

June 2024

# SQUAWK



## UFO President. From the Port Side

by Kenneth (Brownie) Brown



Where's Waldo this month you ask?

Hello all.



Waldo "Brownie" is in Danbury, CT for the annual Drive/Fly-in event on June 19th. This is a SHINE or rain event.

You already have received the new bylaw draft which will be discussed, modified if necessary, and approved at the board meeting in July. Please send us your comments or suggestions.

I want to emphasize a major lack we seem to have within our society. We are not doing a good job of recruiting the celebrity aviation giants. It is not that we want their celebrity, but we want their aviation accomplishments to be associated with us. Those individuals have done amazing things and having them as part of our group acknowledges them as part of a unique organization.

### July:

Board of Directors Meeting 2<sup>nd</sup> Wednesday.

EAA Air Adventure and I have only heard from one individual about attending this year. This is not an event where we will have a booth or a fixed location to share. It would be most difficult to operate without a base of operation, plus a large staff of volunteers to be on hand to talk about the UFO organization and hand out any materials. I would still like to think we can do this, to gain more UFO recognition as an organization. If you have ideas, please let us know what

*Continued on the next page*



you think. We are in this together.

July is also the annual time on my RV9A, and the plan is to finish it quickly and enjoy the wonderful flying weather. The Insurance is renewed for another year, BFR is completed, and basic med is not due until October.

August:

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

September:

Friday Harbor WA Fly-in September 4 Brownie and local hosts  
September 10 Tacoma WA, KTIW arrival of around-the-world centennial flight. I plan to be there, with as many UFOs in this area as possible to welcome the crew. I am trying to get the TV station and papers to cover the event. Here is the schedule and blog link <https://www.pngtours.com/tours/bobnbaz.htm>  
September 12<sup>th</sup> KTIW departure and continuation of the around-the-world flight.  
September 18<sup>th</sup> New Jersey Millville Army Air Field Museum (MAAFM). Fly/ Drive-in, headed up by UFO John Chirtea

October:

Board meeting

November:

Anniversary of UFO 11/2/1982 Rolling Zoom Meeting

Wishing you Tailwind and *Clear Skies*,

*Brownie*

*president@ufopilots.org*

# From the Editor's Desk June 2024

by Egon Frech



If you're reading this, you're probably an old pilot. After all, you have to be 80 years old to become a full member of the UFO. You are part of a select few in the aviation world. Of the more than 800,000 active pilots in the USA, only about 13,000 or 1.6% are age 80 or over. That makes you pretty special.

But if you're anything like me, it also makes you start to think about the future. How much longer will this last? What can I do to keep it going? How can I compensate for physical and psychological changes that will or already do

affect my flying? How will I know when it's time to quit?

There's no question that advancing age produces deleterious effects on our eyesight, hearing, working memory, physical endurance, communications skills and perceptual processing. Of course, not everyone's faculties age at the same rate. There's physical age, which is just a number, and there's psychological and mental age. I figure that as long as I can climb the refueling steps on the Cessna to put gas in the bird, my physical age is still OK. But it's the other, more subtle things, like missed radio calls, traffic that wasn't picked up in time, altitude deviations and slower reactions to developing situations, that are worrisome.

Counter to that, there is evidence from limited research that extensive training and experience create a "crystallized intelligence" that persists despite advancing age and offsets the abilities that are declining. The key here seems to be the total amount of experience and the recency of the experience. In other words, if you're a 5,000-hour pilot and you fly every week, even for a short time, you'll be much safer than if you have only a few hundred hours in your logbook and the FBO's rental rates restrict your flying to once every couple of months.

Automatic processing, or "crystallized intelligence" develops over time as we do things repeatedly and in a consistent way. It's fast and efficient, and doesn't take much mental effort, allowing a large volume of information to be processed quickly. Automatic processing enables us to quickly recognize a vast array of familiar patterns, such as the correct sight picture over the nose of the airplane as we flare to land.

*Continued on the next page*



That would indicate one way to keep things going: Keep the airplane you have and know by heart, and resist the temptation to add new avionics that will take you precious executive processing and lengthy accumulation of experience to get you into a safe groove where your muscle memory does most of the flying for you.

There are resources available to guide you through the aging process and give you advice on how to age gracefully and keep flying for as long as possible. One of the best I've seen is the AOPA Air Safety Institute's "Aging Gracefully, Flying Safely" course. You can find it at <https://www.aopa.org/training-and-safety/online-learning/safety-spotlight/aging-gracefully>. It discusses:

- Age-related changes and adjusting your flying
- How to keep fit and stay sharp
- Self-assessment changes
- How to stay proficient
- Insurance strategies
- Scaling back on flying
- The value of having a copilot
- Calling it quits and feeling good about it.



*Harry Moyer*

I've also stepped up my participation in the FAA Wings Program, and I find that listening to the lectures about various aspects of aviation keeps me focused and keeps my brain ready to absorb more information. That program also involves flying with an instructor, who will point out the areas where you could brush up your skills. Completing a phase of the program (I've achieved Advanced Level 2 and am working on Basic Level 8) counts as a flight review. They send you a sticker to put in your logbook as well as a set of lapel wings. It also helps with maintaining your insurance coverage and with showing a commitment to safety if you ever get into trouble with the FAA.

Interested in testing the limits? The Guinness Book of Records' oldest active pilot (current) is Harry Moyer (USA, b.30 October 1920) who, aged 100 years old, still flew his aircraft, as verified in San Luis Obispo, California, USA, on 30 October 2020. Harry started flying in 1942. Beat that if you can. We'll all be cheering you on.

That's over and out for now.

*Egon Frech, editor@ufopilots.org*



*By Dr. Harry Wander*

## DIABETES MELLITUS REQUIRING INSULIN

Background information on diabetes mellitus and its treatment when not requiring insulin were covered in a recent article. In this article management if insulin is required will be discussed.

Continuous glucose monitoring (CGM) is the ideal method and is required for Class 1 and 2 airman certification. For a third class medical certificate holder there is an option to use finger stick blood sugar tests for control.

For initial Class 3 certification the person must not have had more than one episode of hypoglycemia in the past 5 years. There must have been none in the past year which resulted in loss of consciousness, a seizure, impaired cognitive function, required intervention by another party or occurred without warning. There must be a complete medical history and examination plus Hemoglobin A1c levels and other requirements as specified in the FAA Disease Protocol.

For a Class 1 or 2 Medical Certificate issuance the initial evaluation is much more extensive. The applicant has to be on continuous glucose monitoring, not intermittent finger sticks. Follow up lab and record requirements are also much more extensive. Space does not allow for detailing all requirements.

If a Special Issuance Medical Certificate is issued it will be valid for one year and renewable if the current report from the treating physician is satisfactory.

When flying, the airman must carry a recording glucometer and enough 10 gram portions of rapidly absorbable glucose for the planned flight. One half hour prior to take-off blood glucose is checked and if less than 100 a 10 or 20 mg glucose dose is taken. The glucose level is rechecked ½ hour later and if 100 - 300 the pilot can fly. If under 100, the dose is repeated. If over 300 the flight must be cancelled. One hour after take-off, hourly afterwards and ½ hour before landing the glucose level must be checked. If under 100 a 20 mg dose of glucose is to be taken. If glucose is over 300 the pilot must land at the nearest suitable airport and not fly until the glucose level is in the 100 -300 range. If in the 100-300 range the flight can be continued..

Continuing to fly after acquiring diabetes is somewhat complicated. However, it can be just as enjoyable and just as safe , if one follows the FAA protocols.

*Harry J. Wander, MD*  
*Senior AME*





Hello Egon,

I have been a member of this wonderful organization for several years, however due to the passage of time I can no longer call myself an octogenarian. According to my birth certificate I graduated from the decade of the 80's to begin a new decade as a nonagenarian. With a little bit of luck and if the good Lord is willing, I hope to remain a member in good standing until I can claim the title of Centenarian.



On the 18<sup>th</sup> of April, to celebrate my 90<sup>th</sup> orbit around the sun, I flew a Robinson helicopter, my Morrissey Shinn (Tweety Bird), and rode my Harley. Growing old is mandatory. Growing up is optional. Then on the 27<sup>th</sup> my children arranged for a gathering at the Lions Club with 130 of my family and friends in attendance to help me celebrate the richness of my **Faith, Family, and Friends**. It wasn't a surprise party but there were enough surprises at the party to bring me to tears. Friends from ID, OR, MT, WA, and distant points in Alaska had come to join in the celebration. We not only celebrated my 90<sup>th</sup> birthday, but also the birthday of my dearly departed wife who, many years ago, was asked by a very young grandson, "Grandma, are you rich?" Without hesitation she answered, "**You bet we are. We have Faith, Family, and Friends, and you can't be any richer than that.**" That phrase has not only become my family motto, but also words to live by. There is a definite difference between being rich and being wealthy. I am rich beyond words! I managed to have a little surprise of my own prepared which I managed to keep until the appropriate time at the party. I was able to give everyone in attendance a coin to always remind them as to how rich they really are and the blessings of friendship. I have enclosed a picture of both sides of the coin as a reminder.

Thank you for all you do and please pass on my love and appreciation to all of the Octogenarians, Nonagenarians, and Centenarians and Staff of the UFO.

Sincerely,  
Dick Lochner,  
Eagle River, AK





Egon:

EXCELLENT article about your experience in the DC airspace.

Stuart

Stuart A. Goldstein  
Board Certified Aviation Law Attorney  
12940 SW 128th Street, Suite 201  
Miami, FL. 33186  
T: (305) 670-1222  
C: (305) 338-4700  
F: (305) 425-1043

Nice newsletter! 👍👍

Any insurance recommendations for a still flying old guy? Is there a broker that specializes in this?

Pete Cavitt  
+1-619-701-0784 Cell  
[www.petecavitt.com](http://www.petecavitt.com)



*Pete:*

*I'm not aware of any, except for AOPA's associate, Assured Partners Aerospace, which is supposed to guarantee insurance for pilots up to age 79 (perhaps not much help there). The best advice I can give is to keep what you have as you blow past the 80 mark, and don't change anything about your flying or your aircraft. If you need a new policy, keep the airplane simple: single engine, fixed gear, not a taildragger. Show a commitment to continued learning and safety by joining a program like Wings. Good luck!*

*-ed*



## Dallas / Fort Worth

On May 15<sup>th</sup>, 2024 UFO Hosts Felix Van Campenhout and Steve Wilson held a Dallas / Fort Worth TX UFO Members Meeting at Hicks Airfield T67, Fort Worth, Texas.

Three UFO members and their wives flew their aircraft to Hicks and a friend of Steve Wilson also flew his 1946 Swift to Hicks from Aero Valley Field (52F) and joined our get together. So, we had 4 aircraft in total.

The attendees were: Felix Van Campenhout, Terry Grimes, Steve and wife Barbara Wilson (flew their 1946 Swift from Pecan Plantation field 0TX1), Joe and Konnie Sasser (flew their B55 Twin Engine Baron from the Landings at Pecan Plantation 66TE), Ken and Casey Kerkering (flew their Grumman Tiger from Aero Valley 52F), John Valentine, Neil Isbell, Richard Wilson, Ben Smith, Phillip Zeeck, Don Eades, Herschel Crump, Stan Price and Don Eades.

The meeting was held at the Wing-It Café, located at Hicks, on one of the few sunny days that we have had in the Dallas / Fort Worth TX area in the past few weeks. A great time was had by all. As Operations Manager for the Cowtown Flying Club also located at Hicks, Felix took members of the UFO attendees to show off the 2007 Evektor



Light Sport aircraft that will be coming onboard soon to the club.







## They left me in the dust...

I am fortunate to have many aviator friends at my local airport. Some of the closest have dream planes, like Bonanzas and Barons. I did too, until the insurance agencies noticed when I screamed past 80 a few years ago. They put the squelch on my 170-knot, airconditioned travels to really average aerodrome breakfasts on the weekends. But I showed them! They thought I would give up my privileges as an airman. No sir. I bought my sixth Aircoupe.

So, for a while, when the group planned a day for breakfast, I would either leave early or wind up arriving late. Our typical Florida trips were about

100nm. That trip in a Bonanza is around 40 minutes. Now, for me, it is right at one hour. Fuel burn, 9 vs 6 gallons an hour.

Now that I have put my "gotta get there" 400 mile plus IFR trips to bed, I can re-



lax and smell the roses (or alfalfa.) I am beginning to find several new friends who might be flying an old 172, or a J-3 Cub, Champ, Chief, Pacer, Cessna 140, Stinson or any one of many other seasoned and mature cross country machines out there. I have even found several Er/ Aircoupes nearby. Give or take a few miles an hour (my new standard for measuring speed) we all arrive *eggsactly* at the same time. On the way to and from we are in radio contact and compare flight conditions, airspeed, and winds aloft. More often than not, you will hear, "Man, is this a great day or what?" While dining, we engage in great conversations. We even pat each other on the back when we get back home. Often, we visit each others' hangars just to sit and admire our aircraft. And sometimes we invite the Beechnuts too. Mission accomplished!

Don Abbott  
N818SW based at KFMY



## A voice from Winnekta . . .

I have been flying for 65 years mostly in my V-35 Bonanza as PIC and Cessna Mustang as Co Pilot. I love being a UFO member and just what it stands for and a lot of good things happening. I do wish I had more time to get around the country to participate in the many activities but at 82 and running three companies it does not leave a lot to anything else. It just keeps me in my sixties which is my goal until I die.

My advice to the group never stop working.... keep the mind in challenges daily, take sometime for yourself but just keep moving as Gino Vinelli's song (YOU GOT TO MOVE).



Ron Baade, Winnekta. IL

On 2024-06-07 15:22, Alois Langasek of Davenport, IA, wrote to our bookkeeper:  
*Tuesday I will travel to Czechia and I would like to get some of my friends to join the organization. I would pay for their membership. What form would I use?*  
Al Langasek

He received this response (plus more detail on the paper method):  
*How wonderful!! You can use the online process, which I would recommend as they or you can pay with either PayPal or a credit card and if the funds are coming from an international source the adjustment to US Dollars would be automatic. The website is [www.ufopilots.org](http://www.ufopilots.org).  
Cecilia – UFO Bookkeeper*

And this one:  
*Alois, what a great thing to do. You are our International representative. We appreciate having members in so many countries and adding to our World-Wide family of UFO/AW's. Please keep us informed of your meetings and take pictures for the SQUAWK .  
Send them to [editor@ufopilots.org](mailto:editor@ufopilots.org)*

*Tailwinds and Thanks  
Brownie*



### Around the World Flight

On June 1, Bob Bates, an 84-year-old UFO member from Papua New Guinea and his 77-year-old partner Barry Payne from New Zealand lifted off from Mt. Hagen (AYMH) in Barry's PA-24-250 to honor the 100th anniversary of a world circumnavigation undertaken by four U.S. Army Douglas Air Cruisers in 1924. At the time of this publication, they were in Kranoyarsk, Russia, on their way westward to England. From there, they will recreate the original route across the north Atlantic and through the northern United States to Seattle, and from there through Alaska and over the Kamchatka Peninsula back home.

You can see their schedule, read their daily blog and follow their Garmin tracker at the following website:

<https://www.pngtours.com/tours/bobnbaz.htm>

Below is their schedule across the United States. The airports in red were part of the 1924 route.

DATE	FROM	TO	NM	HRS
2 Sep	CTTN-Trenton, Canada	KPBG-Plattsburg, NY USA	464	3.2
3 Sep	KPBG-Plattsburg, NY USA	KCPP-Green County, Dayton OH	555	3.8
5 Sep	KCPP-Green County, Dayton, OH	Blair Executive, Omaha NE	553	3.8
7 Sep	Blair Executive, Omaha NE	KCPR-Caspar, WY	461	3.3
8 Sep	KCPR-Caspar, WY	KTWF-Twin Falls, ID	356	2.5
8 Sep	KTWF-Twin Falls, ID	KEUG-Mahlon Sweet Field, OR	395	2.7
8 Sep	KEUG-Mahlon Sweet Field, OR	2S6-Sportsman Park, OR	71	0.5
10 Sep	2S6-Sportsman Park, OR	KTIW-Tacoma, Seattle, WA	119	0.8
12 Sep	KTIW-Tacoma, Seattle, WA	PAKT-Ketchikan, AK	594	4.1
13 Sep	PAKT-Ketchikan, AK	PASI-Sitka, AK	159	1.1
13 Sep	PASI-Sitka, AK	PAYA-Yakutat, AK	201	1.4
14 Sep	PAYA-Yakutat, AK	PAWDS-Seward, AK	298	2.1
14 Sep	PAWDS-Seward, AK	PADQ-Kodiak, AK	172	1.2

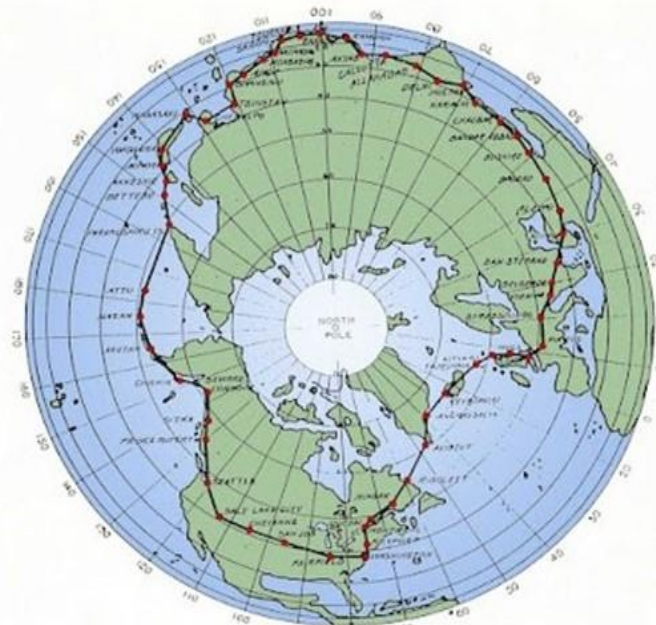
*Continued on the next page*



Circumnavigation (continued)



*Bob and Barry in Guam on Day 2*



*Original 1924 Route* Official drawing, U. S. Army Air Service

*Barry's New Zealand registered Piper PA-24-250, ZK-BAZ*







## Introducing Diane Gaskill

Diane began her flying experience at age 8 in a J3 Cub on a dirt strip at Livermore and instantly became fell in love with flying. But her parents would not let her take lessons because it was “too dangerous.” After college, she joined the Navy, where she served as a Naval Aviator in a P-3 squadron (4-engine submarine hunter) for four years. Diane was not a pilot then, but had started flight training, and co-piloted the P-3 on several missions out of Keflavik, Iceland. Then she was transferred to Moffet Field in Mountain View CA, where she served another four years as a senior aircrew instructor, teaching ground and in-air classes to new aircrew members.

Since leaving the Navy, Diane has worked for several large companies (HP, Hitachi, Google, Cisco, Cadence, EBAY, Oracle, and others,) as well as several startups, where she wore many hats in engineering and related departments. During her many years in Silicon Valley, Diane worked on the development of many innovations, including the CPU, Ultrasound, CT-Scanners, Computer Aided Design, 3D Graphics for the PC, 5G wireless, and other inventions that are used by billions of people every day and that made Silicon Valley world famous.

On the personal side, Diane raised nine children, including seven stepkids, and has 10 grandchildren from 6 to 25 years old. She is a pilot and owns a 2005 Cessna 182, which she flies every weekend. She also flies BT-13 and AT6 WWII trainers and a Pitts Special aerobatic biplane. She hopes to be able to fly a jet someday. With her family, Diane still skis, water-skis, and goes camping and biking, She remodeled her kitchen and bathrooms by herself, installed air conditioning, built a pool and deck, and also built her own computer and network at home.

In addition to being a UFO member, Diane is also a member of the 99s, AOPA, EAA, Young Eagles, WAI and CalDART. For several years, she volunteered her time as a Lieutenant in the Civil Air Patrol, teaching teenage cadets about flying and aerospace topics. She is also a volunteer project manager at Rebuilding Together, Silicon Valley, and leads teams of volunteers to repair and rebuild homes owned by an elderly and/or disabled people who are not able to fix things themselves and cannot afford to have someone do it for them.







## Final flight plan filed and completed

### **John Dumbacher**

John Dumbacher passed in early January, 2024. We recently received his UFO membership renewal request and that prompted this email to inform you of his passing and that he will no longer be renewing his membership. Here is a link to Dad's obituary: <https://www.hamptoncovefuneralhome.com/obituary/John-Dumbacher>

With that said, for many years Dad often mentioned that one of his primary goals in life was to be an able, active pilot at 80 years old. He did that and more. His last flight as pilot was either at 89 or 90 years of age. He loved flying and was very sad when he realized his mobility was impeding his ability to enter or exit the cockpit. He decided it was time to sell his plane.

However, Dad was fortunate to own a property with a 2,500-foot grass runway and 50 x 80 hangar in north Alabama. He thrived on engaging with the pilots/owners with whom he shared the hangar space. Even while enduring chemotherapy for pancreatic cancer, Dad watched the skies and enjoyed his EAA magazine, UFO "Squawk" newsletter and other flying periodicals. UFO was proudly and often mentioned in conversations. Thank you for helping Dad set a goal and strive to achieve beyond it.

By the way, the family is seeking pilots that might be interested in his property west of Athens, AL. It was recently registered with the FAA and designated as 56AL.

If there are any questions about Dad, his story or interesting flights he made, please reach out to the email address or phone number below.

Thank you,

Paul Dumbacher  
256 783-4037  
onemr2@knology.net

## ... Gone West

June 2024



Final flight plan filed and completed

**George Pfeifer** of Liverpool, NY, passed on 02/03/2024 per a notation on his renewal form. He was born on 09/22/1931 and joined UFO on 05/16/2012.

My flying octogenarian passed away recently. Please remove his name from your mailing list. Info. is as follows:

**Robert Reid**

5344 E Lindstrom Ln  
Mesa, AZ 85215-2655

DOB: 3/19/1938

Email: [rob@royalaviation.com](mailto:rob@royalaviation.com)

Phone: (480) 239-9691

Thank you.

Sincerely,  
Janet Reid