



# SQUAWK



## October 2021

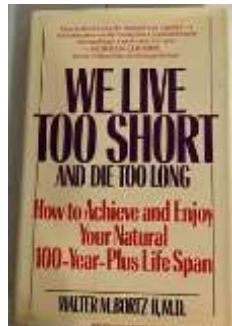
### From the President:

#### And here is....."The Rest of the Story"

Those of you who knew Bill Webber are aware of why we referred to him as "Mr. UFO". The dedication page in your Friendship Directory tells you all about how he flew around the Western US promoting the UFO. It even mentions his practice of telling about "how to live to be 100". What it does not tell you is that Bill was not always so upbeat about longevity. So here, as Paul Harvey used to say, is the rest of the story:

In 2013 the UFO held its last annual convention (we've got to do something about that) here in my hometown, Fort Worth, Texas. At that time I had the honor of serving as VP Field Network and came to know Bill and his lovely wife Beth very well. I asked Bill if he did a lot of reading, and he admitted that because of his eyesight he did not. We talked at length about this book that I had recently finished reading. He indicated that he had no particular interest in becoming a centenarian. Nevertheless, I gave Bill a copy of this book. To my surprise, Bill literally devoured the concept and preached it at every UFO meeting! He even handed out personalized decals for each attendee to attach to their cell phone reminding them of the year in which they would reach 100.

Regrettably, Bill did not reach his goal. He passed away at age 97 on January 2 of this year. On October 24<sup>th</sup> Bill would have been 98 years old! And I am proud to say that on that day, I hoisted a Screwdriver in his memory. There's *another* story if you're interested.



The point of this story is that while the actual number of years that we live is not so very important, what *is* important is *how* we live those days and years. Let us all strive to be like Bill: as tireless ambassadors for the UFO.



#### Calendar

- October Board Meeting Results & NOTAM

#### Halloween

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#### [Gone West](#)



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

### **UFO Vision from Executive V.P Bob Barker:**

*My goal for the United Flying Octogenarians is to see the organization become so well-known and so highly regarded that a wide majority of pilots under the age of 80 will look forward to the day they can qualify and join. With this incentive, they will be mindful of their health and diligent in the maintenance of their flying skills so they may be accepted as a member of the UFO band of aviators.*

*Within the gathering of senior pilots who comprise the UFO, there exists a vast accumulation of general aviation knowledge to be shared and a wide array of stories to be told and preserved for sharing with those yet to come.*

*I believe these goals can be achieved.*

*Bob*

### **NOTAM**

Summary of the October 13 Zoom Board meeting.

- Financial reports will be sent quarterly to directors.
- Membership Renewal notices will be sent via Email . Follow up by USPS

**New Facebook Private Group established. Please Join today.**

<https://www.facebook.com/groups/999409040914639>

**The organization is seeking a Treasurer. If you are interested please email or call Jim Cavender [jimsufo@gmail.com](mailto:jimsufo@gmail.com) (817)292-1044**

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

**Bio Input Form. New way to get your data to the newsletter editor. [Click Here](#)**



## Region 4 Report AR CO LA NM OK TX

### James H. (Jim) Klick NEW MEMBER

I started flying at an Air Force aero club at Randolph AFB, outside San Antonio, TX in the Fall of 1960. I soloed an Aeronca Chief 25 Nov, 1960.

I had a remote assignment, so I didn't get much flying until my Private in 1963. Gradually added Commercial, Instrument, Multi Engine and CFIA by 1967.

On a Whim, I got a LTA Free Balloon in 1974.



Most of my flying has been in the Midwest, and beside the balloon, and partnerships in a couple of airplanes, I flew a Pitts S1S for 18 years, and currently have the Aeronca L-16A at Lewis University Airport, (KLOT).

Moving from the Pitts to the Aeronca was one of those concessions to aging. In the brag mode, I earned the FAA Wright Brothers Master Pilot Award in May of 2011, and just 5 days after my 80th birthday, which allowed me to join the UFO's, I was inducted into the Illinois Aviation Hall of Fame.

I have been married to my wife Therese Castiglioni for the past 33 years and I could not have done most of what I have done without her.





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

**Click on the report text to expand**



### NORTH-CENTRAL REGION 5



#### Board of Directors Meeting-Oct 15 Highlights

A: Discussion regarding development of a Facebook UFO discussion group page,

One has been developed, if interested:

OK we now have a Facebook Group online. The group is called:

"UFO -United Flying Octogenarians"

To request to JOIN the group do the following steps : P.S. You must already have a FACEBOOK ACCOUNT

- 1) Open your Facebook Account
- 2) On left side of your screen click on "Group"
- 3) Do a SEARCH on "UFO - United Flying Octogenarians" hit ENTER
- 4) Click on ask to join group located on upper right side of page
- 5) Answer 3 questions
- 6) Submit your request.....
- 7) Felix will approve your request.

B: Discussion regarding William Shatner status with UFO

- 1- an honorary membership, if not a pilot,
- 2- is he a pilot? Yes, a member found an interview about his flying,
- 3- has he flown since his 80th birthday? Don't know.

C: We need a Area Representative for Florida. The current Representative resigned.



## Region 6 Report by Brownie AK ID MT OR WA WY

Sequim WA NOS (North Olympic Squadron) continues to have a monthly breakfast meeting. Our numbers vary each month but the conversation is always good. Being together is what is most important.



A group of EAA / QB / UFO members flew to KCLS (Chehalis-Centralia) Airport. There is a golf course and eatery directly across the street from the exit gate. Good food and a simple walk. The airport has less expensive (CHEAP) fuel. If you are looking for a good easy flight and food this is a winner. (Brownie)

(KCLS will be a future site for a UFO meeting in 2022. Always be on the lookout for the next meeting location. )



**9/26/2021 Lewis Wetzel Flew gliders yesterday at Deer Park, WA took new going-to-be member In the spring up on two flights**

**About Lewis Wetzel. 90 years old.  
Admits it's harder to get in and out of gliders  
We are sitting a few inches above the floor  
That will finish me one day  
Still fly my two experimental power Home-builts.  
Gentle upside down still wonderful. Long retired USAF fighter pilot.**



## Region 7 Report AZ CA HI NV UT

**Gathering: We will be meeting at Richie's Café located at RYAN Airport, Tucson, AZ November 2, 2021 from 11 AM to 1 PM**

Contact area Rep: Howard Deevers [deeversjones@msn.com](mailto:deeversjones@msn.com) 520-241-3382

Annette Orton, UFO Director This last meeting of the Central Coast California , October 14,2021, was one of the best so far of my last ten years of doing meetings .

We outgrew the facilities at San Luis Obispo at the last meeting there two years ago.

A few miles south, we met at KSMO, Santa Maria at Pepper Garcia's Mexican Restaurant.

The banquet room and food were excellent for us.  
There were 7 pilot members and 5 guests.

John Kent was called away to do an Angel Flight but promised to attend next October when we meet again.

3 pilots flew a long distance to be at our meeting. So glad they did. We had a very congenial group



Sylvia Paoli

Pictured is our "family" airplane. My uncle owned it from the beginning until 1985. When he and his wife retired, he decided to quit flying because they were going to travel for 6 months of the year and he didn't think it was fair to either him or the plane to have it and him sit for 6 months without flying. [Everyone in the family thought he'd just been diagnosed with a terminal illness, as we couldn't imagine him not flying!] I told him if he was going to sell it, I wanted it. I knew it would be in perfect condition (except for a needed paint job) because he was a perfectionist - about everything. We kind of grew up together - he was a real tag-along in his family, and was only about 10 years older than me. After he started flying, I went to OK to see my grandparents and he said he'd pick me up at the airport in Tulsa. After we took off, he did just like he'd done all



my life - from the time I was about 4. He explained what all the instruments did and then said "now you fly it. Follow that road down there." I must say I didn't do a very good job, but when I got home, told my husband all about it, and he expressed an interest in flying ("next winter when I have time. You go now."). I went down the next day and signed up for flight lessons. Six weeks later I had a private, and went right on to my commercial and IFR, just like my uncle had done.

It of course has had lots of updates installed. I'm going in this month and get a Garmin auto-pilot put in and upgrade my Garmin 430W to a 530W. It's sort of like the older I get, the more "help" I figure I need to stay safe. It's been 57 years now.



## New Member: Charlie Johnson



I am over thirty thousand days old (12/31/1938) and still have a second class medical and fly a Cirrus SR22. While I live in California I own a farm in North Dakota and give a lot of free flight instruction while up there in Beechcraft G36 & V35 Bonanzas, PA28s, CE182s and CE140. I was what the airline crews called an FAA Ops Puke for 30 years. Prior to that a Nasal Radiator. Carrier qualified both fixed and rotary wing eight years active and 20 years reserves. Commanding Officer of a Navy Squadron and retired as an O-6 Captain.

I had to start flying while I was in collage. Had close to 250 hours when I joined the U.S. Navy.

I have an ATP ASL AML; Rotorcraft Helicopter w/Type Ratings include B-727, LR-JET, CE-500, SN-601, SK-61, BH-206, BH-47.

Commercial Privileges Airplane Single Sea and Glider with Type Ratings BV-107 and SK58. CFI Airplane Single and Multiengine, Glider Instrument Airplane and Helicopter Flight Engineer Turbo Jet Ground Instructor Advanced and Instruments Remote Pilot

With 10,349 logged hours and some not logged.

**Then the question comes. But can the jerk fly?** Well I made three (3) Gear Up Landings the SAME Day.

I was giving a Coast Guard pilot an CFI in a single engine Sikorsky Helicopter. To land on a steeper slope you land with the gear up. So I said I was his new student and he was to teach me slope landing.



After retiring from the FAA I became the V/P and Director of Operations for an Air Taxi that managed up to 50 Executive Jets including a Boeing Business Jet.

Oh and I received the Wright Brothers Master Mechanic award because they sent it to me by mistake and were too cheap to have me send it back so I have both the real Pilot award and the in error mechanics award. At that time it showed that I had flown over 210 different makes and models of aircraft since my first flight in February 1959.

UFFDA I only planned on sending you the first 2½ sentences.





## New Member:

**James H. (Jim) Klick****Bobby "Sarge" Cormack TX 1/25/1941**

My flying career followed a hitch in the US Navy, from January 1959 to January 1963, as an ADJ Jet Engine Mechanic, followed by two years inactive reserve. F3H Demon

Next I served nearly two years in the Arkansas Air National Guard as a Jet Engine Mechanic (USAF) RF84F, T-33, C-47. Had the great good fortune of my first helo ride with an Oklahoma Guard pilot in a Hiller OH-23 and heard of the Army Warrant Officer Flight program. Next, a bee-line to the Army recruiter in Fort Smith.

Started flight training at Fort Wolters in September 1967. In July 1968, flight duty started with a one-year visit to Vietnam, followed by a two-year sabbatical in Germany. Then back to Vietnam in 1971 where I won that conflict in October 1972 and was posted to Fort Bliss at El Paso Texas. At Fort Bliss I met and married Army Nurse Corps Lt. Kathleen Weber. She was soon transferred to Belgium and I followed with a duty station in Germany. After over three years in Germany, we were posted to Fort Ord California.

Next was a one-year tour of Korea while my family was relocated back to El Paso, Texas where I was slated to return.

Next was over three years flying Little Bird guns in TF160 at Fort Campbell, KY. Final Army flying duty was at Fort Hood, Texas.

Following "retirement" I flew for US Oceanography, Riley Aviation and Evergreen International.

Over 45 years in several helos from the OH-13 to the s58t.  
Sarge





## Other Important News

If you have not had your bio in the newsletter and would like to submit one for publication with 1 or 2 pictures please use the new link. (Please limit your input to approximately 250 words.)

[CLICK HERE FOR THE LINK](#)



Share the newsletter with your friends who are almost old enough to be a UFO.

What are your plans for the coming holiday season? Do you have any UFO events planned? Be sure to send pictures and a write-up for publication.





## Gone West. Final flight plan filed and completed

<b>Walter J. McFadden, Amelia Island FL,</b>	<b>passed away 20 January 2021 at age 96</b>
<b>Eliot Potter, Topeka Kansas,</b>	<b>passed away April 2021 at age 99</b>
<b>Dietrich Meyer, Pine Grove CA,</b>	<b>passed away 1 May, 2021 at age 82</b>
<b>Donald Walls, Port Ludlow WA,</b>	<b>passed away 2 June 2021 at age 85</b>
<b>Arthur Schwedler, Stroudsburg PA,</b>	<b>passed away 25 June 2021 at age 94</b>
<b>Alvin P. Lehnert, Darlington Maryland,</b>	<b>passed away 1 July 2021 at age 92</b>
<b>Hank Wunderlinc</b>	<b>passed away in September.</b>
<b>B Clyde Hollier, Alexandria LA.</b>	<b>passed away at age 89</b>
<b>Vern Foster</b>	<b>passed away February at the age of 103</b>

