

✈ SQUAWK ✈

JULY & AUGUST 2022

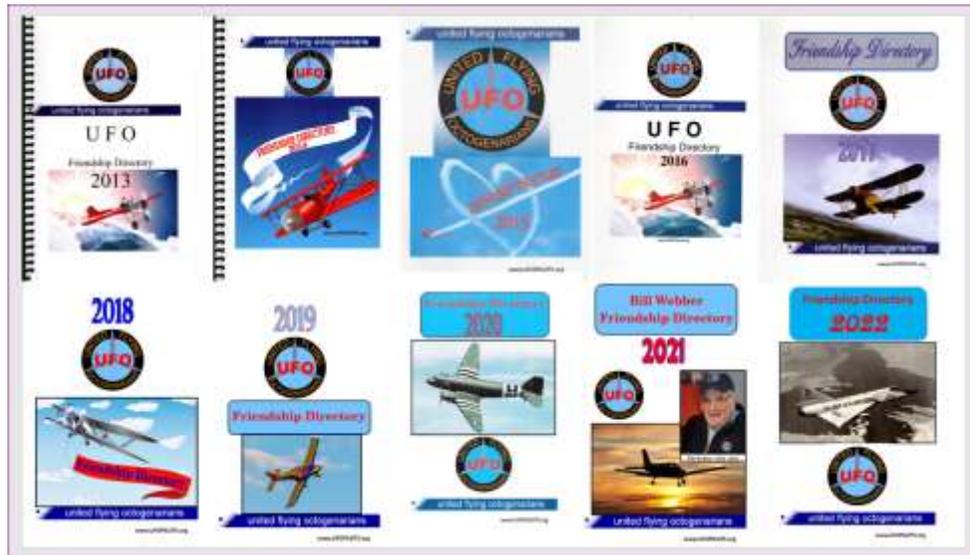
UFO 2023 Friendship Directory Cover CONTEST

The next Friendship Directory design and planning are already underway. This year we would like to solicit artwork for the cover from the membership. If you have an interesting picture please submit it to John Sullivan (sullivanjj@aol.com) [click here](#). (in the subject line identify the cap color: Blue or Tan)

The winner will receive a

FREE 2023 MEMBERSHIP RENEWAL + a NEW CAP.

Images from previous years.



Review the photo requirements below.

John Sullivan writes: "The submission should be camera ready in the correct format (8.5 x 5.5). Essentially what I want is a PDF or JPEG file that can be given to the printer without additional work. If appropriate the cover can have a "dedication" page, such as the 2022 directory. I am reluctant to have another cover page like Bill Webber. He was unique. He did start the Friendship Directory. All submissions will become the property of the UFO organization for UFO use only."



Region 1 Report (OPEN) CT MA ME NH NJ NY RI VT

WELCOME

Name: Ralph Bennett

Email: cfiiallsouls@gmail.com



Real new UFO member here

Sudbury, Massachusetts born & bred, University of Montana educated

First day of flight July 20, 1958 at Marlboro, Massachusetts Airport, 9B1

Solo in Piper J-3 N89X (now 89XB). Since then, CFII/MEI, (Gold Seal), IGI & AGI, CFII & IFR current

2012 FAA Wright Brothers 'Master Pilot Award'. Presently fly out of KEEN Dillant/Hopkins Airport NH



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.



Region 2 Report J. Sullivan DC DE MD PA VA WV

TAILWHEEL TROUBLES

By John Chirtea Delaware Area UFO Rep

As I shoot down the runway, with that small wheel way back,
I found the two big wheels were failing to track.

So I punched hard, on both left and right rudder
But that one minded plane makes a grown man shudder

Though now that I am over 80 years old,
To prevent a disaster, a pilot needs to be bold.

You must always be careful of that horrible fate,
And get the plane straightened, before it's too late.

Because either wing can come up, as other goes down.
Scraping the ground, making a horrible sound.

Then you find yourself travelling in a terrible spin,
They call that a ground loop, or a taildraggers sin.

The damage can be less than ever expected,
However, the mechanic can fix it, and the plane is corrected.

So, in the future as you travel down runway thirty two,
These words should be dictated to you and your crew.

Remember what you learned, from your first instructor,
“Getting caught in a crosswind can be a definite destructor”.

Continued on next page



Region 2 Report J. Sullivan DC DE MD PA VA WV

Continued

Rutan Defiant I built by John Loofbourrow

It all started at Oshkosh in 1984 when Burt Rutan, the well-known aircraft designer, sold plans for building a twin engine canard 4 place airplane. It was unique with centerline thrust, retractable nose gear and fixed pitch propellers. 175 knots cruise at 8,000 feet and a range over 1,000 miles.

I started construction in 1984 and after 5,000 hours finished it in 2003 – 19 years later. I now have over 1,000 hours on it and have flown it all over the US and parts of Canada. It is the safest twin I have ever flown. Engine out procedure is to do nothing but continue to fly the airplane at a slower speed or climb rate.

Construction of the fiberglass airplane was completed in my two-car garage with final assembly and test flight at Morristown Airport. It is considered an experiential homebuilt under the FAA regulations. One advantage of building your own airplane is that you can do the maintenance, including the annual condition inspections. The FAA requires you to show that you did over 50% of the construction to get your “Repairman’s Certificate”.





Region 2 Report J. Sullivan DC DE MD PA VA WV

Continued

September 21, 2022

Fly in to Massey Aerodrome MDI 1100

John Chirtea trainster@aol.com

33541 Maryland Line Rd. Massey, MD 21650

Delaware plans for a September 21st UFO meeting at the historic Massey Air Museum (MD1) near Massey, MD. The exceptional turf field is 3000 feet long, 100 feet wide and has good approaches. See www.masseyaero.org.

Further information will be available soon.





Region 3 Report AL FL GA KY MS NC SC TN open

Would you like to be the individual who will work to expand activities?

Regional Manager (RM)

The role of the Regional Manager (RM) is to identify, recruit, and assist the Area Representatives (AR).

The RM, in support of the AR, is one of the most important positions in the UFO organization. The RM is the vital link between the AR and the Board of Directors. They are best able to identify and recruit new members who reside in the organization.

Qualifications needed by the Regional Manager are:

enthusiasm for the job

- 1) a good communicator
- 2) be a member in good standing
- 3) be computer-knowledgeable

Suggested guidelines for a RM are flexibility, innovation, and the ability to respond to the unique characteristics of a given area and the available resources.

The most important part of the RM's job is assisting the Regional Managers in recruiting the AR, and planning and facilitating meetings of the UFO membership in a particular geographic area. As the RM it is your responsibility to assist the AR in getting reimbursed for out-of-pocket expenses within the limit of the policy.

The successful RM will not work alone! The RM is encouraged to seek out AR Volunteers who need no formal appointment. Some of the most successful events around the country are organized by individual members.

The RM needs to be available for consultation and assistance at any time by phone and email. Forward questions or inquires to

President Bob Barker bobsufomail@barkerbox.net

Wings Over Suwannee Florida October 8,2022 would like to invite all UFO members to be present at the next WOS event, Saturday, October 8. This will be held at the Live Oak Airport (24J) as a one day event. The hours are yet to be decided, but approximately 0900 to 1500 hours. There will be free camping on the airport grounds if you want to arrive on the 7th.



Region 4 Report AR CO LA NM OK TX

John Larrison -- Aviation Bio South TX Area Representative

I earned my Aeronautical engineering degree at Purdue University in 1957 along with a USAF ROTC commission and a Private Pilot's license. I was a flight test engineer with Boeing in Seattle on B-52s prior to entry into USAF Pilot Training, Class 59-H. I was assigned as an IP at Vance AFB, OK (T-33 & T-37).

In 1964 I received an assignment to A-1Es at Bien Hoa, Vietnam. A-1 check out and air to ground ordnance delivery was at Hulbert AFB, FL. The tour included 225 combat missions with awards of: nine air metals, and a Distinguished Flying Cross.

Following Vietnam, I flew the F-102 at Perrin AFB as a lead-in to the F-101B for assignment to Hamilton AFB, CA. I was then selected for a two-year Exchange Officer assignment with the Canadian Forces flying the CF-101B at Comox CFB, Vancouver Island. I was then assigned back to Air Training Command as a T-38 Flight Commander at Laughlin AFB, TX. I ducked that and became the OIC of the Functional Check Flight (FCF) Section flying both the T-37 and T-38. This leads the move me into the Maintenance Control Officer position to resolve several flight line maintenance problems. In 1972 I was reassigned to an F-4D Wing at Kunsan, Korea as the Wing Maintenance Control Officer. Being a short tour, I did not get to check out in the F-4.

I was then reassigned back to ATC (now AETC) as an aircraft maintenance inspector on the Command IG Team. I was then moved to the Command Logistics Division as the OIC of the Commands aircraft maintenance. I retired August 1979 as a Lt/Col. with 22 years of service as a Command Pilot with 4500 hours of flight time.

Following retirement, I worked for several major aerospace companies as a Senior Logistics manager: GTE on the MX ICBM, Raytheon on Millstar Satellite Communications, AIL on B-1B ECM, Sikorsky for several aircraft logistic support and aircraft maintenance contracts for the Air Force. This was followed by several years of Logistics consulting. For the last several years, I have been flying my own RV-8 aircraft out of Heritage Airpark (TE-86), New Berlin, TX



Bien Hoa, Vietnam 1965



Randolph AFB, GA Safety Fly-In 2015



Region 4 Continued



Four Arkansas UFOs at a fly-in breakfast . On the left in back is Sid Brain, front Andy Anderson and Bill Smith and Camelia Smith on the right. All are actively flying and own airplanes. This is how UFO's hang,





For the Kit Builders





Region 6 Report by Brownie AK ID MT OR WA WY

UFO Pilot flies 4000th Young Eagle in Sequim WA on July 16,2022.

UFO Pilot Gordon Tubesing (80) was honored to fly EAA Chapter 430 4000th Young Eagle. Chapter 430 will turn 50 this year in November as well as flying Young Eagles for over 20 years. The young eagle is CAP Cadet Paige Biss (13) , who wants to fly for the Coast Guard like her grandfather did.



Gordon Tubesing (80) presenting Paige with her logbook and Young Eagle Certificate



Brownie (Past President of EAA 430 (82) presenting Paige with her Chapter Recognition award and her EAA cap for being the 4000th Young Eagle Flown by EAA Chapter 430.

Mom writes about Paige:

“It started with butterfly wings that quickly advanced. You could always find her climbing up as high as she could in a tree just to get an idea of what it was like to be a bird. She built a 10-foot-wide glider at the age of nine. When asked how she was going to test her glider, she matter-of-factly said, “I am going to jump off the roof!” Naturally, I put an end to that thought and found her a long hill to run down to test her craft. When it failed, she didn’t let go of her dreams to fly.”



Region 6 Report (continued)

COME JOIN US

NOS (North Olympic Squadron) meets every month on the 2nd Monday at the Mariners Café Sequim WA

0900- the coffee runs out. Bring your friends who are not yet old enough to join so they can experience the joy of this group. We call them "KIDS" and Ground Crew.

FRIDAY HARBOR (KFHR) ANNUAL FLY IN: SEPTEMBER 7 1030-1430

ALL UFO'S , MASTER PILOTS, MASTER MECHANICS + GROUND CREW,
WIVES/HUSBANDS /PARTNERS

SEPTEMBER 7,2022 FRIDAY HARBOR WA KFHR

Major Northwest FLY-IN for UFO & Master Pilots, et. al.

Fly-in Friday Harbor 1030-1430 UFO and Master Pilots fly-in at Ernie's Cafe in the Ernest K. Gann Pilot Center, co-located with the Roy Franklin Aviation Museum. Roy established commercial aviation in the San Juan Islands from 1946 to 1980, and built the airport that we have today at Friday Harbor. It is the only blue building on the field, at its northwest end, and we'll have some parking available near the fuel pit, just south of Ernie's and at Northeast parking across the field; in that case, we'll have shuttle service available to get across the field to Ernie's..

RSVP John Geyman jgeyman@uw.edu (360) 378-8558



Region 6 Continued

SQUAWK CORRECTION:

THE IDAHO EXPO SHOULD HAVE BEEN REPORTED AS BEING ON THE 3 WEEKEND IN MAY OF EVERY YEAR.



As soon as I put this on him, he started stealing hotel shampoo, bought a boat, married a flight attendant, divorced her, wouldn't answer his phone on days off, and started complaining about his schedule...

UFO PUBLIC – OPEN FACEBOOK PAGE an alternative to the closed group. Invite your younger pilot friends to join and share.

<https://www.facebook.com/groups/568232488236000/>



Region 7 Report AZ CA HI NV UT

CALIFORNIA

Mark your calendars:

CENTRAL COAST UFO MEETING AT SANTA MARIA AIRPORT.
KSMX Pepper Garcia's Mexican Restaurant

FABULOUS lunch at Pepper Garcia's Mexican Restaurant.

We will meet in the Banquet Room.

RSVP needed for restaurant and Annie Orton.

A group picture of members will be taken after the lunch

Plenty of airport parking.

THURSDAY OCTOBER 6,2022

UFO members are friends you may or not have yet met.

Come join us !

See UFO website for full details. ufopilots.org. (Website) Report from Annie Orton, UFO Board of Directors

RSVP to Annie Orton AOL99PILOT@gmail.com



Call to Action

Call for UFO Board Directors

Are you interested in serving on the UFO board of directors?
Would you like to have a voice in steering the UFO organization?
Are you an active individual who can take on a task?

Qualifications for UFO Director.

From the Bylaws

All directors are elected by the membership and act on behalf of the members, Officers are elected by the Board, and their duty also is to act on behalf of the members. Even though both Directors and Officers are slated by the Nominating Committee and endorsed by the Board, qualified candidates for the Board, submitted in a timely manner submitted from the floor will also be considered. The directors are elected for a term of two years. If practicable, one-half should be elected one year and one-half the next year to enhance continuity on the Board. There are no term limits. A minimum of three Board openings should be advertised every year. At least nine and no more than twenty members shall form the Board. The officers shall be elected in accordance with the Charter and all officers by their office shall be members of the Board.

From the SOP

BOARD MEMBERS. The responsibility of the Board is to set overall goals of the Organization, establish policies and procedures to meet these goals, and then monitor the activities of the Organization to confirm that these policies and procedures are followed and that the overall goals of the organization are met. Typically, there is also a management structure through which the policies and procedures are implemented, but as we do not have this level of organization, the Board itself becomes the de-facto management group.

Each Board member should become familiar with, and be prepared to follow, all UFO documents related to the operation of the UFO organization. Such documents will be the Charter, Bylaws, Standard Operating Procedures, Responsibilities of Area Directors, Board Policies, Administrative Procedures and Regulations, and others. All



activities carried out by the Board member must be done within the parameters of these procedures while enjoying the personal benefit of the pride one feels having the status of being a Board member.

Board members should use their creativity to initiate, develop and prepare plans for any project they believe would benefit the UFO in some way, and submit it to the President for consideration. He may present the plan to the Board for review and action. It may then be modified, approved, and hopefully carried out to enrich the operation of the UFO.

These members are a Team having the prime responsibility of administering the affairs, developing and encouraging the activities of the over one thousand UFO members. In determining subjects that are requested for consideration, discussion, and action at Board meetings, priority should try to be given to matters that affect the whole membership, followed by affairs to do with internal operations.

Each Board member should know the UFO Goals and Purposes, be able to initiate projects and promote them, and support other committees assigned to do the same. UFO Board Members shall be known as Directors.

Procedure:

The candidate should submit a resume stating qualifications and a statement of why they want to serve the UFO community. If the candidate has a particular area of interest please elaborate on this point in your submission.

Submissions will be reviewed by the nomination committee and presented to the board for consideration.

Please use the [Contact Us form](#) on the www.ufopilots.org website
Subject: *Board of Directors*



Aging Pilots and Aviation Insurance

By Kim Skipper, CPCU, Aviation Underwriting Manager

There have been many news reports about the lack of, or cost of aviation insurance for senior pilots. In the United States alone, there are more than 98,000 licensed pilots¹ (private and commercial) aged 65 and older and most want to keep flying as long as they can.

Insurability depends on the age of the pilot, what kind of airplane that pilot is flying, the limits of liability carried, whether the pilot is training each year and the insurance company that ultimately issues the policy.

There are exceptions to every rule, but speaking for Avemco Insurance Company only, the following is a breakdown of the most significant rating factors we use to determine premium and insurability in every instance:

Type of Aircraft

We group aircraft of similar characteristics together (horsepower, configuration, handling characteristics, airframe design, and material), then we look at the historical losses of this group to determine our rates. Our data encompasses all of Avemco's paid losses, many of which never make it into the NTSB reports.

Parts availability plays a big part in whether we offer aircraft damage. We have adjusted numerous claims where a dinged wing that should only cost \$10,000 to repair ends up being a total loss because parts were not available.

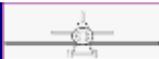
Pilot Experience

More experienced pilots tend to have lower rates than their low-time counterparts. However, keep in mind that while you may be a very experienced pilot in a Bonanza valued at \$100,000 that doesn't mean the insurance company is willing to offer coverage on a *newer* one valued at \$800,000. The risk increases dramatically for an insurance company in the event of a total loss.

Aircraft Location

Different regions of the country are taken into consideration, much like auto insurance rate differences. Mountain flying, storms, longer flying seasons, and difficulty getting to remote areas such as Alaska cause rates to be higher.

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Pilot Age

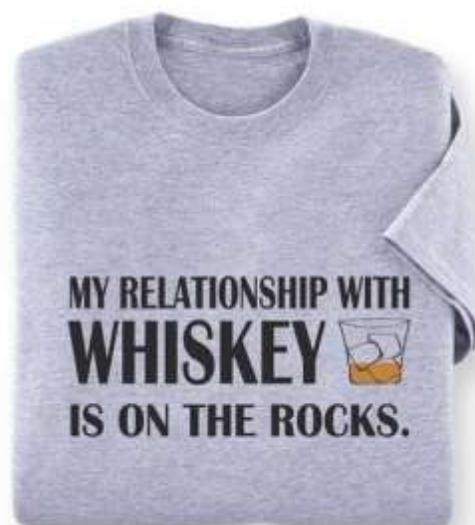
Our data supports that older pilots warrant a higher rate as a group. Not every older person will have a claim, but they are grouped with those that do.

If you are an older pilot with a high-value aircraft, we may not be able to help you. That is not to say we do not have these insureds at this time, as we value the loyalty of our long-term customers, many of whom have been with us for 20-plus years. Our loss ratio for older pilots allows us to continue to offer coverage and we are still adding new customers that fit within our guidelines. However, we will not write every older pilot and experience an increase in claims, which could lead us to stop writing our current customers or sharply increase their rates.

Things You Can Do

Stay current, train often, in the cockpit with a CFI, and out of the plane with online courses. Have a conversation with your agent/company and find out what you can do to continue your coverage. Don't wait until the renewal is due as it may be too late.

¹[Average Age Statistics of Pilots: Are We in a Pilot Shortage? - Pilot Institute](#)





New Member Bio's

Name: Dan Maly

Address: 24619 Nobottom Road, Olmsted Falls Ohio 44138

Phone Number: 440-305-1695 Email: dnmaly@yahoo.com

Name Ed Crawford

Birthday December 27, 1941

E-mail ed.crawford@yahoo.com

What State are you living in? Missouri



Name Stephen Goch

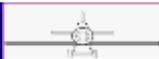
Birthday Tuesday, May 17, 1938

E-mail highlandpark@mindspring.com

Living in CA

MY FINAL FLIGHT 5/17/2022 I soloed on my birthday in 1972. I subsequently upgraded my ratings to an instrument rating, a commercial pilot rating and a flight instructor rating. I flew quite a bit on my lunch hour, as I worked right next to Van Nuys Airport. When I changed jobs in 1985, I had to cut my flying down. In 1993 my wife suffered a brain hemorrhage, and I spent the next 12 years as her caregiver. My wife passed away in 2005, and I spent my time after her death traveling. I remarried in late 2007, and in early 2009 retired to Santa Paula. I lived a half mile from the Santa Paula Airport, and after watching the planes flying all day, I decided to get back into flying, with the encouragement of my wife. In reading a book named Tiger's Claw by one of my favorite authors, he mentioned Angel Flight West. This is a nonprofit organization the helps fly patients to get treatment at far off hospitals at no cost. All the pilots are volunteers, and the patients are spared expensive commercial flights or long car rides. I enjoyed flying the patients, but the solo trips on one of the legs were boring. That changed when I met my copilot, Jim. He suffered from Parkinson's, and could not get a medical certificate. However, he was a great pilot. It was great to fly with him, as he had the same warped sense of humor I did. We also flew for Pilots n' Paws. This was an organization flying dogs to new forever homes. That came to an end in 2019 when Jim's doctor grounded him because of new meds he was taking. My wife did not want me flying alone at my age, so I hung up my wings after flying 110 missions for Angel Flight, and a number for Pilots n' Paws. My last flight will be on my birthday in 2022, which will be the 50th anniversary of my first solo flight. In my flying career, I have racked up over 1200 hours, including flying some interesting aircraft. I flew an L-29 Delfin jet trainer, an SNJ, a B-25, a MiG-15 jet, and to celebrate my 80th birthday, a WW2 P-51 Fighter. It has been a lot of fun, and I cherish the memories of my flying days.

Continued on the next page



New Member Bio's



P-51

I met with my instructor, who was a really nice and laid back sort to discuss my flight. I decided that a flight along the shore from Santa Paula past Ventura to Santa Barbara sounded like a great idea. I had the flight plan from my last flight there, so it would be easy. With Angel Flight, we would fly from Santa Monica direct to Santa Barbara across the Santa Barbara channel at 5500 feet for safety. Since we will be flying from Santa Paula, I plan to fly at 2500 feet along the coast. I checked the weather, and is going to be a nice sunny day. In honor of this flight, I wore my special t-shirt and cap that said "Goch Aviation".

We preflighted the aircraft and lined up on the runway. I advanced the throttle, took off, and we climbed out to 2500 feet. We hugged the shoreline all the way up the coast to the Santa Barbara Airport. I landed the plane and we taxied back to takeoff for the return flight. The only problem with taking off from Santa Barbara Airport is they want you to fly out over the ocean at 1500 feet for quite some time before they will allow you to climb higher. Then you have to wait for them to allow you to turn back to shore. Since I left my water wings at home, it was a little nerve wracking until we got permission to turn. We finally got clearance, turned back to shore and continued to follow the coast back to our home airport. It was quite gusty in the valley, but I managed to land the plane. In talking to my instructor, he was impressed, that even though I had not flown for two years, I did quite well. All in all, it was a great experience, and a fitting conclusion to 50 years of flying. © Steve Goch



MIG-15



Going to Doberman Rescue



Angel Flight-Joined at the hip





Jim Conn's Aviation Resume

DOB July 25, 1942

Jim Conn's first memory of flight was with his father in 1947. He soloed in a venerable C-150 in 1963 at the Chanute AFB, IL Aero club and then participated in multiple training flights aboard B-52 F & G models while based at Barksdale AFB, LA as a USAF Hounddog Missile Systems Analyst during the Cold War.

Empathetic towards anything airplane related, Jim figured out how to get other people to pay for his aviation passion while amassing 6,600+ hours of incident free flight. As Airport Commission Chairman, he was instrumental in the creation of a safe, new airport at Rice Lake, WI and its globally renowned TBM service Center.



Using his company's TBM 700 he then embarked on "PolarFlite" setting 11 FAI/NAA world sanctioned records in 1994. Named Wisconsin's Aviation Person of the Year in 1995 and designated as a Wright Brothers Master

Pilot in 2017, Jim retired to the lake country in Minnesota and now flies N1375C, a 1978 Cardinal Classic, over 100 hours per year on volunteer compassion flights in the Upper Midwest.

Jim recently completed his IPC during a low IMC spring day in Minnesota and lived to write about what he experienced as an aging pilot on that day in May 2022.

James M. Conn, KAXN, 6,500 hours: Comm/Instr

Fly My 1978 Cardinal Classic N1375C 100+ hours/year

Angel Flight Central Volunteer - Active

LifeLine Pilots Volunteer - Active

AOPA ASN (Airport Support Network) Volunteer - Active

AOPA Hat In the Ring Donor - Active

Vikingland Flying Club Supporting Member - Active

Veterans Airlift Command Volunteer - Standby

2017-20 Leadership Role Veterans Memorial Park, Alexandria, MN

2017 FAA Wright Brothers Master Pilot Award Recipient

2014-18 Secretary/President EAA 702 (# 1196558)

1995 Wisconsin Aviation Person of the Year

1994 Pilot on "POLARFLITE" - TBM 700 Adventure Flight Over the Poles

1993 Establish TBM 700 Service Center at KRIE (now KRPD)

1987-95 KRPD Airport Commission Chairman: Build New Rice Lake Airport

1980-2010 Employed Multiple Airplanes to grow Multiple Businesses

1979 AOPA # 00675523

1962-66 USAF B-52 Non-rated crew member/Missile Systems Analyst

1963 - first solo C-150 1947 - first flight piloting Ercoupe with my father



18 MAY 2022

GENTLEMEN

I'M STILL FLYING AND LIVING ON "TIGHTSQUEEZE FIELD" (55MO). FLY A CESSNA 172K 1970 MODEL THAT I HAVE OWNED FOR FOURTY YEARS.

I HAVE A PROBLEM! WE LIVE IN A VERY RURAL AREA WITH NO INTERNET SERVICE. CAN I JOIN U.F.O. WITH OUT INTERNET SERVICE? (WE HAVE TO MARRY TREES FOR HUGHES NET.)

THANK YOU

Don E. Tate

P.S. I ACTUALLY RETIRED FROM AMERICAN AIRLINES BUT THAT'S A LONG COMPLICATED STORY!

Don Tate
31797 Honey Locust Rd.
Jonesburg, MO 63351

TIGHTSQUEEZE FIELD
038-52.31N
091-15.43W
CELL 636-357-8322

Page 3 - Montgomery Standard - December 5, 2001
115 W. Second Street, Montgomery City, MO 63361, 573-564-2339



TWA Captain Don Tate Retires After 35 Years of Airline Flying

November 1st marked the end of a commercial flying career that began as a DC-3 co-pilot for Ozark Airlines and spanned three and a half decades.

Captain Tate was born in Springfield, Mo., attended grade school in Willow Springs and high school in West Plains, Mo. In 1959 at the age of 17 he joined the Navy, was trained as an aircraft mechanic and assigned to the Naval Air Station in Memphis, Tenn. Each evening and on weekends he worked at a local airport and took his pay in flying lessons. He earned his private license at the age of 19 and his commercial license at age 20. Upon discharge from the Navy he returned to Springfield, Mo. where he worked for Springfield Flying Service and was able to obtain his flight instructor's license. Within the next two years he taught flying and accumulated 2,000 hours of flying time, a multi-engine and instrument flying license. At age 25 he was hired by Ozark Airlines as a DC-3 co-pilot. He also flew Fairchild FH-227, DC-9's and MD-80's for Ozark before they were bought by TWA in 1986. ^{WARREN} Tate came to Montgomery County, and in 1973 with fellow

Ozark pilot, Marvin Hendershot, bought land three miles northeast of Jonesburg where they built their homes and established their own flying field.

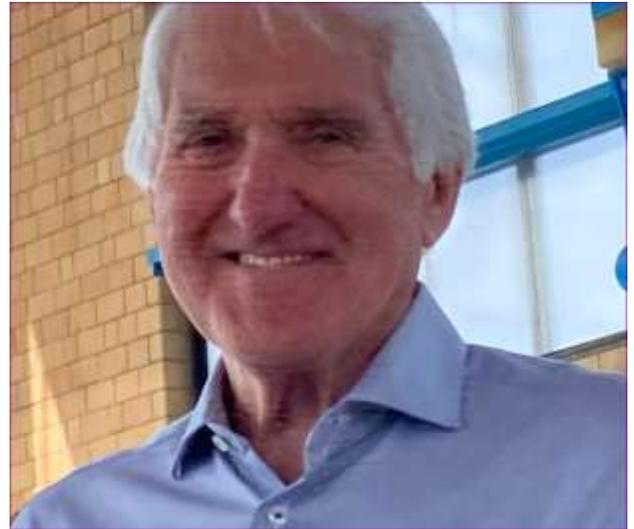
Captain Tate flew DC-9's and MD-80 aircraft for TWA until a mandatory retirement age caught up with him on November 1st. His last flight was St. Louis to Tampa, Florida and back. While in Tampa, the fire department gave his aircraft a final salute by shooting an arch of water over the plane (a long time tradition for retiring airline pilots). In St. Louis he was met by fellow pilots, mechanics and management personnel with their congratulations and a certificate of appreciation.

Accompanying Captain Tate on his last flight was his wife Cheryl, a former flight attendant of twenty years, and their son David, a 7th grade student in Montgomery Middle School.

Captain Tate was quoted as saying " I truly loved airline flying and there is nothing else I would have rather done for the past thirty five years but now I plan to spend more time with my wife and son and fly small airplanes. "



- Lee Janik
- Mechanicsburg PA
- (717) 614-5792
- lljanik42@gmail.com



The Wright Brothers Master Pilot Award recognizes pilots who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 years or more. In the United States there are around 875,000 pilots and around 2100 pilots have received this prestigious award.

Mr. Janik began his flight training when he was 15 years old in Latrobe, Pa. He worked at the airport on line service in exchange for flying lessons. His first lesson took place on June 14, 1957 in a Piper J3 Cub N91951.

When he turned 16 on July 19, 1958, he got his student pilot certificate and went on to solo in a Piper J3 Cub a week later. He received his Private certificate on July 23, 1968, and his commercial on November 16, 1970.

In furthering his career, he went on to earn his Flight Instructor certificate, Multi-engine certificate, Instrument Rating, and Instrument Instructor certificate.

He worked as a flight instructor from 1971 until 1984, and was responsible for over 40 pilots receiving their certificates.

Mr. Janik has been active with the boy scouts at Harrisburg International airport and helping them achieve their Aviation Merit Badge. He has also participated in the Young Eagles program.

He was employed for 27 years with a manufacturer of metal cutting tools, and since retiring in 2010 has been working part time at an Aircraft Maintenance facility where he is helping to restore 2 Piper J3 Cubs.

Pilot Janik has been involved in aviation for over 54 accident-free years and we are honored to present him with this award for his contributions to aviation safety.



Calendar of Events 2022

ON THE HORIZON

Monthly Reoccurring events:

UFO MEETINGS OF THE NORTH OLYMPIC SQUADRON (NOS) IN SEQUIM WA

2nd Monday of the month. At the Mariners Café, Penny Plaza, at 0900.

Bring your guests and join in lively aviation talk. All are welcome.

Contact "Brownie" at 360-808-3266 if you have any questions.

July 9, 2022 0900 -

Lorain County Regional Airport

44050 Russia Road

Elyria, Ohio 44035

Gary Gibbs 440-406-3119

ggibbs@loraincounty.us

August 10, 2022

Rendezvous Flagler Exec (KFIN)

1100 -

Highjackers Restaurant

202 Airport Rd, Palm Coast

FL : 32164

George Kickhofel

757 288-5469

kickhofel@msn.com



Calendar of Events 2022

ON THE HORIZON

SEPTEMBER 7, 2022 WEDNESDAY FRIDAY HARBOR WA KFHR

1030-1430 UFO and Master Pilots + Ground Crew

Meet in Ernie's Cafe in the Ernest K. Gann Pilot Center, co-located with the Roy Franklin Aviation Museum. Wives/husbands/ or partners and guests are welcome.

Roy established commercial aviation in the San Juan Islands from 1946 to 1980, and built the airport that we have today at Friday Harbor. It is the only blue building on the field, at its northwest end, and we'll have some parking available near the fuel pit, just south of Ernie's and at Northeast parking across the field; in that case, we'll have shuttle service available to get across the field to Ernie's.. We are working on **details about also adding "Ground Crew" (pilots over 70 who are still flying) but are too young to join the UFO organization.**

September 21, 2022 Middle Atlantic Region

Delaware plans for a September 21st UFO meeting at the historic Massey Air Museum (MD1) near Massey, MD. The exceptional turf field is 3000 feet long, 100 feet wide and has good approaches. See www.masseyaero.org.

John Chirtea trainster@aol.com

33541 Maryland Line Rd. Massey, MD 21650 .

October 6, 2022 CENTRAL COAST CALIFORNIA UFO Meeting
11:00 AM

Annette Orton 208-290-3618 aol99pilot@gmail.com

Pepper Garcia's Mexican Restaurant

Venue Street Address and City: 3301 Terminal Dr., Santa Maria Airport (KSMX)
State: California Zip: 93455



NOTAMS

Calendar continued

October 8, 2022 Wings Over Suwannee Florida

Wings Over Suwannee would like to invite all UFO members to be present at the next WOS event, Saturday, October 8. This will be held at the Live Oak Airport (24J) as a one day event. The hours are yet to be decided, but approximately 0900 to 1500 hours. There will be free camping on the airport grounds if you want to arrive on the 7th.

NEW MEMBERS THIS MONTH

Last Name	First Name	MI	Street Address	City	State	Region	Postal	Phone	Email
Allen	Mike		1683 Wickham Way	CROFTON	MA	1	21114	410-991-5040	J3CFII@GMAIL.COM
Bennett	Ralph	P	PO Box 5426	Hanover	NH	1	3755	(603) 353-4125	cfiiallsouls@gmail.com
Gibouleau	Ray		96 Fourth ST	Old Town	ME	1	04468	(207) 827-2435	gibouleau@hotmail.com
Janik	Leon	L	4219 Nantucket Drive	Mechanicsburg	PA	2	17050	(717) 614-5792	lljanik42@gmail.com
Ballard	Michael	A	1179 Magnolia Lake Circle	Lanett	AL	3	36863	(706) 773-6453	mikeballard11@gmail.com
Teaff	Marshall	H	9013 Salford Ct.	Huntersville,	NC	3	28078	(1704) 578-0762	n3211b@att.net
Arnold	Dave	J	11605 Kost Dam Rd	North Branch	MN	5	55056	651 428 1796	davida624@gmail.com
Ericson	Sune	N	W3335271 Glen Oaks Dr	Delafield	WI	5	53018	(262) 408-0801	sericson@wi.rr.com
Barrett	Pat	E	6810 NE Wood Bay Ln	Poulsbo	WA	6	98370	360-981-8796	tmdclinic@aol.com
Kasperson	Richard	A	15916 E SHORE DR	LYNNWOOD	WA	6	98087	(206) 300-8694	LAGO55@ME.COM
Hoh	Roger	H	19189 Norlene Way	Grass Valley	CA	7	95949	310 871 2482	rhoh@hoh-aero.com
Moutafian	Adom		416 san benito ave	Los gatos	CA	7	95030	(408) 832-2075	adom@moutafian.net
Olson	Lawrence	G.	124 Scenic Drive	Orinda	CA	7	94563	(925) 788-4473	j3cubolson@comcast.net
Gros	Percy	J.	1159 Ortego Dr.	Fairborn	OH	8	45324	(937) 878-5455	pjgros78@aol.com



PROMOTE UFO ~ INVITE THE 75+ TO VISIT THE MEETINGS OR COFFEE TIME. GET THEM EXCITED TO JOIN AS SOON AS THEY CAN!

WEAR YOUR SWAG AND SHOW YOUR TEAM SPIRIT

As part of the **PROMOTE UFO** an additional Facebook page has been created. The purpose is purely to get people “not yet old enough “to start thinking about and getting excited about joining UFO.

This is an OPEN group and anyone can join. Invite your friends to join this open discussion and the sharing of aviation.

[\(CLICK HERE FOR THE LINK\)](#)

If your friends would like to get a copy of the SQUAWK delivered to them

have then signup at

[NEWSLETTER LINK](#)

(this link is intended for no-yet-old-enough only pilots)

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.



Promote the UFO

By Felix Van Campenhout



Are You Qualified

To join one of the most exclusive international aviation organizations?

If you have flown as PIC (legally) after your 80th birthday you are eligible to become a UFO by joining the **United Flying Octogenarians**.

Check us out online and download a membership application for you or a qualified friend at www.UFOPilots.org

UFO Member:

Please fold this flyer (or cut it) along the above line and post on a bulletin board at your local airport.



Gone West. 2022 Final flight plan filed and completed

James	Arnold	@89	May 27,2022	of Fort Collins CO	OBIT
Tom	Alexander	@97	May 11, 2022	of Thomasville GA	OBIT
James	Cavender	@92	May 4, 2022	of Fort Worth TX	OBIT
David M	Howie	@88	May 4, 2022	or Redmond WA	OBIT
Edward L	Katz	@92	April 15, 2022	of Loveland OH	OBIT
Richard	Kinnier	@91	April 23, 2022	of Montlake Tr. WA	TRIBUTE
David L.	Patton	@91	April 6, 2022	of Papillion NE	OBIT
Richard	D'Antonio	@91	March 6, 2022	of Basye WA	OBIT
John	Billings	@98	March 4, 2022	of Edinburg VA	OBIT
Col. James Eyre Sr.		@81	March 23, 2022	of Boise ID	OBIT
Clifford S Henderson		@83	February 7, 2022	of Lebanon NH	OBIT
Bill	Heins	@89	February 10, 2022	of Red Bluff CA	OBIT
Robert	Puckett	@97	January 16, 2022	of Eash Orleans MA	OBIT
Charles	Catlin	@88	August 26, 2021	of Addison VT	OBIT
Art	Phillips Jr	@84		of Newbury Park CA	no info
Russ	Roberts	@		of St. George UT	no info

2021 on Next page

Gone West

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



Gone West. 2021 Final flight plan filed and completed

Frank	Ahlman	@84	December 2, 2021	of Faribault MN	OBIT
Walter J	Carlson	@93	December 6, 2021	of Des Moines IA	OBIT
James C	Geanakos	@85	December 11, 2021	of Arlington MA	OBIT
Col. Robert	McBride	@99	December 13, 2021	of Cedar Park TX	OBIT
LCDR George	Jenista	@87	December 12, 2021	of Grandview TX	none
Eugene	Clifford	@85	December 19, 2021	of Valparaiso IN	OBIT
Joan	Mace	@97	December 28, 2021	of Dublin OH	OBIT
Nevoy	Culp	@87	December 29, 2021	of Rensselaer IN	OBIT
John	Elwell	@88	November 3, 2021	of Anaheim CA	OBIT
J Homer	Doell	@84	November 10, 2021	of Elfrida AZ	OBIT
Charles	Thuet	@100	October 23, 2021	of Newark DE	OBIT
Richard	Catlin	@88	August 26, 2021	or Middlebury VT	OBIT
Jack	DeTour	@97	June 9, 2021	of Alea HI	OBIT



Gone West

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



ARCHIVE OF PAST SQUAWK ISSUES

7/2020	<u>DOWNLOAD CLICK HERE</u> <i>First Issue by Brownie</i>
8/2020	<u>DOWNLOAD CLICK HERE</u>
9/2020	<u>DOWNLOAD CLICK HERE</u>
10/2020	<u>DOWNLOAD CLICK HERE</u>
11/2020	<u>NONE</u>
12/2020	<u>DOWNLOAD CLICK HERE</u>
1/2021	<u>DOWNLOAD CLICK HERE</u>
2/2022	<u>DOWNLOAD CLICK HERE</u>
3/2022	<u>DOWNLOAD CLICK HERE</u>
4/2022	<u>DOWNLOAD CLICK HERE</u>
5/2022	<u>DOWNLOAD CLICK HERE</u>
6/2022	<u>DOWNLOAD CLICK HERE</u>
7/2022	<u>DOWNLOAD CLICK HERE</u>
8/2022	<i>No SQUAWK this month - off flying</i>
9/2021	<u>DOWNLOAD CLICK HERE</u>
10/2022	<u>DOWNLOAD CLICK HERE</u>
11/2022	<u>DOWNLOAD CLICK HERE</u>
12/2022	<u>DOWNLOAD CLICK HERE</u>



Tribute to Richard "Dick" Kinnier

Dick Kinnier, a very long-time pilot member of the Paine Field Chapter of the Washington Pilots Association (WPA), joined UFO upon reaching 80. He flew his trusted C172 past his 85th birthday and remained active with his fellow pilots. Dick passed away the morning of April 23rd at the age of 91. Dick flew EAA Young Eagles flights for many years. He was always active with the WPA Chapter events, along with his **wife Jan for many years. When Jan called to report Dick's recent death, she said she** was grateful that Dick died peacefully without pain and suffering that many people endure at the end of their life.

I flew with Dick on some of our WPA events and found him to be a very kind person, generous with his positive spirit for aviation, helping others, and doing things the safe way.

George Futas, CFII