@flightlinebar.com](mailto:info@flightlinebar.com)

... **Morrilton, AR - Municipal Airport (KBDQ) full breakfast 9:00 til food is gone**, sponsored by EAA 1590; meeting after breakfast; contact 501/472-1197

... **Garrett, KS - Industrial airport (K68) 9th ANNUAL AirFair** with many/ various activities for 2 days; contact 785/448-8067, or airport@garnettks.net



... Walnut Ridge, AR - Airport (KARG) will ... many activities all day; [not contact #, come at your own risk]

2nd Saturday:

... Searcy, AR - Municipal Airport (KSRC) The LIT FSDO FAA Safety Team (FASST team) is hosting an "Aviation Safety Stand Down". Free breakfast, 9:00 meeting(s), table talk; many topics all day; contact Brad Kidder 479/831-8910

All the above aviation events were excerpted from andya@diamondcity.net

Norman Beyer, MO/IA/KS Area Representative

Region 5 Manager, UFO Board Member:

Please call 417/709-3045 and inform me of events of interest to pilots in your area. I want to include these in my next newsletter.

Please check UFOPilots.org often for the latest news **of our organization.**

Our revised website is great!



Region 6 Report by Brownie AK ID MT OR WA WY

Calling on all UFOs in the NorthWest region to look around at the airports near you.

Ask & Answer the following questions

Does the airport have a facility for UFO pilots and friends to meet for:

Breakfast Yes No

Lunch Yes No

What is the Name of Airport

What is the Name of Restaurant

Is there a restaurant within a reasonable distance from the airport

Walking Yes No

Drive Yes No

What is the Name of Restaurant

Will you host the get-together? Yes No

Contact me brownie.ufo@gmail.com with your suggestions or recommendations.

The [region is ready](#) to have some [UFO fun](#).

We need all of you to be ambassadors and seek out those 75-year-olds and up who are still flying. Let's get them involved with our events and help them stay engaged so they too can be a UFO.





Region 6 Continued

Region 6. Idaho

Lewis Wetzel , 91 ,USAF, ret. and a UFO member for 11 years, is still flying since he became an Air Force fighter pilot at 21 .

He flies 2 airplanes that he built from kits. One is a Rans Coyote.

Lew has been a member of Spokane Soaring Society for many years where he soars in his Blanik glider.

Since his glider has 2 seats he has always invited passengers to join him.

He also has given gratis lessons for years in glider flying .

Lew can be seen flying around the community in his Ultra-Lite. He puts skis on the Ultra-Lite in the winter and year around, can take off and land on his property.

Good, safe flying for the last 70 years.

Way to go, Lew. Keep having fun and thanks for ALL of your service, including Vietnam.



Lew Wetzel sitting in a T-26



Region 7 Report AZ CA HI NV UT

Mark your calendar. CA

A meeting is being planned for early October, this year at Santa Maria Airport (KSMX) at the Pepper Garcia Mexican Restaurant where the food is excellent. More details later.

Here in Arizona we are slowly returning to “normal.” That means that we may be back to in person gatherings soon. Our last gathering only drew 12 members and guests. Of course the bulk of our membership in AZ is located in the Phoenix area. So, our next gathering will be in that area. **The Corona Virus has taken it's toll on** people, businesses, and just about everything we can think of. Finding locations for gatherings has been a problem. Even some of the restaurants where we did meet have closed forever (KDVT)

I would like to remind those members that do read the SQUAWK that any member can host a gathering, and do it in their local airport if they want to. We have about 56 members in Arizona and I hope to see some of them hosting gatherings this year. I have had a few phone calls from members asking when to expect the next gathering, so it is time to start planning.

Winter has gone and the hot summer will be here soon enough. Arizona is blessed with good weather---most of the time! **When it is NOT good, you really don't want to be flying in [that](#).**



Region 8 Report IN OH MI

This region needs a Regional Manager Volunteer today.

EAA MEMBERS are you taking advantage of this benefit?



Museum Passport: Access Nearly 400 Museums for FREE. EAA members continue to share positive feedback on the ASTC Travel Passport Program. Unfortunately, far too **many members aren't taking advantage of this wonderful** benefit. The ASTC Travel Passport Program provides members with reciprocal benefits at nearly 400 participating museums, [including free admission](#), museum store discounts, alternate check-in (to avoid long ticket lines), and more. [Find participating museums >](#)



EDUCATION: FAA Wings program

We encourage our flying members to participate in the FAA Wings Program. In addition to the safety benefits, the program has helped us old guys get insurance.

To do this, we encourage our members to set up an account on the FAA's Safety web site.

Probably many of you already have been using this site to find useful aviation information and are already participating in the WINGS program. If you have not, here is the link <https://www.faasafety.gov/default.aspx>. **Soon we will announce a "WINGS Presentation Seminar" explaining all the benefits of WINGS with a URL link to signup, with the time and date. A useful benefit from this program is that it keeps us flying safely and can improve our insurance experience. By graduating from a WINGS phase you automatically get credit for a flight review. More benefits will be explained in the presentation. So stand-by and be "ready to copy" when you receive the invitation.**

From Louis R. D'Alessandro on the WINGS program. FAA Safety Representative ,

I am an advocate for the FAA's WINGS program and have been [working](#) to promote all pilots to participate. For the last seven years I have been using the program to continuing my flying activities. At age 87 I have already completed 17 Phases of the program that include all flying maneuvers from the Private, Instrument, and Commercial plus over 60 Seminars and Courses. The 17 Phase completions are equivalent to 17 Flight Reviews.

I can arrange an FAA Safety WINGS presentation for our members. I am sure some already participate but for those that still want to fly safely, this program is a way to fly with a participating CFI by using their own aircraft or a rental. The presentation is an hour long and is accessed via a link over Internet.

Members to set up an account with www.faasafety.gov and join the presentation with a time and date.

Louis R. D'Alessandro FAA Safety Representative Idalessa@gmu.edu

Retired Instructor Department of Information Sciences and Technology.

George Mason University Volgenau School of Engineering

Wright Brothers Master Pilot and CFI



New Member Bio's

Name Joe Sasser
Birthday March 5, 1941
E-mail joebsasser@gmail.com
What State are you living in? Texas

Name Ron Hawke
Birthday March 4, 1940
E-mail rshawke@gmail.com
What State are you living in? California

I got my pilot license in 1975 while working at the Lawrence Livermore National Laboratory, LLNL. I have logged over 1100 hours mostly in our Grumman Tiger, nicknamed **"Evermore"**, that we've owned since 2003. My wife, Nancy, loves flying with me. We have flown most of the states west of [Denver](#).

During my work at LLNL, I worked on several significant experimental physics projects including measurement of electrical properties behind shock waves, magnetic flux compression, metallic hydrogen and railguns. I also worked at the Max Plank Institute Festkörperforschung, Solid State Research in Stuttgart, Germany as a guest scientist for one year.

One day my wife and I were on our way to Carmel for our anniversary. As we passed an airport, I saw a sign offering ultralight lessons, so I asked what it would take to get checked out. I was told that with my pilot license it would be maybe 4 hours. After **we left, I told Nancy that sounds like fun. She said, "Absolutely not, buy an airplane!"** Oh, okay, so the search began and we found Evermore.



Evermore is a rare Grumman with an IO 360 engine [from a Cardinal RG] and a constant speed prop. The combination is very useful at climbing over the Sierra mountains and also once over the Rockies at 18,500'. The modifications were done and certified with a onetime STC prior to our purchase.

Nancy and I raised 5 delightful daughters. Each of them has married and provided us with 2 grandchildren for a total of 10. So far, 2 of the grandchildren and their spouses have each provided us with 2 greatgrandchildren for a total of 4. Most of our family have flown with us in Evermore, 1 or 2 at a time.

Together we have done all the owner assisted annuals, love flying much more than driving and fly to visit friends and family in most of the western states. When I joined UFO, I was surprised how many of us there are!! We're looking forward to a UFO event in which we can participate.





Name William Smith

Birthday March 29, 1942

E-mail Monocoupe2064@gmail.com

What State are you living in? Pennsylvania

Solo PA18 at age 16 ,Commercial and CFI at 19 and still an active Flight Instructor Chief Pilot for The Conair Group for 38 years Retired in 2006 with over 40,000 hrs with FAA Master Pilot Award .In retirement I Flight instruct and have flown my ClipWing 110SP Monocoupe and 90 AF over 1000 hrs.



Name Leonard Homolka

Birthday 12-18-1937

E-mail leonardhomolka@aol.com

What State are you living in? Georgia

When I was in the Marine Corps I soloed with the El Toro flying club in 1958.

I'm interested in locating a partner to do an around the world flight.



Name Elizabeth Frankowski Texas

Birthday 10-16-1940 E-mail elizabethfrankowski@gmail.com

What State are you living in?

"I have a C-182L based at [KIWS](#).

Member of 99s I have 1500 hours I fly for fun My goal is to fly and land an airplane in all 50 states."

Name Ralph Schmude Georgia

Birthday 12-06-1940 E-mail mu2holt@aol.com

Instrument, Commercial, Multi, Seaplane, Wright Brothers "Master Pilot" Award, April 26, 2017, 2876 + Hours. Owned Cessna 210-5 for 25 years with a Horton Stol Kit. It lived on a 1400' grass strip "2MO2" without a scratch for 25 Years. Still mis it.

Name Don Maxwell Virginia

Birthday 11-25-1936 E-Mail DonMaxwell@AbstractConcreteWorks.com

Not a bio, but it does have a picture or two: [YouTube Link](#) of me flying my bird.

Name James (Jim) Whiteley Nevada

Birthday 01-23-1934 E-Mail sandorjim@aol.com

Name Donald Frier California

Birthday 06-15-1932 E-Mail donfrier@verizon.net

Name Charles Hoover MN

Birthday 09-09-1939 E-Mail twowheelerh@peoplepc.com



Name Tommy Strong TEXAS
Birthday 12-25-1933 E-Mail stronggt@aol.com

Earned license in a 85 HP TaylorCraft BC-12D

Paid \$1,000 for it & sold for \$1,250. Later owned a Warrior, Archer & three Moonies.
Still Flying."

Name Gerald Mahoney Washington
Birthday 01-11-1942 E-Mail elfavi@olyphen.com

Solo: 9-25-1963

Pilot Certificate: 3-5-1964 1583488

Naval Aviator: # V-24958, 26 May 1967 ASMEL, ATP, Inst, CFI, A&P. I.A. Type: L-18,
B-747, Douglas A-4, (all Models)" [and this is the tip of the iceberg (ed.)



NOTAMS

NOTAM

If you live in any of these states (IN MI OH) would you consider being a regional manger? We need a coordinator to organize meetings. Please let us know.

Good News report.

Recently an 85 year old UFO member in WA , region 6, applied for renewal of his insurance policy on his 1967 Mooney 20C. He has owned and flown this same airplane (with the same insurance company) for the last 25 years.

HIS RENEWAL REQUEST WAS REJECTED

Considering his options, selling his beloved bird, with its new UPGRADED glass panel, was his first option. His other option was to ask his insurance broker to have the company RECONSIDER their previous decision. They took it under advisement and issued their findings.

POLICY REINSTATED WITH NO INCREASE IN PREMIUM

The conclusion and lesson here is, DO NOT ACCEPT the first denial as final. Force the issue with the company you have a history with. It may just be to your advantage and [have](#) a happy ending. **What have you got to lose?**



In Memory:

John M. Billings, a long time active member of the United Flying Octogenarians flew West on March 4, 2022 at the age of 98.

During WWII, John flew B24 Liberators with the Fifteenth Airforce, 53 missions in all, 14 were mass bomb runs with the 484th Bomb Group, and 39 were OSS top-secret covert missions with the 885th, one of which was determined to be the most successful intelligence gathering missions of the war... Operation Greenup, for which Captain John received the Distinguished Flying Cross.

After the war, John continued his love of flying, spending one year with Trans World Airlines (TWA) and thirty-five years with Eastern Airlines. From there the love did not stop, it just got stronger. John continued flying in general aviation, and in February of 2005 he completed his first Angel Flight Mission, transporting those in need at no cost... and 462 missions later, on August 11th, 2021, he completed his last with co-pilot Nevin Showman, 5 days after his 98th birthday!

For all the many years of dedicated service and his love of flying, John received many acknowledgments. The following are just a few... The Distinguished Flying Cross, Wright Brothers Master Pilot Award, OSS Distinguished Service Award, The Prestigious Endeavor Award, Virginia Angel Flight Pilot of the Year Award (multiple times), Mid-Atlantic Angel Flight Pilot of the Year Award, and The Presidents Lifetime Achievement Award.

John's Biography, Special Duties Pilot, completed in 2021, is available on Amazon. [Click here](#)

John Billings at a UFO meeting in Williamsburg, VA

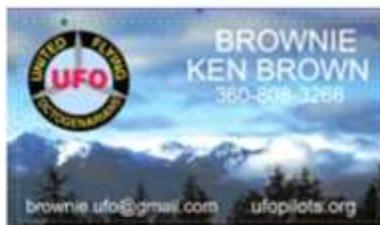


PONDER THIS:

JOIN THE TEAM

UFO Area Representatives and Members:

Do you carry a business card with your UFO information to share with people you meet? (VistaPrints.com)



When I meet people, I am advertising for the UFO's. At events where I know pilots will be there, I also carry postcards with our membership info.



Do you realize if each member invited one other pilot to join our organization we would double in size?

Direct those interested to <https://www.ufopilots.org/membership> for both new members and past members who would like to rejoin. It is never too late to belong to "THE BEST KEPT SECRET IN ALL OF AVIATION"

WEAR YOUR SWAG AND SHOW YOUR TEAM SPIRIT



Gone West. 2021-22 Final flight plan filed and completed

Jack	DeTour	@97	June 9, 2021	of Alea HI	<u>OBIT</u>
Charles	Thuet	@100	October 23, 2021	of Newark DE	<u>OBIT</u>
John	Elwell	@88	November 3, 2021	of Anaheim CA	<u>OBIT</u>
J Homer	Doell	@84	November 10, 2021	of Elfrida AZ	<u>OBIT</u>
Frank	Ahlman	@84	December 2, 2021	of Faribault MN	<u>OBIT</u>
Walter J	Carlson	@93	December 6, 2021	of Des Moines IA	<u>OBIT</u>
James C	Geanakos	@85	December 11, 2021	of Arlington MA	<u>OBIT</u>
Col. Robert McBride	@99	December 13, 2021	of Cedar Park TX	<u>OBIT</u>	
LCDR George Jenista	@87	December 12, 2021	of Grandview TX	none	
Eugene	Clifford	@85	December 19, 2021	of Valparaiso IN	<u>OBIT</u>
Joan	Mace	@97	December 28, 2021	of Dublin OH	<u>OBIT</u>
Nevoy	Culp	@87	December 29, 2021	of Rensselaer IN	<u>OBIT</u>
Clifford S Henderson	@83	February 7, 2022	of Lebanon NH	<u>OBIT</u>	
Bill	Heins	@89	February 10, 2022	of Red Bluff CA	<u>OBIT</u>
John	Billings	@98	March 4, 2022	of Edinburg VA	<u>OBIT</u>
Col. James Eyre Sr.	@81	March 23, 2022	of Boise ID	<u>OBIT</u>	
Art	Phillips Jr	@84		of Newbury Park CA	no info
Russ	Roberts	@		of St. George UT	no info

Gone West

To report members who have Gone West [click here](#)



Member Submissions:

The following pages are submissions to the SQUAWK by our members. Any questions, comments, or suggestions should be directed to the authors, with a cc to the [editor](#) of the SQUAWK.

Squawk Article April 2022 By [Felix Van Campenhout – UFO Director](#)

Subject: “Hey Instructor I want to take my Private Pilot Checkride”

Well folks I don't know when you took your PPL Checkride and became a private pilot, but unless you are currently involved as a CFI who is training your young pilot or an old geezer like me, what the FAA now has instore for your Oral and Flight Portion of your checkride ain't what you went through.

So let me bring you all up to date regarding what the FAA NOW uses as it's basis for the Oral and Flight Portion, that all current Designated Pilot Examiners (DPE) MUST use. The document is issued by the U.S. Department of Transportation, Federal Aviation Administration and is the “Private Pilot – Airplane Airman Certification Standard” Document number” FAA-S-ACS-6B with Change 1 dated June 2018”

Ok I bet you each one of you has a copy of same and read it constantly and wonder what it says and what does it want me to do.

Let me recap the requirements as they exist today to take your PPL Checkride:

- Be at least 17 and read / write English
- Have obtained your FAA Learners Permit
- Passed and have at least a 3d class medical
- Have passed your PPL Knowledge test with a score of at least 70%, where each missed question is assigned a PA code which in turn is found in the various TASKS of the ACS (Which will make the DPE Question your knowledge- OUCH)
- Have at least 40 flight hours which includes at least 20 Dual Hours
- Have been checked off and did your 3 solo takeoffs and landings (cut your shirt back)
- Done Dual and single long cross-country flights
- Have at least 10 hours of solo Pilot in Command (PIC) TIME
- Have logged nighttime flights with at least 10 full stop landings

Let's get back to the ORAL PORTION of the ACS.

The ACS is divided into Tasks, and the following 8 TASKS make up the sequence that a DPE must



Member Submissions Continued:

check for knowledge on the ORAL part of the PPL candidate:

- Pilot Qualifications
- Airworthiness Requirements
- Weather Information
- Cross-Country Flight Planning
- National Airspace System
- Performance and Limitations
- Operating Systems
- Human Factors

Each TASK is made up of the following sections:

References – This gives the student all applicable technical FARs, and documents that cover this task

Objective – what is this task meant to find out regarding knowledge expectations

Knowledge – where the applicant must demonstrate understanding of a slew of questions under this topic

Risk Management – Where an applicant demonstrates the ability to identify, assess and mitigate risks

Skills – **Where an applicant must demonstrate the ability to... well you see where this is going...**

Regarding the FLIGHT portion of the ACS TASKS allow me to tell you what the DPE will want you do demonstrate:

- Preflight Assessment
- Flight deck management
- Engine Starting
- Taxiing
- Before Takeoff check
- Communications, light gun signals, and runway lighting systems
- Traffic patterns
- Takeoffs, landings, and go-arounds – Normal Takeoffs and Climbs
- Normal Approach and Landings
- Soft Field takeoffs approach and landings
- Short Field takeoffs and landings



Member Submissions continued:

Forward Slip to Landings

Go-around / rejected landings

Steep Turns

Ground reference maneuvers

Pilotage and dead reckoning – ha ha leave your GPS off and read Sectionals

Demonstrate Navigation Systems and Radar Services.... Yo, VOR stuff

Cross country flight and Diversion, yep, all time, fuel and distance calculations

Explain LOST procedures

Maneuvering During Slow Flight

Power on and OFF stalls

Discuss Spin Awareness

Demonstrate Straight and level flight and Constant Airspeed Climbs and Descends

Turns to headings

Recovery from Unusual Flight Attitudes – Yep Foggles on close your eyes and let see if the DPE
can make you upchuck... ha ha

Demonstrate your Communication Skills

Demonstrate Emergency Descents, approach to emergency landings

System and equipment failures

Night Operations understanding

Finally, after landing, parking, and securing the aircraft (***I'm really tired now***)

And so, you met the DPE early in the day, provided him with an envelope full of cash (\$500 to \$900) for his time, and you sweat thru hours of Oral and Flight time, and maybe, just maybe when it is all said and done, DPE congratulates you, hands you your temporary certificate and says you are now a PRIVATE PILOT.

See Nothing meaningful to this new ACS function.... **Happy Landings.....**

[Comments, Questions, or suggestions:](#)



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