

✈ SQUAWK ✈

March 2022

From the President Jim Cavender

To err is human.....

Due to an unfortunate miscommunication, there has been a duplication of efforts to remind all of you UFO members that the 2022 membership renewals became due on January 1st of this year. In late December a letter was sent out as a reminder. Many of you responded to that notice, and your remittances have been duly applied and accounted for. Thank you! Then in the last issue of SQUAWK that request was re-issued. Many of you went on-line and submitted a second renewal not remembering that you had previously paid.



Now, what can be done about this? You have paid us twice and are entitled to a refund. We would be happy to oblige if that is your wish. OR we could apply your second remittance as a tax-exempt donation. If you elect the former, please address your request to jimsufo@gmail.com. **If you elect the later...THANK YOU!**

In either case, we humbly request your forgiveness for our error. For what it's worth, I sometimes have trouble remembering what I had for dinner last night; to say nothing of which bills I paid last month!

Links to page:

[GETTING TO KNOW THE BOARD](#)

[REGION REPORTS](#)

[NOTAMS](#)

[NEW MEMBERS](#)

[HOW TO HOLD A MEETING](#) By Annie Orton

[GONE WEST](#)

NOTAM: To increase the font for this publication, Press the + button on the header of the PDF reader .

The Executive Board of Directors consists of four members. President, Jim Cavender, Executive Vice President, Bob Barker, Vice President / Membership, John J Sullivan, Treasurer (vacant)

There are an additional seven members to fill out the board. All members of the board were asked to provide a bio, so you would get to know who they are.

Pages 2-11 contain their stories .

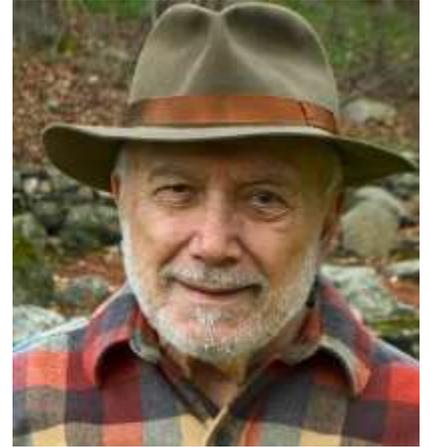
Getting to know the Board - Bio's

EXECUTIVE BOARD

Bob Barker, UFO Director, Exec VP Region 1 Manager,
CT, MA, ME, NH, NJ, NY, RI, VT Area Rep

My flying has all been personal, I have never flown in the military or as a commercial pilot. The closest thing to it is flying Angel Flight patients to and from medical centers, mostly to and from Logan airport in Boston. Mingling with the big boys at a busy Class B airport was exciting.

I earned my IFR rating on a nine day tour with CFII Field Morey out of Madison, Wisconsin. I have flown around the Zugspitz in Germany, around the Statue of Liberty in New York and in Tierra del Fuego, Ushuaia, Patagonia, Argentina.



Airplanes owned: Cessna 182 Skylane, Lancair Columbia 300, RV 12

Other aircraft I have flown: Piper PA22 Tripacer, Warrrior, Cherokee, Archer, Dakota, Arrow, Cessna C150, C152, C170, C172 Twin engine : Beech Baron, Seneca I RV9A, Fairchild 24, Tecnam, Remos G3, Savannah

Pastimes: Flying, of course. Collecting and restoring antique radios, phonographs, and music boxes. Writing, authored one book, Fuzz, Feathers, and Flight available at featheredflights.com. Write freelance for magazines.

Past pastimes: Rock climbing at the Shawangunks in NY, Yosemite and Joshua Tree National Park in CA. Summer and Winter backpacking in the White Mountains of NH and Yosemite in CA. Driving my MGTD and auto racing with the SCCA.

Occupation: Owned and operated a new car dealership with mostly British cars, Austin Healy, MG, etc Spent 35 years in the financial industry, retired Merrill Lynch VP

Served about 18 years as an Arbitrator for The Financial Industry Regulatory Authority (FINRA)
Launched a registered investment management firm, sold it in 2020 and retired.

Silly stuff

Traversed an avalanche-prone snowfield to reach the top of the Zugspitze, the highest mountain in Germany. That was poor judgment.

Climbed the Unisphere at the World's Fair grounds in New York. NYPD cars and a helicopter came to investigate, but no one was arrested.



John J Sullivan

John, like most other red blooded American boys during WW2, had a great interest in fighter aircraft. He took his first airplane ride at age 11, but his next flight was not until he was 18 as a member of a college flying club. His instructor was a former WASP. He soloed and earned his private pilot in 1951 in a Piper J3 and then graduated to a Cessna 140. He accumulated 200 hours while in college and while working for an airline. However, after about 2-years the Korean War draft was about to catch up with him, so he enlisted in the



USAF as an Aviation Cadet. He finished USAF pilot training and at age 21 he had flown supersonic **in a fighter, and by age 25 had flown at Mach 2 as a test pilot in the world's fastest airplane. On a second tour at the Air Force Flight Test Center, He was a project engineer and pilot for the A-37, F4C and F111 test programs. He later flew 400 combat missions in Vietnam.**

Although he managed to fly a lot of different airplanes during his first 20 years in the USAF, his primary job was usually in avionics maintenance, flight test engineering, project management, and operations analysis. After retirement he joined the management team of an airline where he was qualified as a pilot in addition to his other responsibilities in flight safety and developing flight planning and dispatch systems.,

John earned an Electrical Engineering Degree at Texas A&M and an MBA at the University of Southern California.

During all-of-the-above, he continued to fly general aviation aircraft, often in a military flight club, and obtained CFI, CFII and ATP ratings. He has worked closely with the USNA instructing Midshipmen. He currently instructs with a Part 141 school and owns and flies a Cessna 182 out of KANP in Annapolis, MD.

He has been a member of AOPA since 1951 and is also a member of EAA. SAFE, Recreational Aviation Foundation, the Montana Pilots Association, Maryland Seaplane Pilots Association, the Military Aviation Museum, the Smithsonian, and the Royal Aeronautical Society

He has participated at Oshkosh, Sun and fun and the Farnborough air show.

John grew up in upstate New York and lived there until he joined the USAF. He married his first passenger in 1953 and they had 5 children. During his USAF days they moved a lot, mostly in Texas and California, but also had a tour in the UK. Their move to Annapolis was their 32nd move, where they have now lived for 38 years.



After USAF retirement and a short tour with the airlines in Texas and California he joined the management team at ARINC (now owned by Raytheon). ARINC was a communications and engineering company that supplied services for airlines, the FAA and military. They provided interoperability between airline computers (long before the internet), conducted air to ground data and voice communications for airlines (VHF, HF and satellite), provided oceanic communications for the FAA that covered over 10-percent of the earth, developed avionics for the aviation industry, and provided engineering services for the military. ARINC, then known as Aeronautical Radio, Inc., developed the first VHF air to ground radio in conjunction with Bell Labs (well before my time). It was used extensively in WW2.

Treasurer – position open. If you have treasurer skills we have a place for your talents.
Please contact us.

The rest of the board in alphabetical order



W. H. "Red" Bainbridge , Area Rep IL a man of diverse talents and experiences, started his flying experience in the 50s in Canada while he was going to school in London, Ontario, and where he got his VFR Day ticket. He ended up with American Private, Commercial, IFR, Sea Rating, Twin, Land, and Taildragger ratings. He flew more than 100 Young Eagle flights and ran Young Eagle programs for his EAA Chapters. He was the treasurer for EAA Chapter 22 and treasurer for the Poplar Grove Wings and Wheels Museum in Poplar Grove, IL. He **also worked in the Museum's Youth Exploring** Aviation program building airplanes. He has about 2200 hours of flight time. There was a period in the 80s when he did not get in any flying. He still gets some air time with friends in their planes.

Red spent a good part of his life accomplishing a variety of achievements in the field of ice skating. For several years he was an instructor in various skating clubs, instructing power skating, figure skating, and hockey skaters. He won many championships in competitive skating in the United States, Canada, Switzerland, France, and England in figure, free and dance skating.

He was involved in choreography, training and the production of shows all over the United States. He organized skating clubs, power skating clinics and clinics for all phases of figure skating. He did private and group instruction in all phases and levels of skating — figure, hockey, and recreational. Under his tutelage, his pupils obtained USFSA Gold Medals in Figures, Free Style, and Dance. He has had pupils who were Regional, Sectional, and National medal winners and champions; pupils who were Bronze and Silver Medalists at the World Figure Skating Championships; and many of his former pupils are now prominent teaching professionals or USFSA judges.

He has held various management positions in large ice arenas such as the Michigan State University Ice Arena, and was involved in the planning and all phases of construction in the Ice Arena in Belmont, California and Munn Arena at Michigan State University. He had management duties for ice shows, hockey tournaments, figure skating competitions and various other programs utilizing the Munn Arena at Michigan State University.

He has done numerous presentations and seminars, done judging, and been on panels throughout his career. He has written many articles for the *Skating Magazine*, was a contributor to the *Recreational Ice Skater Test Guide*, wrote and published the *PSGA Seminar Development Manual* and *PSGA Preparation Manual for New Teachers*. He was inducted into the Professional Skaters Association Hall of Fame **in May 2009 and named to the Washington Figure Skating Club's National and International Hall of Fame**. To demonstrate ice dancing as a future Olympic event, he was an auxiliary member of the United States Olympic Team in St. Moritz, Switzerland in 1948. He holds championship titles in national and international skating competitions.

For years he has been involved in many community service and church activities.



Norman Beyer, Area rep,
for MO/IA/KS, Manager
Region 5, UFO Board



Flying Experience

I was always interested in airplanes. When I was 4 I saw my uncle John in his Army Air Corps uniform. He dropped out of college immediately after Pearl Harbor was attacked and joined up. Most of my readings was about pilots/airplanes. My wife noticed, and surprised me with a certificate for three flying lessons at a local airport to see if I would get it out of my system. I continued to get my license, rent and later buy a Cherokee 140. Six years later I earned my instrument rating. Due to a couple of concussions resulting in a significant balance disorder I am unable to pass a medical, so my only flying now is with a CFI. In Illinois I belonged to the Kankakee Valley Pilots Association, **was president for 3 years. Now I am part of the Bolivar, Liberator's at M17 airport.** I am the UFO MO Representative, Area 5 Manager and a member of the Board of Directors.

Background

I was born and reared in Hutchinson, KS. Earned my BA, in music education, at Colorado State College, MA, in Communication Disorders at Missouri University, was a speech-language pathologist/Audiologist until my retirement + 12 years post retirement. My wife of 55 years died 7 years ago. I am living on Bolivar, MO with my second wife for nearly 7 years, my son, two granddaughters, 5 great grandchildren (3 boys and 2 girls).

Only one thing on my bucket list; to be world famous for my creole gumbo and jambalaya!

Not even my wife knows about my bucket dream - until now.



Ken Brown, Manager Region 6, for WA, OR, ID, AK, MT, WY,
SQUAWK Editor UFO Board Area rep, WA

Who is Brownie?

In telling you who I am, I'll stick to the facts:

To start with, I am a Type A personality: multitasker, organized, and competitive. If I add Type C to that, I am rational, logical, and accurate (not always). I am passionate about what I'm working on. I have been called a "square peg in a round hole," "futurist," and "outside of the box thinker," along with many other names.



My background: Air Force Personnel Specialist, Skydiver (1959-62), computer programmer, systems analyst, software engineer, computer instructor, web editor, IT manager, and retail sales. I am still active as the CEO of The Solution Centre.

I started flying in 1996 at age 56 and got my PPL the following year. I've owned 3 airplanes: 1985 Archer II, Vans RV6A, and my current plane is a Vans RV9A. PIC TT = 723. My greatest (most fun and most challenging) adventure was in 2019 flying from Seattle, WA to Fairbanks, Alaska in my RV9A. I'm a Young Eagle Pilot, having flown 322 eaglets so far.

For the last three years, I was the president of EAA 430. Before that, I've held positions in EAA as treasurer, secretary, web editor, newsletter editor, and merchandise. I am currently the UFO SQUAWK editor, region #6 manager, area representative for WA, and a Board member.

I love being a UFO member and appreciated being mentored by UFO Jim Webber (RIP).





Howard Deevers Area rep, AZ

First became interested in aviation after my first airplane ride in a Piper Cub, piloted by my uncle that had just returned from WWII. It was 1948 a flight from a grass field in Bettendorf, Iowa. Before that, my mother was an A&P mechanic at Cape Girardeau, MO maintaining training aircraft for the Army. (women did a lot of unusual jobs during WWII)



I actually started flying lessons in 1969 in Monroeville, PA. I was also starting a new business, and the two things did not mix well, so flying lagged behind. I finally got my Private Pilots license at Allegheny County Airport, in Pittsburgh, PA in 1979. I was already a member of a flying club even before getting my license.

After getting my Private Pilots License, I realized that an Instrument rating would be needed in order to make more efficient use of aviation for business trips, and pleasure trips. Instrument training **led me to my Instructor and Mentor in aviation, A C "Woody" Woodard. He encouraged me to** keep on, and get a Commercial license and my CFI, and CFII. Without his encouragement and council, I probably would have been an 'avation drop out' long ago.

I have served on the Board of Directors in the Monroeville, PA Chamber of Commerce, The Arizona Pilots Association, and now on the UFO Board.

Born in Cape Girardeau, MO but grew up all over the Mid West along the Mississippi river, from Houston, TX to Chicago, and completed most of my education and early working experiences in the Quad Cities; Davenport, Bettendorf, Iowa & Moline and Rock Island, Illinois. Joined the Navy from Rock Island, IL in 1960 and served 4 years as an Electronics Technician. Served on the Sub Tender, USS Fulton (AS-11). Moved back to Iowa for 2 years then took a job in Pittsburgh, PA. In 1968 started my own company as a Manufacturers Representative and stayed in Western PA for 33 years. After moving to Tucson, AZ I started still another business, and still do flight instructing.

My first airplane was a Piper PA28-180 purchased in Beaver, PA. In 2005 I sold that and joined 2 other partners in a Piper PA28R200 Arrow. Then in 2010 bought a 1981 Piper Warrior PA28-161 that badly needed work. I still fly that Warrior, and keep upgrading it.

When not flying, teaching, or working on airplanes, I like to do wood working projects. I'm thinking about building a boat; another boat that is, as I did build one in 1958. Living in a River community a boat was a good idea, but in Arizona, maybe not so much. But we do have Lake Mead and Lake Powell in Northern Arizona.

Aviation has been a positive influence in my life. I have flown in every State except Alaska, and gone to places that I would not likely been able to without aviation, and met so many people that I would have never know otherwise. I love hearing other UFO members tell of their experiences when we have gatherings.



Annie Orton Area Rep ID, Northern & Central CA

During my teen age years in Vermont, I was a member of the Civil Air Patrol.

I loved all the instruction about airplanes. Then I moved back to California and never heard of the CAP again for seventy years.



After retiring , we moved to Idaho . Our neighbor offered me a flight in his glider. Half way through the flight, the retired Air Force pilot gave me instructions on flying the glider. It was so easy and fun!

I was instantly hooked and flew with my neighbor for several months . I earned my license at 78 years in my first plane, a Cessna 150. It was fun flying all year, even during winter with all the snow.

My next plane was a low wing Piper Cherokee that I souped up to 170 HP. In the 99s, I was a Northwest regional director for 2 years. In the EAA and glider club, I was the treasurer for several years each.

I attended a 2-day meet at Arlington, a miniature Oshkosh.

Flying formation over a pilot's funeral atop a mountain was a challenge but enjoyable. I made several solo round trips from North Idaho to Central Coast, California, starting at age 80.

After 33 years of teaching chemistry and physiology, I retired to the beautiful northwest, where I took up winter sports, triathlons and flying. Hiking, camping, flying, and sports were my main interests besides having a huge vegetable and fruit garden. Also did distance swimming in the cold lake and indoor regional swim competitions in the winter.

I had 2 solo, harrowing flights where my airplane and I were thrown about with fierce winds. I found out what the airplane and I could do in a difficult situation.

My friends do not know that, in my late 70's, I held a Northwest Master's swim title in the 200 yd. Intermediate Medley, which included all 4 swim strokes.

For UFO members, if you like going to meetings, then help by organizing some and see how enjoyable it is, and other members will thank you.

Keep your UFO Friendship Directory handy and USE it !



Camelia Smith

Having only been outside of rural Arkansas to Oklahoma and Texas, in early 1957 I decided the best way to travel would be to become a Flight Attendant. I was accepted by TWA to become a "Hostess", trained in Kansas City, Mo and, being the youngest in the class, was sent to the Detroit, MI base to fly out of Ypsilanti at Willow Run Airport.

After a year in Michigan flying on DC-3s, Martins, Viscounts and Constellations, I wanted to transfer to the base the longest distance from there. Right away I was sent to Los Angeles, and Southern California was another whole new world. After three years, I realized my roots were in Arkansas.

Bill and I were married in 1961 and started flying lessons in 1970. He always lets me know he is the "Senior" pilot because he had two hours of instruction before my first hour. Right away we were both obsessed with learning to fly. After my Private Pilot License, I soon had my Commercial, Instrument and Instrument Instructor Ratings, along with Advanced Ground Instructor.

Since then we have each had Part 135 Air Taxi Certificates, did Corporate flying together in Cessna 400 Series, King Airs and the last was a Pilatus PC-12. The travel and the people we have met the last 50 plus years have been much beyond my expectations.

Our flying travels have been wonderful trips over most of the US. as well as Mexico, Canada and numerous trips to the Bahamas. One of the biggest highlights has been flying in ten Air Race Classic events, an all women's cross country competition! I no longer have the Cessna 182RG flown in those races. though am very fortunate to still have a Cessna 150 and a Cessna T210.

Now I am very happy to be a UFO. Camelia Smith





Felix Van Campenhout Web editor

No bio submitted.



No organization can run without a dedicated individual taking care of all the little details we all rely upon. I would like you to know our bookkeeper.

Cecilia Van Campenhout

I began keeping the books for UFO at the end of July, 2021.

I am not a pilot and, if required, I'd prefer to know how to land the plane but not fly it.

My youth was spent in Philadelphia, PA; Livingston, NJ; Findlay, OH; and Houston, TX. As an adult, I've spent time in Lafayette, Louisiana; Salt Lake City, UT; and I've been in Texas since 1987. I am the second of 7 children and the only

girl. Felix and I will be celebrating 27 years together on St. Patrick's Day and between us we have 7 children, 20 grandchildren, and 3 great-grandchildren. Most are in Texas, 3 in New York; 3 in Pittsburgh; and 1 outside Detroit.

I began working in the accounting arena in 1978 when I moved to Lafayette and worked for a local CPA and continued throughout my career. I am a Verizon retiree. I totally enjoy being with any or all our grandchildren, gardening, reading, and participating in activities at Church.

Most folks don't know that I'm afraid of heights – specifically being at the edge of something where you can fall. That said, I'm not afraid of flying.





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





Region 2 Report John Sullivan Middle East DC DE MD PA VA WV

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.





Region 3 Report S. East AL FL GA KY MS NC SC TN

We are looking for a Region Manager to oversee the area representatives of this region. If you have organization skills, are an active individual and a motivator please step up and lend a hand. ([Contact us via the website](#)) or [via email click here](#)

This is a great opportunity to help keep the UFO organization visible in these states. **Meetings do not have to be “grand” events to be effective. Just meeting for coffee and being together is what counts.**

Have a GTKY event. (Getting To Know You) This is simply inviting the UFO's, and those almost old enough to join, to come and talk if they want.

Sample outline for the GTKY speaker:

- *Your Name*
- *City you live in?*
 - *Airport you fly out of or live near*
 - *Are you still flying?*
 - *Do you own an aircraft? What make/model?*
- *Professional background?*
- *Interested in ride-sharing to make new pilot friends?*
- *What sort of events would be of interest to you?*
 - *Fly outs? Fly ins? Seminars? Other?*
- *How can we excite/attract/recruit the older pilots in this area?*
- ***What are some ways to accomplish our mission of “Get Together”?***
- *How often do you think we should meet?*
- *Anything else you would like to add?*



Region 4 Report Jim Cavender S. Central AR CO LA NM OK TX





Region 5 Report N. Beyer N. Central IA IL KS MN MO ND NE SD WI

Due to the recent world tumult, I thought I'd try to lighten things up by relating a delightful phone call to a MO UFO. He said that Thomas Benoist had previously lived in that house prior to moving to St. Louis and building airplanes (1914?), including the one featured in the attachment.

Norman Beyer

The first flight of a commercial airline was in a Benoist airboat piloted by Tony Jannus.

Credit: University of South Florida

This is part of a SPACE.com series of articles on the Greatest Moments in Flight, the breakthrough events that paved the way for human spaceflight and its next steps: asteroid mining and bases on the moon and Mars.



On Jan. 1, 1914, the world's first scheduled passenger airline service took off, operating between St. Petersburg and Tampa, Fla. The St. Petersburg-Tampa Airboat Line was a short-lived endeavor — only four months — but it paved the way for today's daily transcontinental flights. The first flight's pilot was Tony Jannus, an experienced test pilot and barnstormer. The first paying passenger was Abram C. Pheil, former mayor of St. Petersburg. Their 21-mile (34-kilometer) flight across the bay to Tampa took 23 minutes. They flew in a "flying boat" designed by Thomas Benoist (pronounced ben-wah), an aviation entrepreneur from St. Louis.





Region 6 Report by Brownie N. West AK ID MT OR WA WY

WA has lifted the mask mandate on 3/11/2022, so I anticipate the flying activities and member gathering will increase.

As has been the custom in Sequim, Port Townsend, Port Angeles, we met on the second Monday of the month for breakfast. This month we had five members attending. Aviation and flying stories are always on the menu.

I encourage you to pick up your copy of the Friendship Directory, turn to your state, find people in your city or your local vicinity, and call a food-related get-together. (Coffee, breakfast, or lunch) Keep it simple, but see if you can get three others to join you the first time. Then ask folks to bring a friend and see what happens.

Last month I reported we were going to the Northwest Aviation Conference and Trade Show. It was great to be with aviation folks again. We talked to lots of youngsters who had no idea what a UFO is. Now they know. It truly is the *BEST KEPT SECRET IN AVIATION*. Spread the word wherever you go.

I would like to have a monthly get-together starting in April and continuing through September in AK, ID, OR, MT, WA, and, WY.

We can do this, so let us make it happen. It has been too long since we have been together.

Walton Jim	AK	(907)-250-6561	skees@aol.com
Orton Annette	ID	(208)-290-3618	aol99pilot@gmail.com
Gonsalves Ed	MT	(406)-381-2976	edlinranch20@yahoo.com
Zimmerly Bert	OR	(503)-648-5111	n131bz@gmail.com
Brown Kenneth	WA	(360)-808-3266	brownie.ufo@gmail.com
Geyman John	WA	(360)-378-8558	jgeyman@uw.edu
Ratliff Garry	WA	(509)-466-1179	gartrev@comcast.net
Zimmerman Stanley	WA	(360)-299-9013	sazsez@aol.com
Need a volunteer for	WY		Cheyenne

If you need a membership spreadsheet by state or specific zip codes for your area, let me know and I will get you one. brownie.ufo@gmail.com or 360-808-3266



Region 7 Report S.West AZ CA HI NV UT

Meeting planning guidelines - KEEP IT SIMPLE by Annie Orton

Pick an airport with eating facilities.

Pick a date. Midweek is good so as not to interfere with weekend activities.

Reserve with the restaurants, preferably with a side room for privacy. A banquet room is the best if there is one.

Keep a list of members, and guests, who RSVP for distribution at the meeting.

Buy a package of labels that are adhesive.

Write the first name large. Below, write the last name, smaller.

Write the home city. If the person is a member, write their age.

Call the restaurant about 3 days before the event.

Give them a current count of the RSVP count.

Weather makes a big difference with attendees on the day of the event.

Plan to meet at 11 am and finish by 2 pm. This gives pilots time to fly home.

At the beginning of the meeting, remind all members to renew membership as soon as possible. We send out too many reminders.

In addition, members need to be sure contact information in the directory is correct. Have one available for their review.

Unless you have other plans for the meeting, it is good to ask each member to stand and tell their aviation history briefly. About 3 minutes.

The last thing to do is have all members line up for a picture to be sent to the webmaster. You may take other pictures, but one picture should be of members only.

I HOPE YOU ENJOYED DOING YOUR MEETING.

The attendees always appreciate it.

If you have any questions, you may call your area representative or me.

I have been doing meetings for ten years and always enjoy it.

Annette Orton UFO Board of Directors

Area Representative, Northern and Central CA. & Idaho Cell. 208-290-3618

Instructions on how to put your event on the website is located on the [NOTAMS](#) page



Region 8 Report IN OH MI

We are looking for a Region Manager to oversee the area representatives of this region. If you have organization skills, are an active individual and a motivator please step up and lend a hand. ([Contact us via the website](#)) or [via email click here](#)

This is a great opportunity to help keep the UFO organization visible in these states. **Meetings do not have to be “grand” events to be effective. Just meeting for coffee and being together is what counts.**

Have a GTKY event. (Getting To Know You) **This is simply inviting the UFO’s and those almost old enough to join, to come and talk if they want.**

Sample outline for the GTKY speaker:

- *Your Name*
- *City you live in?*
 - *Airport you fly out of or live near*
 - *Are you still flying?*
 - *Do you own an aircraft? What make/model?*
- *Professional background?*
- *Interested in ride-sharing to make new pilot friends?*
- *What sort of events would be of interest to you?*
 - *Fly outs? Fly ins? Seminars? Other?*
- *How can we excite/attract/recruit the older pilots in this area?*
- ***What are some ways to accomplish our mission of “Get Together”?***
- *How often do you think we should meet?*
- *Anything else you would like to add?*



Region 9 Canada, Europe, and the “Down Under Area”

We are looking for a Region Manager to oversee the area representatives of this region. If you have organization skills, are an active individual and a motivator please step up and lend a hand. ([Contact us via the website](#)) or [via email click here](#)

This is a great opportunity to help keep the UFO organization visible in these states. **Meetings do not have to be “grand” events to be effective. Just meeting for coffee and being together is what counts.**

Have a GTKY event. (Getting To Know You) This is simply inviting the UFO’s and those almost old enough to join, to come and talk if they want.

Sample outline for the GTKY speaker:

- *Your Name*
- *City you live in?*
 - *Airport you fly out of or live near*
 - *Are you still flying?*
 - *Do you own an aircraft? What make/model?*
- *Professional background?*
- *Interested in ride-sharing to make new pilot friends?*
- *What sort of events would be of interest to you?*
 - *Fly outs? Fly ins? Seminars? Other?*
- *How can we excite/attract/recruit the older pilots in this area?*
- ***What are some ways to accomplish our mission of “Get Together”?***
- *How often do you think we should meet?*
- *Anything else you would like to add?*



MEA CULPA for misspelling the phrase *Mea Culpa* last month
Also I apologize for not using the official UFO address on the previous mailings. The account profile has been updated.

NOTAM (Notice to Air Mission)

Did you know you can enlarge the print of this document? Press the + key up above for larger print. You can press the + key as many times as you wish.

Fun Places to Fly Your Airplane! Great Flying Destinations, Aviation Events and Videos! Try [FunPlacesToFly](#)

DISCOUNTS: WE LIKE DISCOUNTS FOR EAA MEMBERS:

- Discount on electronic flight planning (Aerovie, iFlightPlanner, WeatherSpork)
- Discount on Flight Circle flying club scheduling software
- Discounts on SOLIDWORKS 3D CAD software tools
- Discounts on B17 & B25 flight experiences
- Discount on flight simulators (Microsoft Flight Simulator and Virtual Flight Academy)
- Discount at EAA AirVenture Oshkosh (admission, food, merchandise, etc)
- Museum Passport Program (ASTC) offering free admission to 350+ science and technology museums
- Discount on select EAA merchandise
- Discounts on Office Depot products

POSTING YOUR EVENT ON THE UFO WEBSITE

Go to WWW.UFOPILOTS.ORG On the top line click on [EVENTS](#)
Fill in the blanks with the necessary information. If you need to show more than Name of Event, Date, Location and Time them send an email to the [webmaster](#) will all the details and any attachments, maps, photos etc.

Your event will remain visible on the website.

After the event send your photos to the [webmaster](#) to be added to your event.
Scheduled events are located below the entry form. Scroll down to view them.



New Member Bio's

J. Ben Vernazza CA. I have been flying for 66 years.

When I matriculated into the Air Force in San Antonio it included a trip in the "altitude chamber" at the medical base. The Master Sergeant in charge said "remember your hypoxia symptoms – everyone is different!" So I did: blurred vision, left arm numb, tingling down the right back.

I went on to flight school and got my wings. Then I went on to helicopters and Air Sea Rescue in Florida where we normally flew between 1,500 ft and sea level. Who needed that altitude chamber anyway? But, I remembered.

Fast forward to 1985: Merrylee and I are on a DC-10 flying 'up there' from Detroit to Atlanta. About ½ way I turned to her and said, "the oxygen masks will be coming down any second now!" She looked at me strangely, then, guess what? – O2 masks popped out. Later, the flight attendant asked me how I knew. I told her about the master sergeant and what I remembered from almost 30 years before.

Fast forward to 2010: I have flown over the Sierras, Rockies, Cascades 100+ times. It's an early morning in July and I'm flying my Cherokee 235 from Watsonville CA to Denver, for a business meeting, with overnight stops in Ely NV and Meeker CO. I had filled up my 20 cu. ft O2 tank two days before. I put on all the O2 apparatus before take-off and set the regulator at 10,000 ft. Over the central valley of California I start my climb from 7,500 ft. and set the regulator for 18,000 ft. My S-TEC 30 auto pilot takes over the plane while I turn around to get the breakfast package I put together. I had trouble finding the yogurt in the back seat area, but after a lot of twisting, turns up to be way behind me in the corner under an extra headset. I enjoy my breakfast along with beautiful views. I am coming up on Alpine now at 15,500. It's just at the eastern side of the Sierras. Suddenly I realize my vision is blurry, my right back is tingling, and my left arm feels slightly numb. I look at the regulator and it's settled at the bottom of the tube. I look at the tank indicator behind me and it's still at full. I check the tubing and notice it kinked between the back of my seat and the handle on the tank (yogurt's fault?). I un-kink it, check the regulator and turn it to max, and start a slow descent. Soon, everything became clear. I remembered!

The 'meaning' of aviation to me is that master sergeant 66 years ago who had to deal with all these young second lieutenants fresh out of college. I am thankful for his teaching abilities because I remembered!

p.s. At 88 I still fly from California over the Rockies including landing at Midway in Chicago several years ago. People ask me how I can do that at my age in a small plane. My answer is a teaser: I tell them I have six different flight plans in my ipad – one is direct, another is to Wyoming and



New Member Bio's

down, another is to New Mexico and up, another is between north and mid, and another is between south and mid. I wait for someone to say that is only five ways and if they don't I pause and say, "The sixth plan is "Don't Go"! and then say the ole' saying we all have heard: 'There are bold pilots and old pilots, but very few old-bold pilots'. Aren't we fortunate!

Don Maxwell [UFO IN ACTION](#)

Not a bio, but it does have a picture or two: <https://youtu.be/cUj8RcnwxZM>, Virginia

James (Jim) Whiteley, Nevada

TR Proven, "Naval Aviator retired as a CDR after 26 years, mostly in the Reserves. Worked for 6 airlines, none of which exist today, as a SO, FO, Captain and Check Airman. Worked as a General Aviation Operations Inspector, Air Carrier Operations Inspector, and a Flight Standards Operations inspector for 10 years. Did 2 years in HQ and five years based in Brussels. Finished with 15 years as an International Accident Investigator. Traveled the world wherever US manufactured aircraft were involved in accidents",VA

Gerald Mahoney 01-11-1942 "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) " Washington

Donald Frier 06-15-1932 California

Charles Hoover 09-09-1939 MN

Tommy Strong 12-25-1933 TEXAS 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.

New Member Bio's

Name Elizabeth Frankowski, Texas

I have a C-182L based at IWS.

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

Jim Hager Update on my retirement from flying.

My last flight was 5/14/21 six hours short of 5,000 hours. I passed out at breakfast and off to the emergency room. They put a heart monitor on me and I got a pace maker install.

I soloed on 7/22/1956. I always managed to fly every year except one year that I was in the Army.

I flew over 125 Young Eagles on their first flights.

Did over 20 flights for Organ Transplant. Moving blood to get the matching process started. Friday after 9/11 I did fly two Kidneys from Oakland to LA for transplant. I was the only one flying. Spooky.

Radio silence.

I did 177 Angel Flights.

I did 179 flights for an educational foundation that I was part of. The foundation worked in Mexico educating students of field workers. Over 175 better educated young people.

My heart is working normal now. I have bought a Tesla Y and going to see what I have been flying over for years from the ground. Proud to have flown for over 65 years.

Name Ralph Schmude Missouri

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 miss it.

MAJOR GENERAL GEORGE B. HARRISON, USAF (RET.)

George Harrison is a Principal Research Engineer (Emeritus), Georgia Tech Research Institute. He has overseen cross-lab activities comprising sponsored research in aerospace, transportation, electronic systems, sensors, electronic combat, signature technology, information technology, and electro-optical applications and supervised GTRI's field activities at eight locations across the United States. He moved to Georgia Tech upon his retirement from the U.S. Air Force in July 1997.





His initial position at GTRI was Director, Electronic Systems Laboratory, responsible for development, design, simulation, testing and fielding advanced electronic warfare systems, as well as development and implementation of test range systems and methods and later became Director, Research Operations. Additionally, as a member of the USAF Scientific Advisory Board, he brought his expertise to bear on numerous complex Air Force issues ranging from ISR integration to strike planning and execution problems with particular emphasis on directed energy, remotely piloted aircraft and human systems integration issues. He has authored numerous papers and book chapters on Directed Energy, Electronic Warfare, Human Systems Integration and Remotely Piloted Aircraft.

From 1993 until 1997, as the Commander, Air Force Operational Test and Evaluation Center, Kirtland Air Force Base, New Mexico, General Harrison brought his operational experience to bear on more than 300 Air Force systems in the acquisition process. These systems included the B-1B, B-2A, F-22, F-15E, CV-22, Joint Primary Aircraft Training System, Joint Strike Fighter, Cheyenne Mountain Upgrade Program, Minuteman III Guidance Upgrade, Joint Surveillance Target Attack Radar System, Airborne Warning and Control System Radar Staged Improvement Program and numerous other systems. In addition, he initiated and implemented a comprehensive, Air Force wide approach to the development of electronic warfare techniques. By integrating the results of live flight test and digital modeling, the entire electronic warfare process was significantly enhanced.

From 1992 – 1993, he was Commander, USAF Air Warfare Center. He conducted testing of all Air Combat Command command and control, fighter avionics and weapons. In addition to planning tests, he personally flew the aircraft involved on numerous occasions. Additionally, he directed the **Air Force's command and control training school, commonly known as Blue Flag, as well as the Tactical Air Command and Control Simulation Facility.** During this period, he also served on temporary assignment as joint commander of all U.S. and allied forces in Southwest Asia.

From 1991 – 1992, General Harrison was Deputy Chief of Staff for Operations, U.S. Air Forces in Europe. He directed all USAF operation in Europe, Africa and the former Soviet Union, including relief operations in all of those areas plus Bosnia. He implemented model-based planning systems to enhance efficiency in contingencies and installed modernized command and control systems to improve crisis response.

General Harrison was Assistant Chief of Staff for Studies and Analyses on the Air Staff from 1989 to 1991. He directed Air Force Studies to determine required characteristics for bomber, fighter and airlift systems through the mid 21st Century. He developed the definitive long-range plan for Air Force computer-aided analysis needs and initiated the Air Force model validation, verification and accreditation processes.



From 1962 until 1989, General Harrison served in a variety of operations and staff assignments. He commanded a tactical fighter training wing and an operational test squadron. He served as Chief, Joint Operations Division, OJCS where he was instrumental in the planning and execution of the American retaliatory raid on Libya, the capture of the Achille Lauro hijackers and numerous other contingencies. He flew 260 combat missions in the F-4 and O-1 during the Vietnam War and 14 combat missions in the F-16C during Operation Provide Comfort in Iraq. Awards for his service include two Distinguished Service Medals, two Legions of Merit, the Distinguished Flying Cross and twelve Air Medals. Other awards include the Air Force Decoration for Exceptional Civilian Service, the Association of Old Crows Gold medal for Electronic Warfare, the USAF Glen Kent Award for leadership in Air Force analysis, and the Wright Brothers Master Pilot Award.

While serving in the U.S. Air Force and at Georgia Tech Research Institute, George has been active in a variety of civic, charitable and community service activities. While in the Air Force, he served the Boy Scouts of America as District Chairman, Rhineland Palatinate, Boy Scouts of America, Council Commissioner, Trans-Atlantic Council, BSA, and Chairman, BSA Executive Board, Southwest Region, BSA. He was Chairman, New Mexico Combined Federal Campaign, and was the U.S. Delegate to the Aerospace Applications Study Committee, NATO Advisory Group on Aerospace Research and Development, and was the Air Force Sponsor, Military Operations Research Society. He is a founding member of the Board, Air Warrior Courage Foundation, providing financial and other assistance to fallen military aviators and their survivors. He currently serves as President of that foundation.

In general aviation activity, George has been extensively involved in volunteer and youth activities. As a Civil Air Patrol volunteer, he serves as a Check Pilot Examiner in powered aircraft and gliders. As a glider pilot, he has introduced over 1000 young men and women to aviation through orientation flights. As an instructor in fifteen CAP glider summer programs, he has soloed numerous young men and women who have continued in aviation to become military and commercial pilots. As a Commemorative Air Force instructor and check pilot, he has trained many aviators in tailwheel Warbird aircraft.

A prostate cancer survivor, George has provided counselling and practical advice to dozens of other men afflicted with this feared disease. Also, as a veteran dedicated to serving his fellow veterans, George has advised and counseled dozens of veterans, from sergeants and chief petty officers to four-star flag officers, about VA benefits and procedures, resulting in many awards of compensation and benefits to deserving veterans.

George Harrison has operational experience in the F-4, O-1, F-16, EC-135, E-8C, and AT-38B. He is an active civil aviator with an Airline Transport Pilot license and instructor certification in single and multi-engine aircraft and gliders. He has flown 103 different aircraft types during 9600 flight hours including 530 hours of combat flying.

New Member Bio's

Russell M. Genet's Career

Six Decades of Astronomy, Aviation, Electronics, and Education

While in the third grade, Russ built his first telescope, model airplane, and crystal radio, launching his lifelong fascination with astronomy, aviation, and electronics. He joined the Civil Air Patrol as a cadet in 1955, fell in love with flying, and joined the Air Force in 1957. After repairing radios for the Air Force near Rabat, Morocco, and teaching electronics in Biloxi, Mississippi, the Air Force sent him to the University of Oklahoma, where he graduated with a BS in electrical engineering in 1964.



After completing Officer's Training School, Russ became the Project Officer for the initial development of the TERCOM (Terrain Contour Matching System) guidance system that became the heart of cruise missiles prior to GPS. He was also the Project Officer for an unmanned Gemini capsule experiment. After being honorably discharged as a Captain in 1968, Russ continued his aviation career as a civilian Research and Development Supervisor at Wright-Patterson Air Force Base (WPAFB). While at WPAFB, Russ attended graduate school at the Air Force Institute of Technology (MS in Acquisition Logistics) and was the pilot for a local Civil Air Patrol squadron.

As a hobby on the side, Russ founded the Fairborn Observatory in 1979, named after the nearby city of Fairborn, Ohio, not far from WPAFB. Russ designed and built the observatory's telescope and photoelectric photometer. One of the first Radio Shack TRS-80 microcomputers was used to reduce photometric observations of eclipsing binaries. Russ' astronomy hobby rapidly got out of hand as he and Louis Boyd developed robotic telescopes that were controlled by early single-board microcomputers, achieving total telescope automation in 1983. The National Science Foundation funded their further development of robotic telescopes, and the Smithsonian Institution provided them with an observatory site and support on Mt. Hopkins in southern Arizona in 1985. By 1989, the observatory featured seven robotic telescopes, all unattended and remotely accessed.

The Fairborn Observatory, together with Russ' 1985 book, *Microcomputer Control of Telescopes* (with Mark Trueblood), annual conferences, and many books and papers launched a revolution in automated and remotely accessed observatories.

Russ' last Air Force civil servant assignment (1985-1992) was at Williams AFB in Mesa, AZ, as a Branch Chief, Flight Simulation Research Division, Air Force Human Resources Laboratory. When he arrived, the lab was developing large, expensive single-pilot simulators. After in-person discussions with Chuck Yeager, Phil (Hands) Handley, and other accomplished fighter pilots, Russ con-



New Member Bio's

cluded that the Air Force needed a network of small, low-cost simulators to provide “furball” combat action. The Guard’s F-16 training squadron in Tucson provided Russ and his colleagues with back-seat F-16 familiarization rides, and they integrated real F-16 throttles and joysticks into a network of low-cost F-16 flight simulators.

After early retirement in 1991, Russ pursued, full time, his other two passions: astronomy and education. After earning his PhD in astronomy and serving a term as the President of the Astronomical Society of the Pacific, he taught astronomy at Cuesta College and California Polytechnic State University (Cal Poly) – both in San Luis Obispo, CA.

His research on cosmic evolution, the grand synthesis of physical, biological, and cultural evolution, led to several conferences, courses, and the publication of his book, *Humanity: The Chimpanzees Who Would Be Ants*.

Over the past two decades Russ led the development of the Astronomy Research Seminars where student teams conduct actual astronomical research. They make observations with robotic telescopes, reduce their data, and write papers that are published in scientific journals. Over 200 student teams have produced published research (with over 700 coauthors, including many high school students). The National Science Foundation funded the evaluation of the seminar and its expansion to other schools. Russ was the first author of a National Academies of Science Astro2020 report, *CubeSat Astronomical Telescopes and Research in the 2020s*, organized the 2020 American Astronomical Society workshop, *CubeSat Astronomy in the 2020s*, and is organizing a follow-on Pasadena 2022 AAS workshop.

Besides his astronomical research and teaching, Russ operates his own robotic observatory, flies his own (club) airplane (a 1966 Cherokee with upgraded avionics), and operates amateur radio station WO7G. Russ and his wife, Cheryl, who teaches both philosophy and world religions, live in Payson, Arizona. Russ’ memoir, *Making Childhood Dreams Come True*, is available on Amazon.

James Hamilton Soloed in 1961: C120/140 and J3. Been an active CFI (ASEL and AMEL) since 1964 Eastern airlines 1966-1991 – A corporate pilot from 1994 to 2010

A full and part-time instructor in everything from J3 to jets. Still an active CFI and fly anything I am able to get insurance on. Love to teach flying and will continue as long as able. Live in Georgia

New Member Bio's

Norman G. Wear, Ph.D. Biography

In 1963 Dr. Norman G. Wear began his military career as an Air force Officer.

From 1963-1970 he flew 101 combat missions in Vietnam while assigned to the 2nd Bomb Wing. He resigned his Regular commission in 1970, became a reserve officer and began a civilian career with Union Carbide Corporation in New York City as a Corporate Sales engineer and pilot. In 1980 he accepted a 5-year position in Foreign Service (FS) at GS-17 level working with the Saudi Arabian

Government on telecommunications and security issues. In 1985 began a career with Ross Perot's Electronic Data Service (EDS) where he directed the General Motors (GM) world- wide telecommunications and computer network serving 146 countries with oversight of several hundred employees.

In 1987 Dr Wear returned to government service with the US General Services Administration in Washington, DC. He served in several management and staff positions including Systems Development Manager, Branch Chief, and as Acting Director and Deputy Assistant Commissioner. He served 5 years as an Agency Expert on the Commissioners Staff of the Federal Technology Service (FTS). **While serving on the Commissioner's staff he drafted the first GSA policy to provide government services to Native Americans.** He worked with Congress to draft language providing **state and local government's access to GSA contracts. He has served as a National Account Manager for the DOD, Department of Homeland Security (DHS), National Intelligence Agency, and DIA, CIA and the NSA and its DOD intelligence proponents.**

Dual duties at GSA include election as President of the General Services Employee Association (GSEA) where he has served continuously for 15 years.

He has numerous military and civilian awards including the Air Medal (with 4 oak leaf clusters)

He has BS, MS and PhD degrees from Louisiana Tech, Reston, LA, Central Michigan University and California Coast University respectively. He is also a Harvard University alumnus and did Executive Development at the JFK School of Government.

Wear is an avid pilot and flyer and holds the Airline Transport Pilot (ATP) and flight instructor ratings. He is a past President of the Toastmasters International Middle East, and a Certified Instructor in Myers-Briggs Personality Type (MBTI).

He is a member of the Association of Former Intelligence Officers (AFIO), OSS Society (forerunner of CIA), American Society of Industrial Security (ASIS), Institute of Electrical and Electronic





New Member Bio's

Engineers (IEEE), Society American Military Engineers (SAME), the American Institute of Aeronautics and Astronautics (AIAA). Norman was inducted into the Secret Society of Quiet Birdmen (QB's) in December 2013 and the National Association of Flight Instructors (NAFI) in 2018.

Wear resided with his family in Northern Virginia

Updated: 2018

George C. Kickhofel UFO Biography

Enlisted the United States Navy in February 1961. Trained and performed duties as an Aviation Machinist Mate and Flight crew member. Released from active duty to attend college. Graduated from Ferris State Collage in 1965. Completed Navy Flight Training and was designated a "Naval Aviator" in July 1967. Completed over 24 years of active duty most of which while assigned to an Aircraft Carrier flying a E2 Hawkeye aircraft.

Retired from active duty in April 1989 and took a pilot position with Flight International, an Air Carrier, who provided Air Charter, Passenger Service, Military Support and Special Missions. At Flight Interactional I acted as Chief Pilot, Director of Operations, Company Check Airman and Pilot in Command. I qualified for and flew as PIC of the LearJet, CASA, MU-2 and Twin-Turbine Cessna, through out the world.

Shortly after leaving Commercial Aviation (CA) I joined General Aviation (GA). I joined a Glider Club, trained and obtained a Glider Rating. I have completed the training and became a Glider Tow pilot and Club Check Pilot. I have trained and completed designation as Sea Plane Pilot. I am an ardent FAA WINGS program participant and supporter. I have achieved the designation of FAA Wright Brothers "Master Pilot". I am an active and current pilot.

I am a FAA FASTeam member and an AOPA Airport Support Volunteer. I joined the United Flying Octogenarians (UFO) in 2020 while in Virginia Beach, VA. I have since moved and now live in Ormond Beach, FL.



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

Col. Jack DeTour	@97	June 9 2021	of Alea HI	<u>OBIT</u>
Charles A. Thuet	@100	October 19, 2021	of Newark, Delaware,	<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>
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>
Art Phillips	@92	January 6, 2022	of Hartford CT	<u>OBIT</u>
Don Newman	@98	January 24, 2021	of Belleair FL	<u>OBIT</u>
Clifford S. Henderson	@83	February 11, 2022	of W. Lebanon NH	<u>OBIT</u>
John M. Billings	@98	March 4, 2022	of Woodstock, VA	<u>OBIT</u>

