

# UNITED FLYING OCTOGENARIANS

December 2022

## SQUAWK



### UFO President. From the Port Side

by Kenneth (Brownie) Brown



Here we are in December. Who blinked? This is the time of year when there are many holidays. For some, we say Happy Hanukkah, Merry Kwanzaa, Merry Christmas, or the all-inclusive HOLIDAY GREETINGS. It matters not what we say but that we are wishing someone the very best at this time. Good will and peace on earth, the Golden Rule and love your neighbor like yourself are not mere sayings, but rather a way of life.

Let us go forward with a kind word for all those we meet, not for just this season but from now on.

It is also time for the membership to join the board of directors for the good of us all. We need each of you to pick up a piece of the load in lifting this organization to its full potential. Currently, we need a Treasurer, a Membership Chair, a Vice President, a Grant writer, and a Web-editor. These jobs are currently being filled by me, and I need your help. Many hands make the load much lighter. I know the talents in this organization are deep, and we need you to come forward and participate. All new positions have a 1-year commitment on the board, so what do you say? It will make the whole organization better and more efficient.

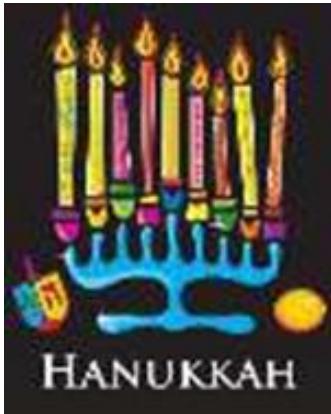
I see the UFOs as a beacon for all aviators to strive to join. This coming year is going to be challenging as we continue to help everyone see the United Flying Octogenarians as something more than the “best-kept secret in aviation.” It’s a challenge we will overcome.

AOPA has started an Alliance Partners Program, and the United Flying Octogenarians have been chosen to be part of this program. This will bring greater visibility to who we are and what we stand for.

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Wishing you all a very Happy Hanukkah / Merry Kwanzaa / Merry Christmas and HAPPY HOLIDAYS.



Spoiler alert: In February, my wife and I will be making a road trip to meet and greet UFO members along the way. Look for an announcement in January as we get a firm itinerary with stopping points. The States where we will be stopping will be southern WA, OR, CA (3), AZ (2), NV (2), ID (2), and then back home.

Tailwinds and clear skies.

From the left seat,

*Brownie*



# From the Editor's Desk

Dec. 2022

by Egon Frech



They say there are no old, bold pilots. That's probably mostly true, for two reasons: Some of our fellow pilots are no longer with us because they succumbed to some bold, youthful foolishness or accident that led to their early departure from this life; and those of us who have made it through sheer luck to a ripe old age have become a lot less bold as we start to perceive the end point and see no reason to rush toward it any faster than the inevitable march of time will carry us anyway.

With that in mind, let me tell you a Christmas story. In the late 1980s, my C-172 was based about 60 miles east of Winnipeg, Manitoba, Canada and I had flown it to Toronto Island Airport, about 800 miles to the southeast. It was the afternoon of Dec. 21 when I headed back home, the airplane loaded with Christmas presents. I started VFR up the Bruce Peninsula of Lake Huron, then along a desolate stretch of the Trans-Canada Highway past the forlorn waypoints of Wawa and Wiarton , to my fuel stop at Marathon, on the northern shore of Lake Superior. There was a surprise waiting for me: A notice on the FBO door that they were closed for the day, and that there would be a \$50 callout charge on top of the already exorbitant price of the fuel.

I thought about it for a minute. It was getting dark, and for less than \$50 I could get a motel room for the night and start fresh in the morning, still in plenty of time to be home for Christmas. A taxi took me into town and the motel charged \$40 a night. The weather forecast, over the phone from Thunder Bay Radio, seemed reasonable – a little lower cloud, but VFR ceilings all the way home. I bedded down for the night and was raring to go in the morning. But there was a nagging sound outside the front door – a drip, drop, drip, drip? What could that be? Opening the door revealed the cause: freezing rain.

The late 1980s was long before detailed weather maps and MOS forecasts for every small airport appeared magically on your iPad, There were terminal forecasts for the major airports and there were General Area Forecasts for the several hundred square miles between them. Marathon was in one of those General Areas but it had a special quirk of its own. Its weather often didn't adhere to the General Area Forecast, and the local weather pattern could last for an indefinite period.

I headed for the airport, and found the airplane covered in a layer of clear ice. Well, that had to be rectified. Surely the weather would clear up. The ground had been fro-

*Continued on the next page*



zen the night before and Canadian Winter would reassert itself. I went back to town by taxi and found a hardware store that sold me a garden sprayer and an automotive store that had RV antifreeze. Those, and hot water from the FBO washroom, made short work of clearing the ice off the wings and the windshield. Ready to go when the freezing rain stops, right? Except it didn't stop. The plane slowly iced over again. It didn't stop the next day either. Every time I got the airplane deiced and my courage screwed up, a Norontair Twin Otter would come down through the overcast with a 5-inch load of rime on the nose and the leading edges of the struts. Discouraging, that.

The third day, I became frantic that I would not make it home for Christmas. But the freezing rain had stopped and the ceiling was lifting a bit. Perhaps it would be enough to scud run far enough west that I would be clear of the undulating terrain and the local weather phenomenon. I de-iced and took off. About 10 miles west, the terrain started rising and I started winding my way through the valleys between the low rolling hills. The tops were shrouded in fog. It finally dawned on me that this could not end well and I made a U-turn. By the time I got back to the airport, the windshield had completely iced over except for the small slot cleared by the defroster vent. I made a Lindbergh landing and quit for the day, thankful that I had made it back despite my "bold" approach and lack of good judgment.

The next day, Christmas Eve, dawned with marginal VFR ceilings. I gave the airplane one more antifreeze bath and launched. Twenty miles to the west, the ceiling lifted and it was CAVU the rest of the way home. I made it back in time for Christmas with the family. Along the way, I shed some of my boldness and survived a little longer.

As we celebrated Christmas, I couldn't help but remember another pilot on a previous Christmas Eve in Manitoba. He was a bush pilot working in The Pas, a mining town about 280 miles north of Winnipeg. He launched his Cessna 185 and headed south to join his wife and children in Winnipeg for Christmas, but he didn't arrive. The Royal Canadian Air Force committed a C-130 Hercules to the search, crewed with volunteer spotters from the Civil Air Search and Rescue Association. After a week, they had found nothing. No ELT signal. No trace. They finally found him several months later, more than 100 miles from his intended path. He had succumbed to carbon monoxide poisoning, and the lack of his right foot pressing on the rudder pedal had sent the airplane into a long left curving path to fuel exhaustion. It's painful to think of the grief his young family must have suffered. There, but for a timely flash of rational thought, went I. I wish an equally thankful holiday season to you and yours. The fact that you're a member of UFO proves that you've earned it.

That's "Over and Out" for now.

*Egon Frech, Editor, The Squawk (editor@ufopilots.org)*

# Aviation History

Dec. 2022

by Ralph Bennett



## WHAT WAS YOUR GOLDEN AGE OF AVIATION? (or memories for UFO folks)

Perhaps in 1960 when the POH for a Piper Super Cub was 4 pages or in 1966 when the POH for an Aztec was 23 pages? FAA regulations were a mere shadow of what they are today and could be read cover to cover in an evening. Those years when flight schools and 'Learn to Fly' signs were plentiful. Perhaps when a pilot could rent a single engine aircraft for \$15 per hour or less. Generally, up into the mid-1970s one could buy a well-equipped 4-place aircraft for about 3-4 times what an average car cost. The aviation industry was building 15,000-18,000 new planes per year. Avgas cost about 10 cents more than car gas. Perhaps when the color vision test on your FAA Medical Exam consisted of your AME asking you to identify the color of various objects located in the room. Maybe in the days before coded gates and airport fences when we could walk to the edge of a runway and sit in the grass to watch the parade of touch and goes

In the mid 1970s GPS and ADS-B weren't even a glimmer on the horizon, yet pilots managed to find their way using VOR and ADF or just plain pilotage. After all, this was great leap forward compared to the four-course radio range. Airspace was fairly simple, too. Generally, if you stayed more than five miles from any large airport, you were pretty safe, even around Washington, D.C.

The airlines have changed for pilots and passengers. It was not then a mass transport industry. There was more time, more attention, more space and more glamour than today. Some might say of the passengers that unless you were a chain smoking, alcohol swigging bookworm, then flying in a sealed aircraft was not the most pleasant way to travel. But that is not the whole story. Passengers then were treated very much as individuals. They probably disembarked in a better frame of mind than today's rushed and tightly packed passengers. The financial rewards in the cabin and for junior officers were not great, although senior captains were comparatively well off. Needless to say, the airlines have really changed. These days a flight attendant can get a pilot pregnant.

Perhaps for many UFO folks their Golden Age is now. The rapid advance of aviation has made flying safer, more efficient, and more exciting. Some of my lost pilot friends would be alive today if they then had the benefit of GPS, WAAS and moving map technology. Yet, those earlier years did feel more fun and freer.

# Membership Renewal Time

Dec. 2022



Print out and include with your check

**United Flying Octogenarians**  
PO Box 2230  
Keller TX 76244

**United Flying Octogenarians**  
*Where the history of aviation is still flying*

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City State Zip \_\_\_\_\_

Phone: \_\_\_\_\_  
Email: \_\_\_\_\_  
Birthday: \_\_\_\_\_

Make any corrections necessary to your information above and return the updated form with your payment or let us know of any changes via email at [Bookkeeper@ufopilots.org](mailto:Bookkeeper@ufopilots.org)

Your tax-deductible donation enables us to keep the renewal fee at just \$20 a year.

Thank you, we appreciate your continued support.

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
1	Membership Renewal	\$ 20.00	\$ 20.00
	Cap, Navy	\$ 20.00	
	Cap, Tan	\$ 20.00	
	Iron-on Patch	\$ 5.00	
	Lapel Pin ¾"	\$ 8.00	
	2" Pin	\$ 5.00	
	UFO Label, outside use	\$ 5.00	
	Set of 2 UFO Labels, inside use <i>(not for tinted windows)</i>	\$ 4.00	
	<b>Tax Deductible Donation</b>	\$	
Make check payable to <b>United Flying Octogenarians</b> Pay online at <a href="http://UFOpilots.org/shop">UFOpilots.org/shop</a>		<b>TOTAL</b>	\$

# News from the Members

Dec. 2022



## Nevada

by Lew Gage

The UFOs in the Reno area had a get together for lunch on Friday, December 2nd. There were eight UFOs and six UFO ladies in attendance. We thanked Charlie Kettering for his years of serving as area UFO representative and then the "new kid on the block," Lew Gage (new UFO area representative) had all of the members relate how they got to be a UFO. A real variety of stories coming out of those young guys from the several occupations they had when they were younger. It looked like everyone there enjoyed both the stories and the food. A sort of vote was taken and it was decided that we would have a gathering of UFOs of northern Nevada every three months. The beautiful and fair UFO ladies would again be invited to attend since they are probably the reason we UFOs made it to eligibility for the organization. The attached pictures are from the lunch gathering with all looking bright and chipper. One piece of advice emanating from the group was "always have the landing gear down BEFORE landing."



*Northern Nevada members meet for holiday luncheon*



## New Lunch Destination

by Felix Van Campenhout - UFO Director

A new Airport restaurant has opened at Hicks Field T67, Fort Worth TX. Owner/Operator Eric Faulkner has opened the Wing It Café at Hicks and has not only remodeled and upgraded the interior and exterior space but also developed a wonderful new menu.



Felix Van Campenhout (left) and Café owner Eric Faulkner

The airport is north of Meacham Field (FTW) and just Southwest of the Perot Alliance Field (AFW). Hicks is under the 4000-foot class B shelf of Dallas DFW airport. It has runways 14 and 32, 3500 feet in length, is well paved and lit, and is situated at an altitude of 855 feet.

The Wing It Café is open from Wednesday through Sunday from 0800 to 1400 hours.

The Café has extended aircraft parking as well as a new automobile parking area.

The address of the Café is 171 Aviator Drive, Fort Worth, TX .

The airport is north of Meacham Field (FTW) and





## Southeast Region

by George Kirkhofel

Arranging UFO activities in Florida, Georgia ,and Alabama in the past year has been a challenge. The Covid pandemic caused many events to be rescheduled or canceled. Planned meetings in the southeast were also affected by disruptive and stormy weather. We had planned for one meeting per quarter. Our first meeting of the year in March at the Flagler Executive Airport (FIN) had to be canceled due to bad weather.

The second and third meetings were held at Flagler Airport. The venue is a well-known pilot favorite, "Hijackers Restaurant", which overlooks the flight line. Our meetings normally include a speaker and some flying safety discussions. We encourage spouse attendance. Our most recent UFO meeting was held at Live Oak FL



*Left to right, Robert Kirkhofel, Jane Kirkhofel and George Kirkhofel with a Super Petrel LS amphibian.*



I encourage all pilots to check out the challenge of new equipment. Our UFO meetings are a great opportunity to reflect on the challenges of aviation.

*George Kirkhofel after having checked out in an Air Cam twin amphibian.*



## Florida Visits

By Felix Van Campenhout – UFO Director

Last month I went to Naples Florida for the family Thanksgiving and while there I decided to try to contact and see the UFO members who live in the Naples area. Of the

six listed members I was able to meet with two of them. The first was Robert Van Wagnen and the other was Eugene Herkens.



Eugene Herkens, 98, was a gunner on a Helldiver in WWII

my 2 visits with him began. Eugene is 98 years old and as spry as can be. So let me tell his story. He retired from the United States Postal service and moved to Florida in 1985. He received his PPL in Huntington Beach California.

His home is filled with his Navy memorabilia. He is a WWII veteran and served for 27 months in the U.S. Navy as a rear seat gunner on a Helldiver SB2C4E aircraft flying off the carrier Yorktown. He bragged about his prowess at using the 30 caliber machine guns that he controlled in his aircraft.

He said that he and his plane commander spent most of their time bombing and strafing Okinawa. Eugene no longer uses a telephone nor does he have a computer. He said he doesn't need those anymore. I promised to mail him a copy of the Monthly UFO Squawk newsletter. He kept asking if I knew anyone in the Naples area who could take him flying. So, Naples and surrounding area members, if you can go to his house (the address in the Friend-



Eugene Herkens

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ship directory is correct) go there and invite him up.

The other man I met with was Robert Van Wagnen, and we had a good time over a breakfast get together. Robert became an early fan of the 1946 Aircoupe aircraft and over time had 3 of them. Unfortunately, after he and a friend took off from a grass runway the engine quit, they hit the ground, a fire broke out and they both suffered burns.

We had a great time sharing our personal and flying stories.

It was unfortunate that the other four Naples UFO members were not able to be contacted; next time maybe.



Felix Van Campenhout (left) and Robert Van Wagnen at breakfast



## New Zealand Project

by Egon Frech

Peter Collins, a UFO member from Rangoora, New Zealand, has an interesting aircraft project under way. He's involved in a program called Youthglide, which provides subsidized lessons to young New Zealand pilot candidates to fly in gliders.

The initial idea came (as they often do) from a hangar conversation. In December 2014, faced with the increasing costs to Youthglide of providing tow-plane services to glider training camps, Peter and a group of pilots agreed that it would be an interesting and socially useful project to somehow create a high thrust, low purchase price, low running cost tow plane. They formed a consortium, brain-stormed ways

and means, and started the project.



*The CH-100 as initially found*

They agreed that it should be affordable, economical, powerful, easy to fly, stable and safe, cope well with rough weather, have the power to drag 750kg of glider out of a short out-landing paddock, tow it up like a rocket, and run on either mogas or avgas depending on the situation. If it could be flown on a microlight pilot certificate, that would be a bonus.

They found a rescue amateur-built Zenith CH-100 frame and a 1.5-liter water-cooled 128-hp engine from a wrecked Honda Jazz, similar to the Viking experimental engine. Adding an Aerocharger turbo brings the horsepower up to 170 and the climb rate to 2300 ft/minute. The mogas option has been abandoned to limit detonation potential. To allow the aircraft to meet New Zealand regulations for EASA

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very light aircraft (stall speed 45 kts maximum), they have chosen to modify the CH-100 wing with leading edge slats and to lengthen and strengthen the landing gear to allow for a more nose-up attitude while landing.

They are into the project for \$30,000 and are starting the testing and document preparation to request the New Zealand Civil Aviation Authority's approval to tow gliders. More later.



*The CH-100 tow plane during flight testing after modifications. Climb rate is 2300 ft/min!*



## New FAA Rule Restores Basic Med Privilege

By *Mark Phelps, AVweb*



With the stroke of a pen last month, Acting FAA Administrator Billy Nolen enabled an estimated 60,000 or more U.S. pilots to act as safety pilots. In the Nov. 16 signing of a new rule that focuses on requiring medical certificates for balloon pilots, other provisions were included that granted holders of Basic Med medical certificates the opportunity to fly as safety pilots, a right not previously held.

After a lengthy effort to effect this change, the Aircraft Owners and Pilots Association (AOPA) supported the final rule, which amends elements of FAR Part 61 and Part 68 "to make Basic Med pilots eligible to act as safety pilots (required crew-members other than the PIC)," according to AOPA reporting.

AOPA Senior Director of Regulatory Affairs Christopher Cooper said, "This change will allow for increased access and opportunities for training, proficiency, and experience for the entire pilot community. We also appreciate the FAA's continued support for and expansion of Basic Med."

# New Members

Dec. 2022



Name	Location	email	Telephone
Moutafian, Adom	CA	adom@moutafian.net	408-832-2075
May, Benjamin	VA	bennymay@comcast.net	
Pancake, Bill	WV	N1390E@comcast.net	
Goldner, Les	NM	lgold@quantum-associates.com	
Tate, Phyllis	AK	minchumina@yahoo.com	
Svenson, Lloyd		les@chamberscable.com	
Kauber, Rod	CO	rod.kaubs@gmail.com	
Allaben, William	AR	wtafda@aol.com	
May, Benjamin	NC	bennymay@comcast.net	
Schug, Peter	NY	peterschug@me.com	
Walden, Rodney	Australia	odm1@bigpond.com	

# . . . New Members

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## Bill Pancake – Distinguished New Member

by Bill Armstrong, Wings over West Virginia

With a profound interest in aircraft and mechanics early in life, Bill Pancake possesses a degree of expertise in all aspects of aviation that is widely recognized. C. William Pancake Jr. has flown, built, repaired, and inspected a wide variety of aircraft. His workshop located at his home in Keyser, WV, is equipped with the tools and machinery that meet the needs of his project at the moment. Aeronca type aircraft are his spe-



Bill Pancake, right, receives the 2018 National Aviation Technician of the Year Award

cialty, but his knowledge goes far beyond any one airplane. Bill has a photographic memory and can recall dates and past incidents that impresses any listener. As a flight instructor he has taught many locals the art of flying, including his grandsons.

The Federal Aviation Administration recognizes pilots with the Wright Brothers Master Pilot Award for over 50 years of flight expertise and also the Charles Taylor Master Mechanic Award, again for 50 years of experience in that field. Bill Pancake is among the very few to receive both of these prestigious awards of which he is justly proud. In 2018, he was named by the FAA as the National Aviation Maintenance Technician of the Year.

At the largest air show in the world, Air Venture at Oshkosh, WI, Bill has for years led a forum offering expertise and answering queries from the large crowd. He also holds a similar forum at the Aeronca Convention held in Middletown, OH near the site where the Aeronca aircraft were built.

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## Bill Pancake (continued)

At Air Venture, he has been involved in 13 aircraft that have received championship awards, including six grand champions, an unequaled record. He is a member of the EAA Vintage Hall of Fame and the West Virginia Aviation Hall of Fame and is on the honor roll at the National Air and Space Museum. Bill continues to fly and operate from a small grass airstrip south of Keyser, WV. Although semi-retired, he still answers queries from folks all over the country via telephone and e-mail to clarify or assist others in their individual aircraft projects.

Aviation has been and is the focal point of Bill Pancake's life. His multitude of friends and others recognize him as a true treasure of our aeronautical community.



*Bill in his shop at Keyser, WV*



*Bill's award-winning 1946 Aeronca Champ (General Aviation News 2017 Picture of the Year)  
Photo by Brian Breighner of Bill taking off from the Mexico Farms Airport in Cumberland, MD.*

# . . . New Members

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## Phyllis Tate

*I have been licensed since 1966 and am 83 years old. I have about 2600 hours – 90% of that flying a Cessna 206 in Alaska. I now fly 15 – 20 hours/year.*

*Phyllis Tate, Fairbanks, AK*

## Les Goldner

*Started flying as a kid but did not get a Sport license until I retired at age 60. Built several light sport aircraft and still fly my Zenith CH-701 at 81. Took many long flights going as far as Oshkosh from N. California before moving to New Mexico.*

*Les Goldner*



## ... New Members

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### Benjamin V May

Always driven to defy natural laws, Benjamin May took up flying more than 60 years ago. He attended the University of North Carolina at Chapel Hill, where he earned degrees in economics as well as a minor in psychology. He later attended NC State and earned a degree in Aerospace Technology. His fascination with airplane engineering led him to discover his passion for mathematics and mathematical logic, to which he has since dedicated much of his life.

Benny's first and favorite airplane was a Tri Pacer N8903D, which he flew to New York, Nassau, and Fort Lauderdale, among many other locations. Since this beloved plane, he has owned two Beechcraft Bonanzas. His most recent Bonanza is a 1961 N Model N345PM, decked out with GNS-530 and KFC-200 Autopilot, which he keeps in impeccable condition and flies regularly from his home in Virginia to his beach house in North Carolina. Perhaps the most interesting flying machine Benny piloted was a gyrocopter that he flew around Flagler Beach, Florida, in the '80s.



## ... New Members

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### Adom Moutafian



*I have enjoyed flying since 1967; 4,000 plus hours of VFR flying over the last 20 years in my Cessna T210s.*

*I live in San Jose area and fly 100 hours per year for pure fun...*

*Happy to meet other senior pilots.*

*Adom Moutafian  
408 832-2075*

## Gone West

Final flight plan filed and completed

*I regret to inform you that my husband William W. Ward, who has been a member of the club, passed away on Sept. 17th 2022. He had an abdominal aortal aneurysm that burst and it took him quickly. He was a very proud member of your group.*

*Sincerely, Carol Ward*



## UFO PILOT INFORMATION CENTER

on duty 24 hours a day

we bring new stuff to old pilots

FAA NPRM, notice of proposed rule making

**Section I** - No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of a pilot or pilots may try, or attempt to try or make, or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by, the Administrator.

**Section II** - If a pilot, or group of associate pilots becomes aware of, or realizes, or detects, or discovers, or finds that he or she, or they, are or have been beginning to understand the Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

**Section III** - Upon receipt of the above-mentioned notice of impending comprehension, the Administrator shall immediately rewrite the Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

**Section IV** - The Administrator may, at his or her discretion, require the offending pilot or pilots to attend remedial instruction in Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.