

# UNITED FLYING OCTOGENARIANS

January 2023

## SQUAWK



### UFO President. From the Port Side

by Kenneth (Brownie) Brown



As we begin the new year, we are filled with hopes and dreams of what will come. We have reflected on what transpired last year and, after evaluation, we seek better outcomes for the future.

Vince Lombardi put it this way: "The achievements of an organization are the results of the combined effort of each individual."

In prior messages, I laid out my *VISION* for the United Flying Octogenarians. Now, I want to emphasize what you can do to bring that vision to fruition.

Each of you is unique. You are unique because you are a United Flying Octogenarian first and foremost. You bring with you years of experience in not only flying, but a lifetime of experiences in the working world. These are the talents we would like to tap into to expand the UFO board and organization.

What talent would you be willing to share with the piloting world to create a desire in the younger pilots, to achieve the status of being a UFO? How do we encourage pilots to become ground crew (before age 80) and prepare for their place in this great organization? What other activities should we be pursuing as we build a better organization? What is your added passion that we should consider? You are the driving force of change. Without you it will not happen, we will not expand, and we will remain the BEST KEPT SECRET IN AVIATION.

Are you promoting UFOs when you are around pilots? Do you wear our logo on your clothes? Are you proud to belong to a very unique and distinguished group of pilots? If you answer yes to any of these, we want to hear from you. You pick a place in this organization where you can do just that. We have needs for area representatives at all

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levels. You could be a local city representative, holding monthly coffee sessions, including nearby cities, or a state representative covering the entire state. It depends on the geographic situation presented.

The challenge today is, *"how do we make the United Flying Octogenarians the most desirable organization for pilots to attain?"*

*Collectively, we can demonstrate our passion for the UFOs, or we can go silently into the night and do nothing.*

Tailwinds and clear skies.

From the left seat,

*Brownie*

## Breaking News

We are officially listed on the AOPA website as a participating organization in the APOA Alliance Program. Go to the AOPA main web page at [www.AOPA.org](http://www.AOPA.org) and scroll all the way to the bottom. There you will find a link to [About AOPA](#). Click on that, and scroll down. At the bottom of the left column, you will find a link to [AOPA Alliance Program](#), and when you click on that, you get:



Clicking on the logo of each organization gives you information about it. Our president is negotiating a UFO presence at AOPA booths at regional fly-ins. Instead of working your way through the process above, you can go there directly at : <https://www.aopa.org/about/aopa-alliance-program-participating-organizations>



by Egon Frech

The year was 1979, and I had just undergone a major career change. A lot was going on in my life, and I didn't have much time for flying. In fact, I hadn't had much time for flying in my previous job, either. I had earned my private pilot license ten years earlier, but had only 104 hours in my logbook, including the initial training.

Enter Michael "Mickey" Hoban, the staff photographer at the Whiteshell Nuclear Research Establishment. His job was to take pictures of the research projects being conducted at the lab and process them for publication in scientific reports. Mickey was older and a little hard of hearing, but he was a pleasant and enthusiastic individual, and we hit it off. It turned out he was a pilot as well, so we had something to talk about. There was a reason for his hearing deficiency: he had been a tail gunner in Lancaster bombers in World War II, and, defying the odds, had survived. He had also been a long-time bush pilot, flying fishermen and supplies to remote lakes in Manitoba. His last gig had been the ownership of a flying service at the nearby gravel-surfaced airstrip and floatplane base in Lac du Bonnet, which had gone under, but he escaped with his beloved Cessna 180 floatplane.

Listening to my tale of woe about not being able to fly because I had to drive 60 miles to rent an airplane, Mickey had a thought. There were two Citabria 7ECA aircraft at the Lac du Bonnet airport that were not doing anything, he said. They were registered in his name and left over from his defunct flying service's flight school. The bank that owned the loans on them had made no move to repossess them over the months since his business failure. "Why don't you fly one of those?" he suggested. "It won't cost you anything. Just put some gas in it."

Mickey checked me out for tailwheels and, over the next year, I put about 33 hours on that Citabria. I didn't know enough about airplane ownership to worry about insurance, and fortunately there was no event that would have required it. Some of that flight time went into visiting other airports to check out aircraft for sale. At the end of the year, I was hooked and bought my own airplane. I credit Mickey's help with the fact that I continued in aviation to the extent that I have.

Today, I have an airplane that doesn't get used as much as it once did, and I suspect that the same is true for many other UFO members. Which brings up the point my wife, Roxanne, raised with me recently. Here's the challenge she put out to us all:

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*Hello, all you 80+ year old pilots. I am the wife of your new newsletter editor and thus feel entitled to ask for a moment of your time. He might disagree and if so, he doesn't need to print this message.*

*I have watched my husband reach 80+ years, with a very nice, well-maintained Cessna 172 sitting in its hangar, rarely flown, since Egon flies for the Civil Air Patrol on a regular basis. The older he gets, the more reasons accumulate for not using this aircraft for its original purpose: contributing to Egon's joy of flying. I assume there are quite a few other members of this organization with similar aircraft lovingly maintained but increasingly rarely flown.*

*At the same time, I am sure your local airport has young people who would like to fly, who have scraped up enough money for lessons and a license but lack the money to afford a plane in which to practice this new love of flying. I would like to suggest, therefore, that your organization concentrate its efforts on making a connection between those younger pilots who want to fly and you older pilots who could use a second pilot, whether called a "safety pilot" or just a friend looking for the experience, wisdom, and yes, an airplane, to help you expand your years of flying beyond the inevitable point when you admit you need that second pilot.*

*Why not dedicate your organization to being volunteer mentors, to helping increase the number of pilots not in uniform, by giving them some hours of experience with you in the air (and on the ground, even)? I don't need to go into details about flying schools, local community colleges, or other places you might find pilots who can't afford to rent a plane but who would gladly listen to the advice of your members as they practice touch-and-goes at your local airport.*

*I would like to suggest, therefore, a new purpose for your organization: To help younger pilots get the experience they need and surely want, while they build careers that might allow them to be in your shoes when they are your age, with their own airplane or at least money to rent one. Let them help pay for gas, since you can't charge for letting them fly with you. I think you will enjoy finding a deeper purpose for your organization and extend your flying years at the same time. Now, I've had my say.*

*Roxanne Summers*

One of the stated purposes of the UFO is to encourage young pilots to get into aviation. I'm going to look for some needy yet deserving ones at our local flying school and take them up for a ride. How about you? Can you be somebody's "Mickey"?

That's "Over and Out" for now.

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



by Ralph Bennett

## Treasure those Memories

As winter winds blow this would be a good time to bring out our well-worn log-books and aviation history books and magazines to recall those cherished or maybe not so cherished memories of our years aloft. Perhaps the best books are the ones that appear the most worn where we find cool stuff that doesn't get written anymore. Finding the logbook entry for my instrument flight test, I remember furiously cranking back and forth on my single Narco VOR receiver to satisfy an orientation problem. Yup, I passed.

Today it can be easy to feel desensitized, overwhelmed and perhaps a bit left out with the steady growth of aviation technology. Though aviation has come very far from the days of cloth-covered wings and radial engines, the principles of flight remain the same. The technologies developed from 1900-1940 still influence current aviation. Whether in General Aviation, Military, or Airline, a knowledge of stick and rudder skills and basic knowledge of aircraft systems remain critical to pilots of today. Regardless of the aircraft we flew or still fly, the commandment remains that a pilot must always, "Aviate, Navigate, and Communicate".

I feel fortunate to have come of age within an historical sweet spot, between when flying was too dangerous and too boring. A time when flying the aircraft was more important than managing the aircraft systems.

So, during these winter days let's recall and treasure those memories of our flying days past, with hopes for many more to come.

Thanks for the Memories

*Ralph Bennett*

# A Piece of your Soul

Jan. 2023



by Bob Barker, President Emeritus, UFO

*If you have ever danced with the clouds in the sky, chased your shadow across the plains and seen the blackness of the night from the air... seen it streaked with flashes of light in the distance as the day refuses to die, then you know the glory of flight.*

*Once you have been bounced about while skirting thunderstorms, flown through the middle of round rainbows and piloted an aircraft all alone on a sunset flight, once you have done all that, flying becomes a piece of your soul.*

*When you are 20 life is eternal. When you reach 40 you begin to sober up. If you are a pilot at 60 you pray every time your medical comes due. At 70 you realize the day will come when you have to give up that little piece of your soul.*

*You cling to it, relish every flight. As you cinch the ropes tight after every flight you wonder how many more times you will do that. Then someone tells you about a group of aviators who flew at age 80 and beyond.*

*You set a goal, a goal to stay in the air until you can join that unique band of brothers and sisters who proudly call themselves United Flying Octogenarians. The rocking chair can wait. You watch your health, keep your mind active and your flying current.*

*Then with a little bit of God given luck you make it. What a joy! What an accomplishment! You are 80 and you flew.*

*Now and for evermore, you have a seat at the table where old pilots go to reminisce and tell each other how good they used to be. Life is good.*

*You are a UFO.*

*Bob Barker, Stamford, Connecticut (author)*

Bob,

*Thanks for the memories, and for your service. – UFO*



UFO Member Felix Van Campenhout recently ran across these interesting resources while completing his Basic Med online course on the AOPA website. The report below can be accessed at this link: <http://www.7-6aircav.com/aging%20pilot%20report-11.pdf>. AOPA also has an online course on aging gracefully at: <https://www.aopa.org/training-and-safety/online-learning/safety-spotlights/aging-gracefully> (Copy and paste these links into your Internet browser.)

## AGING AND THE GENERAL AVIATION PILOT

*Research and Recommendations*





by Eric Blinderman, AOPA

There is some potential good news on the horizon for pilots.

After months of close coordination with AOPA, [AssuredPartners Aerospace](#), AOPA's strategic insurance partner, has teamed with an A-rated aviation insurer that has pledged to explore options for pilots up to age 79. This development could provide more options to those who fly single-engine, piston-powered aircraft with fixed, retractable, or tailwheel gear configurations, and having six seats or fewer and with hull values as high as \$500,000. BasicMed is also scheduled to be an approved underwriting element, giving some pilots potential relief from burdensome insurance-related medical requirements.

This insurer will also offer potential coverage options for younger and newer pilots.

"While general aviation has experienced a boon in this challenging year, reducing insurance pressures has always been on the front burner for AOPA," said Baker. "We are excited about an opportunity to provide much-needed insurance relief to some pilots. This is an example of how we listen closely to our members and advocate on their behalf. We will continue to explore more options."

The present aviation insurance market has been hard on many in the industry. Aging GA pilots have been faced with fewer options, as insurers have been scrutinizing their underwriting criteria for pilots over the age of 65.

While some pilots may be getting partial insurance relief, it's important to note that this will not apply to all aviators. In addition, annual flight training or safety pilots may be required, depending upon the complexity of the insured aircraft. Hull deductibles also will increase with aircraft value. "This is a welcome change in the tight insurance market," Baker said. "But there is more to be done. We continue to work with other underwriters to bring relief to more pilots."

"We've been working hard with AOPA to develop options for those pilots that are experiencing difficulty in finding necessary coverage and reasonable premiums," said Bill Behan, AssuredPartners Aerospace CEO. "By bringing another choice to the table, we are aiming to allow more capable pilots to stay in the skies."

"They say age is just a number, and nowhere is that more applicable than in general aviation," added Baker. "This is one step forward in having pilots judged by their abilities and experience, and not just their age."



## Florida, Georgia, Alabama

by George Kickhofel

Moving into the new year 2023. Welcome Florida (Florida, Georgia & any other place) UFOs. Our first meeting of the new year will meet at "Highjackers Restaurant" on February 1. Hopefully this will be a better meeting year.

### *Watching planes take off into the vast blue skies...*

As the Highjackers website says, "Laughter among friends being lifted and carried along with the wind... South Pacific decor with a splash of aviation history... all aimed at creating the feeling that one has had a change in latitude (and of course attitude) upon arriving. These are the images that Gail and Ted had when the concept of "Highjackers" came into being on August 17, 2001."

Meeting and greeting or renewing old friendships, it's all part of the Highjackers experience. It's not all about food ambiance; we will also have a guest speaker and some safety discussion and small talk. Bring your spouse, I think they will enjoy

the conversation. Also bring a good story or experience to share.



**Date: 02/01/2023**  
**Time: 1100 to 1400**

**Driving Directions to Highjackers:**  
**202 Airport Rd 32164**  
**(386) 566-607**

**Flagler Executive Airport**  
**KFIN**  
**Palm Coast, FL**

**Contact George Kickhofel**  
**757-288-5469**  
**kickhofel@msn.com**

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## Massey Open Hangar Fly-In

(Massey Aerodrome & Museum, MD1, Massey, MD)

by John Chirtea

Massey's 20th Open Hangar Fly-In & Party (Dec. 4) was a great success. 111 guest planes flew in, including five UFO member planes. New this year was Paul Kelley's superb smoked pork loin and yes, we ran out of food even though we planned for close to 500 guests. We'll do better next year.

There were a lot of new faces in addition to many regulars, all smiling. It looked like it was going to be pretty mediocre weather earlier in the week, no rain but mostly cloudy. On the day, it turned out to be mostly sunny, 45° with light winds (right down the grass runway in the morning, making our preferred runway, 02, perfect).

There were about a dozen show cars. You could even get a free ride in Ken Wetherall's 1923 Model T Ford and tour the field on our new People-Mover pulled by a 1944 Moto-Tug (aircraft carrier tow vehicle). With nine aerobatic planes, we got to watch a lot of neat fly-bys on departure. Oldest planes were a 40 hp 1937 Taylorcraft A, a 1939 Taylorcraft BC-65, a 1940 Porterfield LP-65 Collegiate, a 1942 Stearman, a 1943 Taylorcraft L2M, many '46 Cubs, a '46 Cessna 120 and a '48 Stinson 108-3.

### 2023 EVENT DATES:

Chili Fest Fly-In: Second Saturday of May (May 13)

Antique Fly-In: Second Saturday of June (June 10)

Open Hangar Fly-in: First Sunday of December (Dec. 3)

Right: Ken Wetherall's  
1923 Ford Model T



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... Massey Open Hangar Fly-In



*Above left: John & Heather Chirtea*  
*Above right: Tail Lineup (Photo by Maroullas)*  
*Right: Ken Weatherall's People Mover*  
*Below: 1948 Stinson 108-3*





## THE BEST WEATHER BRIEFING I EVER HAD

by Howard Deevers

Many of us who have been flying for a long enough time can remember when there were Flight Service Stations located all over the country. Most were at airports and you could just walk in, fill out a flight plan, get a briefing in person, and be on your way. Oh, the “good old days.”

I had flown from Pittsburgh to Dallas in a Mooney M20J (the Mooney 201) for a meeting. It was a 2-day event, and my wife was along. After the meeting we had planned a couple of days in New Orleans before returning to Pittsburgh. If I remember correctly, I did not have my Instrument Rating yet at that time. The trip was going to be VFR in any case. The weather had been good.

The trip from Dallas to New Orleans was straight and simple, and we landed at the Lakefront Airport (KNEW) in New Orleans. After a couple of days, it was time to plan the trip back to Pittsburgh. I went to the Lakefront Airport to make sure the plane was serviced, had enough fuel, and was ready to go for the next morning's departure. A Flight Service Station was right there at the airport.

I walked into the Station, about the size of a 2-car garage, and went to the counter. There was only one person in there, and he was looking at a computer. Without getting up, he turned around and said, “Can I help you?” I said, “Yes sir. I'm planning a trip from here to Pittsburgh tomorrow morning and would like to get an outlook on the weather.” He shifted slightly in his chair and said, “Pittsburgh. What are you flying?” I responded, “A Mooney 201.”

He said, “Oh, that's a nice airplane.” I said, “Yes sir, it is.” Then he asked, “Are you a doctor?” My response, “No sir.” He asked, “Are you a lawyer?” My response, “No sir.” I was wondering why these questions. Then he surprised me, “You might survive.” Now, I really needed to know what this was about. “What do you mean by that?” I asked.

That is when the weather briefing really began. He said “Too many doctors and lawyers, flying Mooneys or 'Bananas' won't listen to us and get themselves killed. Come around the counter. I want to show you something.” I walked around the counter and he had turned the computer around so I could see the weather across most of the

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whole country. Then he started giving me a lesson in weather that I never forgot. He pointed out that the weather from New Orleans to Pittsburgh looked pretty clear right now. Then he pointed at a cold front that started about South Bend, IN and arced southwest almost to El Paso, TX. "See that cold front?" he said, tracing it with his finger. "Yes I do," I said. He went on, "Well that cold front is moving east slowly and will be kicking off thunderstorms just ahead of this line all day tomorrow. I think you can get about as far as Nashville, but I don't think you will want to get any further than that."

After a brief discussion, I filed a VFR flight plan to Nashville, for departure at 8 AM the next day. The trip was just as he described. As I approached Nashville, I was on top of an overcast, and found a hole to make a descent to landing. You could see the weather moving in from the northwest, and it would not be VFR a couple of hours later. The Flight Service Specialist was very accurate in his forecast. I was glad that I had received that briefing.

After two more nights in Nashville, the rest of the VFR trip to Pittsburgh was uneventful. That was the best weather briefing I ever had.





## The Tumbling Bear

Rob Harrison, known world-wide as “The Tumbling Bear,” is a stunt and aerobatics airshow professional, currently flying local airshows in his red, white and blue Zlin 142C, a Czech Republic military trainer airplane.

Rob started flying with his Dad, a career Naval officer, at the age of six. By age 13, he was doing aerobatics. Now at 80, he’s been a marquee airshow attraction for nearly 25 years flying the bright yellow Zlin 50 “The Tumbling Bear.” He retired after 28 years with the United States Forest Service as Aviation Program Leader. Rob worked on the development of fire fighting tankers and helicopter systems still used today.

Currently, as a Designated Engineer Representative (DER), he approves aircraft structural designs.

Rob earned a B.S. in Mechanical Engineering at Oregon State University, and a Juris Doctor degree from the University of La Verne.

He’s done graduate work at UCLA and attended U.S. Navy Test Pilot School. He added a certificate in flight test engineering from the University of Tennessee Space Institute and an FAA Statement of Aerobatic Competency, which allows him to fly aerobatics in waived airspace. Harrison traveled to the Czech Republic, and graduated from the Zlin Air School’s advanced aerobatics school. He is known worldwide as one of the few Zlin airshow pilots.

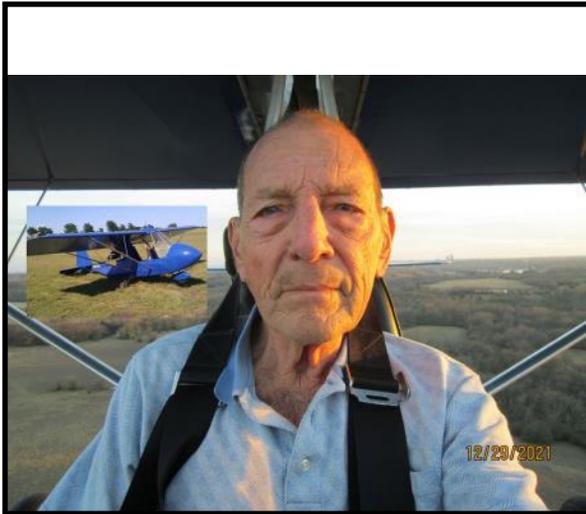
You may have seen Rob flying on the TV series “The Moment” with Kurt Warner on USA TV which was filmed at Apple Valley Airport. A perfect fit for Rob, because he always encourages kids of all ages that if they study and work hard, they can do anything they want to.

Rob and his wife Susan, also a pilot, maintain three airplanes based at Cable Airport in Upland, CA and San Bernardino International Airport in San Bernardino, CA. They reside full-time in Southern California’s mountain resort community of Lake Arrowhead, along with Airport Cat and their rescue dog Little Bear.

For more information on Rob Harrison “The Tumbling Bear” go to [www.harrisonairshows.com](http://www.harrisonairshows.com).



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**Bob Widmer, TX**

bwid@bwid.net

Currently I fly Light Sport in a Challenger 2 clipped Wing that I built 24 years ago. Have owned several flying machines. The last plane I recently sold was electric. I live north of DFW. My airstrip is 750 ft of grass.



**Richard Bray, Rapid City, SD**

richardbray2000@yahoo.com

After soloing in a Cub, I bought a 1946 Taylorcraft in 1961 for \$1200 and have been flying on and off ever since. I used to live near and fly out of the Oshkosh airport in 1965 and remember its runway as being so large that one could take off and land crosswise on it. I made it to Air Venture last summer and was glad to see that huge runway put to good use.



**Gary Lavy**

gllavy@gmail.com

Turned 80 years old on December 28, 2022 and flew as PIC the next day. Has a total time of 3300 hours and regularly flies his Flight Design CTLS

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## David W. Lawrence

Newcastle, ME

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Growing up in Northern Maine I was a lucky guy to have a Dad (deceased UFO Linwood R. Lawrence) who owned and operated a full service FBO at the former Houlton Army Air Corps Base. I pumped a lot of gas, pushed countless planes in and out of the huge military hangar, and had lots of non-logable flight time until soloing at 16 (1958) in the newest plane on the flightline—a Piper TriPacer!



I graduated from the Navy NROTC Scholarship program and was commissioned from Miami University, Oxford, Ohio, in 1964 and headed with 7 other Ensign classmates to Navy Flight Training in Pensacola. Worried about one eye that was sometimes 20/25, I had memorized every eye chart. That had always worked until the Navy put drops in my eyes and used a machine instead of wall charts. Even with all my FAA tickets, the Navy switched me to Naval Flight Officer training to fly in the E-1 Tracer (Willy Fudd/Stoof with a Roof). A fellow NFO bachelor from the Naval Academy and I managed to have our squadron orders switched. He wanted a VAW Squadron on the FDR headed to the MED (with liberty on the Riviera Beaches!) and I was about to be married and thought flying in the Super Constellation (WC-121N) VW-4 Squadron (Navy Hurricane Hunters) based in Jacksonville made sense for me. My 2200 hours of Connie time were certainly exciting when flying into the eye of hurricanes maintaining visual contact with the water at 1,000 feet or less with waves as high as 90' +! In non-hurricane season we flew weather recon in the North Atlantic, Northern Europe, and in connection with NASA, three deployments to Dakar, Senegal in Africa.

During my post-Navy career I continued flying, initially in flying clubs, and finally my C-172G in Minnesota and the three RVs my Dad built: RV 6A, N33EL in 1994; RV 9A, N339 DL in 2004; and RV12 N3312L, in 2010. My Dad died one month prior to the first flight in the RV12 and a month prior to his 94<sup>th</sup> birthday. I am indeed a lucky guy to have access to these and so many other planes, to have him as my Dad and flight instructor, and to have bucked rivets together. Every flight now in my 64<sup>th</sup> year of flying in the RV12 built by my Dad along the Coast of Maine is a scenic flight but filled with memories and appreciation for him and aviation.

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## Final flight plan filed and completed

**Carl Willis**, 83, of Falmouth, MA, died on December 2 in a crash of his Mooney M20J. Mr. Willis was pronounced dead at Falmouth Hospital. His wife, Candace Owens, who was a passenger in the aircraft, was airlifted to a trauma center and has recovered from her injuries.

### *From Aviation Safety Network:*

*On December 2, 2022, about 1504 Eastern Standard Time, a Mooney M20J, N3515H, was destroyed when it was involved in an accident at Falmouth Airpark (5B6), Falmouth, Massachusetts. The private pilot was fatally injured, and a commercial pilot received serious injuries. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.*

*According to a friend of the (private) pilot, he and three other aircraft (including the accident airplane), flew from 5B6 to Westfield-Barnes Regional Airport (BAF), Westfield/Springfield, MA, for lunch. He reported that after having lunch they all returned to 5B6. Prior to landing he heard a female voice from N3515H making the radio calls. She made an announcement as they were entering the downwind leg of the traffic pattern and then onto the final leg for runway 25. The witness continued his approach and while on short final he spotted the crashed airplane at the approach end of runway 25.*

*In a brief interview with the surviving (commercial) pilot, she remembered flying up to BAF. She said the flight was uneventful. On the approach to 5B6, she was not the pilot-in-command but was double checking everything during the flight. On short final, she asked if the sun was in the flying pilot's eyes, and he said "yes". She adjusted the sun visor, looked down for a "GUMPS" check, and when she looked up, she knew they were going to hit the trees. She believed the pilot couldn't see because of the bright sunlight at the time of the approach. She stated that the engine was running fine, and they had no flight control anomalies at the time of the accident.*

*The airplane came to rest 200 ft, from the runway 25 threshold end. Two small impact craters were observed. The first containing clear and green plexiglass. This was followed by a 10 ft ground scar that ended with a 2 ft deep crater. All major components of the airplane were located at the accident site.*

*The wreckage was recovered and retained for further examination.*

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Final flight plan filed and completed

**Henry Edward Rappleyea Sr.**, of Fisher, IL, passed away at the age of 97 on Dec. 30, 2022 at his home with his granddaughter by his side.

He was a member of the U.S. Army Air Corps/ Air Force for 20 years, retiring at the rank of senior master sergeant. He served in the Korean War and was responsible for



establishing the orthopedic brace shop at Chanute Air Force Base in Rantoul, IL. He then went on to own and operate his own orthopedic brace shop, University Orthopedics in Champaign, Urbana and Danville, for over 30 years.

He was a member of the American Legion and the Gideons and was a Boy Scout leader for many years. He was active in local Fisher government for several years and served as mayor for a time. He enjoyed flying his own private plane until the age of 92. He voluntarily flew over 300 young children for the EAA Young Eagles program.

**Robert (Bob) Roetcisoender**, of Mulkielto, WA, passed away at the age of 86 on Dec. 27 of aspiration pneumonia, a complication of Parkinson's Disease. Bob served in the U.S. Air Force from 1958 to 1988, retiring at the rank of colonel and having been awarded the Legion of Merit, the Bronze Star and the Distinguished Flying Cross. He was an SR-71 reconnaissance systems officer from 1966-1970 and served in Vietnam in 1971 and 1972. In 1986, he started a civilian career with Regal Air at Payne Field in Everett, WA, starting as a flight instructor and retiring in 2020 as Director of Flight Operations.

