

UNITED FLYING OCTOGENARIANS

April 2024

SQUAWK



UFO President. From the Port Side

by Kenneth (Brownie) Brown



Greetings UFO and AW members. I am writing this month's message from the East Coast of Florida. We completed a very active 4 days (Wednesday-Saturday) at the 50th anniversary of Sun 'n Fun at Lakeland FL.

The show and air shows were terrific, and the weather except on Thursday (a thunderstorm shut the event down) was wonderful.



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As I had mentioned in other SQUAWKS, we were guests of the Silver Wings Fraternity, and able to use their cottage as our main base. If you are not a member of the Silver Wings Fraternity, I highly recommend joining them as well. (<http://silverwings.org>). I had the opportunity to visit in person with about 30 current UFOs. It is always a great honor to meet each one at these aviation events. One board member, Howard Deevers from Tucson, AZ, stopped for a chat on two of the days. Members came from WA (4), NC (2), VA (2), FL (5), MD(1), NC (1), NV(1), TX(1), MI (1), and others who did not sign in.

We managed to give out a large number of pocket cards to “KIDS” who will be looking forward to joining our ranks in the years to come, as well as some who will be joining now.

Our discussion with the Silver Wings Fraternity is progressing towards an affiliation of some sort that will be mutually agreeable to both of our organizations. As we support each other we will be spreading the word about aviation-related organizations. Our goal is to combine events, offer combined annual conventions, and collectively be represented at Aviation Events.



Brownie and Dennis DeStefano (President of SWF) agreed to continue to work toward a common goal and affiliation

I also met with Peter Swanson, co-founder of AviatorsDirect.com (<https://aviatorsdirect.com/>), and I am very encouraged by our discussion and what will be coming down the pike in the days to come. As a way of a reminder, these are the people who will be offering an insurance alternative. If you have already been told by your current insurer they will not be offering you a renewal, I suggest you get on their list. Look for an announcement from us very shortly. If you have not yet joined the Aviators Direct waitlist, I suggest you do, and be the first to know when they will be “Open for Business.”

Oshkosh is right around the corner, and I would like to hear from you if you are going to be in attendance. This email address president@ufopilots.org will deliver your comments directly to my inbox. If we were to be at AirVenture, what would you suggest, and would you be willing to be part of the UFO team?

Wishing you Tailwind and Clear Skies,

Brownie

president@ufopilots.org



by Egon Frech



Sometimes, looking back through the logbook, I wonder how I survived. It wasn't skill, I suspect. It certainly wasn't experience, although that's what a lot of those flights turned out to be. Looking back on it now, I deduce it was youthful ignorance, bravado and luck.

I had 414 hours total and 50 hours of instrument time (9.9 actual) at the end of 1985 when we all got tired of the Manitoba winter and decided to spend New Year's Eve in Key West. After all, what was the use of an airplane if it couldn't give us an escape from the Northern Plains deep freeze? Besides, we'd heard all about Key West, including that it was in Florida, where there was reported to be sunny, warm weather, and that it was kind of famous for its New Year's Eve celebrations.

So, my then-wife and two young daughters and I put on our snow boots, snowmobile pants and heavy parkas, piled our luggage into the back of the 172, and took off from a little half-mile-long packed-snow farm strip, headed South. The temperature was -20F and dressing any less warmly would have caused severe discomfort, given the limits of the 172's heating system and cabin insulation.

Cross-border private aircraft travel was a lot less complicated back then. You simply filed a cross-border flight plan by phone and asked flight service to put an "x" in the ADCUS (Advise Customs) box. We showed our Canadian passports at Minneapolis-St. Paul International, picked up a set of charts and continued on our way. After a fuel stop in Peoria, IL, we spent the night in Nashville, TN. Total flying time for the day was 8.3 hours, including 2.9 after dark and 2.7 in the clouds. No sweat. Along the way, we peeled off our snowmobile outfits and stuffed them into the 'way-back. I could tell the airplane was becoming a little tail-heavy because sometimes, while taxiing, I had to apply the brakes in order to compress the nose strut enough to unlock the steering from the straight-ahead position but what the heck, it flew just fine.

We got to Key West via Albany, GA and Orlando, FL the next night. There were a couple of lovely ladies at a Key West Tourist Bureau desk at the airport, and we asked for a hotel room and transportation to downtown. I've got to hand it to them: they

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didn't just burst out laughing. They gently explained that the hotel rooms were in great demand and most of them for that particular night of the year had been booked up to 12 months ahead. They phoned around and found us a motel in Marathon, about 40 miles up the Keys. We flew there and, like typical Canadians, spent the next several days lounging semi-naked by the pool and getting sunburned.

It was on the way back home that things got interesting. We got as far as Peoria on the first day, flying the last leg IFR and ending in an ILS approach. After spending the night, we woke to low overcast but above freezing temperatures. Time to put that instrument rating to use. I was up to 14 hours actual by now! The flight service briefer was not encouraging, muttering about freezing levels and the potential for ice, but I decided we could try to get on top, and we launched.

It was not to be. When we reached 4,000 feet and the freezing level, the ice started to build where I could see it, on the wheel pants, and where I couldn't: on the wings, tail and propeller blades. By 5,000, the prop blades had turned into non-airfoil shapes and would no longer allow us to climb. The tops were at 6,000, and it was time to admit defeat. We went back via the ILS and kept the speed up on final. It was after we landed and taxied back to the FBO, gently tapping the brakes from time to time to allow me to steer the airplane, that I developed a real respect for the 172. It certainly wasn't the fastest airplane around. It wasn't the prettiest. It didn't have the fancy laminar flow wings of the Cardinal or the Comanche. It didn't have fold-up wheels. But with maximum load (full fuel, four people and baggage) and four inches of ice on the leading edges, that airplane never stumbled. It had my back!

The next day the weather cleared and we headed home VFR via Minneapolis Flying Cloud and Fort Frances, ON, (ADCUS checked) without any further problems. In retrospect, it was kind of a pointless trip, but it was the first real exercise of my new instrument rating and I learned a few things. There would be other encounters with ice and other temptations, and many other multi-day adventures to distant destinations, but no matter what fate would throw at me, I knew I could trust that airplane. It's getting old now, like me, and its joints are a little creaky, but it's still hanging in there and I'm keeping it.

That's over and out for now.

Egon Frech, editor@ufopilots.org

For membership questions, contact bookkeeper@ufopilots.org



By Dr. Harry Wander

OBSTRUCTIVE SLEEP APNEA

Sleep disorders have significant safety implications due to causing daytime sleepiness and cognitive impairment secondary to the lack of restorative sleep. The most common sleep disorder is obstructive sleep apnea (OSA). Due to space limitations, OSA will be the only sleep disorder discussed today.

In OSA, the person has tissues capable of blocking the upper airway, but muscle tone keeps the airway open while awake. During sleep the muscles relax, allowing the airway to become blocked, and so the person quits breathing (apnea occurs). The blood oxygen saturation rapidly drops and eventually becomes low enough that the person partially wakes up, muscle tone returns, he begins breathing again and then returns to deep sleep. This happens repeatedly and so a "good night's sleep" never occurs. This can result in excessive daytime sleepiness, falling asleep while flying or driving or not being able to think clearly. Cardiac dysrhythmias, personality changes, other medical disorders and even sudden death can occur.

Treatment of OSA is most commonly by sleeping with a Continuous Positive Airway Pressure (CPAP) apparatus. The air pressure keeps the airway open. However, a dental appliance may be an option or sometimes even surgery is needed. Proper treatment depends upon the exact anatomic problem.

The AME performing the flight physical is supposed to screen for OSA. The most common cause is obesity, with 90% of people with a BMI over 40 having it. Being skinny does not make one immune to OSA, however, as 30% of OSA patients have normal weight. The AME has to state on the exam form into which of 6 categories the applicant fits, from "Not at risk" to "Very high risk". Except for the "Very high risk" category the AME can issue the certificate. Except for the "Not at risk" category, special reports will be needed, such as a current status report from the treating physician if the pilot is already on a Special Issuance for OSA. In all cases, if the pilot is on treatment and has had a satisfactory relief of symptoms a Special Issuance will be done, with requirement for an annual follow up. If the problem is resolved, as it might be with weight loss, the FAA can cancel the need for a Special Issuance.

Untreated sleep disorders can result in any of the bad results discussed in the first paragraphs. Proper treatment can reduce the flying risk to the same risk as anybody else.

Harry J. Wander, MD
Senior AME



By Ralph Bennett

A History of Night Flying

Perhaps all of us can recall the time of our first night flight. A time that may have seemed almost magical with the beauty of lights below, a sense of peace and a spectacular view. However, it is not likely these feelings were shared by our early pilot ancestors. In the very early years flying at night was considered impossible. However, daredevil aviators pushed the boundaries. American aviators Richard Brookins and Archibald Hoxsey are credited with the world's first night flight. On the evening of May 25, 1910, they took to the skies over Alabama guided only by their instincts and minimal equipment.

The U.S. Air Mail Service was created in 1918. However, the airmail service did not operate at night. The mail was transferred to a railcar to travel during the night. At dawn, a waiting mail plane would take the sacks of mail and fly on. The efficiency, cost effectiveness and safety were questioned by President Harding and the Congress. Consequently, Postmaster General Burleson and Second Assistant Postmaster



Bellefonte

General Otto Praeger devised a plan to save the U.S. Airmail Service and demonstrate airmail's potential. These planes were equipped with only a magnetic compass, a primitive turn and bank indicator and a non-sensitive altimeter as in seat-of-your-pants flying.

Burleson and Praeger chose George Washington's birthday, February 22, 1921, for the all-air cross-country test. Two planes started, one from each coast, and seven pilots with relay planes waited at scheduled stops. Airmail pilot Jack Knight was to become the hero of this cross-country flight, later to be greeted by fellow airmen as "Jack Knight, the guy who saved the night mail".

On February 21st Jack Knight was waiting in North Platte, Nebraska, to continue the east-bound leg with a broken nose he had received a week earlier in his DH 4B mail plane. Knight was delayed while a damaged tailskid was repaired. He departed for

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Omaha at 10:44 PM, not knowing the relief pilot scheduled to meet him in Omaha was stuck in a snowstorm in Chicago. The same storm had also stopped the westbound pilot, whose mail had been loaded onto a train. Knight was unaware that he was the only pilot left flying and the fate of the night mail depended on him.

Throughout the cold night he was able to navigate by signal fires lit by post office employees, airfield managers and even local farmers. Landing at Omaha at 1:00 AM, Knight learned he was the only pilot still flying, as the relief flight had also been grounded by a snowstorm. However, after warming himself, Knight chose to continue the eastbound flight, despite the threatening storm and the fact that he had never flown east of Omaha. He departed for Des Moines at 2:00 AM.

Following the trail of more fires and landmarks, Knight flew the next leg to Des Moines, where snow prevented his landing. He kept on for another 120 miles to Iowa City. Upon landing he discovered that everyone had gone home, believing all airplanes had been grounded due to bad weather. The airport night watchman was the only one there and when he heard the plane coming, he set out two railroad flares to mark the airport. Knight left the engine running for fear it wouldn't restart, drank some coffee, ate a ham sandwich, refueled, and departed at 6:30 AM for the 200-mile flight to Chicago. At 8:40 AM Knight reached Chicago's Checkerboard Field. His all-night flight had covered 830 miles and he had found his way using only a magnetic compass and a small, torn section of a road map. Newspaper reporters were waiting for Knight in Chicago to award him hero status.



*Jack Knight
Saved the night mail*

Following Knight's flight, the Post Office expanded the airmail service to 284 beacons along a 2,665-mile lighted airway. By 1933 the Transcontinental Airway System totaled 1500 beacons and 18,000 miles of airways. Many of these beacons remain standing today as silent witnesses to the bravery of these young pilots, 27 of whom died flying for the U.S. Air Mail Service.

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ANTIDEPRESSANT MEDICATION UPDATE

I described the FAA's antidepressant Special Issuance program in the September 2023 issue of *Squawk*.

Any pilots who were not eligible for a Special Issuance under the Antidepressant/SSRI program because they were not on an approved antidepressant will be interested to learn that the FAA has approved three additional medications for special issuance consideration. These are duloxetine (Cymbalta), venlafaxine (Effexor) and desvenlafaxine (Pristiq). They represent the addition of a new class of antidepressant medications, i.e., serotonin-norepinephrine reuptake inhibitors (SNRIs).

Harry J. Wander, MD
Senior AME

INSURANCE UPDATE FROM AVIATORS DIRECT

Good Morning!

Thank you for your continued patience on the waitlist, and welcome to everyone who has joined since our last email. Our team has enjoyed meeting all the new people at events over the past few months, and welcome all the emails and phone calls looking for news.

We know how important this endeavor is and wanted to provide an update. As we noted in our previous update, we decided to accelerate our liability program with increased limits. This was met with great interest and as such has increased our liquidity requirement to offer the products.

We also mentioned that our funding partner was supportive of this move. Due to the demand, we decided to add additional funding partners which has extended our time to launch. We are very encouraged and positive about completing this process soon.

We will provide an update on the funding timeline this spring.

We will be at Sun N' Fun next week and happy to meet with anyone wishing to learn more or provide feedback. Please reach out to peter@aviatorsdirect.com to find time to meet.

Safe Flying!
Peter Swanson



ARIZONA WINTER

News from: Evan "Joe" Griffith and Karyn F. King
PhotosHappen@aol.com
(206) 795-2796



We attended and put Joe's Nanchang CJ6 on static display at the 75th celebration of Chandler Arizona Airport Community Day. Started at the crack of dawn (left) it was very well attended with thousands from the community and beyond, interested in aviation.

This winter was fun in Arizona, attending several aviation events including AOPA in Buckeye AZ, Casa Grande aviation day (right) and sightseeing in Sedona (below).



All photos by Karyn F. King



SNOW ON THE PALMS

We previously published two excerpts from the book "Snow on the Palms", by member George Williams under the pseudonym George Poncy, describing his socialite and drug-running life in Palm Beach. This is the third and final excerpt. The book is available on Amazon.

The news that Lee and his pilots were getting \$3,500 a kilo and didn't even have to carry the goods into United States airspace started me thinking. Their risk was now significantly less, almost negligible, in fact. Theoretically, I was being shortchanged \$220,000 per load, more if I counted the increased exposure. Still, notifying Medellin that my prices were going up entailed some risk. Maybe I had a better idea. I'd keep the price at \$3,000 in exchange for a number of kilos from the shipment. I estimated the cartel was raking in \$28,000 to \$35,000 per brick from the wholesalers. Subtracting transportation, they were netting \$25,000 minimum. If I conservatively used that figure, I could theoretically bargain for 8 or 9 kilos by holding my price steady. Hector had taken in \$93,000 for his first kilo at retail, so the opportunity cost of \$220,000 was offset by potential gross revenue of \$744,000 for eight kilos. That was an additional \$372,000 for me, and \$372,000 for Hector.

Summing it up, I would make an extra hundred and fifty grand per load, about.

Next time I was due to transport a shipment, I asked for a meeting. As it turned out, the organization wanted to talk to me as well. I wondered what that could be about. I flew to Medellin and we met at the ranch.

After pleasantries, I brought up my case for increasing the price. The discussion was brief and we settled on five kilos. It was just above break-even, based on the extra \$500 per kilo, but what the hell.

But there was something else, something of high importance to Medellin. The cartel needed money moved down to Colombia. I was now a trusted associate and they didn't have an excess supply of those. I didn't really understand why they wanted U.S. dollars flown down to Medellin at first, and part of that reason was because I had ascribed a level of sophistication to the entire operation that didn't exist.

The cartel had no real use for dollars. Everything in their world was paid for in pesos. There was, apparently, a long-standing and traditional money exchange business in Colombia and so the dollars had to physically come down to Medellin. The

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cartel didn't trust anyone outside of Colombia to handle the money exchange.

Medellin had operating expenses. There were raw materials involved. They had to buy base. They had to buy chemicals. They needed paste. They had a private army to equip and pay. There were horses and women and cars and jets and a government to bribe and a whole raft of expenditures that had to be in pesos.

Would you be interested in flying the money down?

I guess. Tell me more about it.

It is a matter of trust.

How much money?

Sometimes maybe as much money as your plane will hold.

A one dollar bill weighs one gram. A hundred dollar bill weighs one gram. Working it all out, I could carry something like forty four million dollars. This wasn't really money anymore. We'd gone down the rabbit hole, taken the yellow brick road, spaced out on LSD.

Do you mean maybe forty-four million dollars?

Yes.

Would it go to Santa Marta?

No way. It would go here to the ranch or some other location in Medellin. It could possibly go to Panama.

Would this be combination runs? Pickup and delivery?

Sometimes. You'd unload, then fly to Santa Marta and pick up.

How much do you want to pay?

Three percent pays you exactly the same amount as a run the other way.

They'd worked it out. That meant that if did a delivery and pickup combined, I could walk away with as much as \$2,640,000.

This might be way above what I could explain in the Valley Bank. If it worked out as intended, I could now have the same problem as everyone else.

It was all so insane.

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United Flying Octogenarians Meeting Announcement

What: UFO Meeting in Millville, NJ

Where: Millville Army Air Field Museum & Airport (KMIV)

When: 11:00 Wednesday 18 September 2024

It is never too early to begin planning for another UFO meeting. On the heels of our successful meeting in Smyrna, Delaware, in 2023, plans are underway for a 2024 fly-in at Millville, NJ as follows:

The Millville Airport was dedicated "America's first Defense Airport" on August 2, 1941 by local, state and federal officials. In less than a year, construction of military base facilities began and in January 1943, the Military Army Air Field opened as a gunnery school for fighter pilots. Gunnery training began with Curtiss P 40F "Warhawk" aircraft, but after a few weeks, the P-40s were gone and the Republic P-47 "Thunderbolt" ruled the skies over Cumberland County, NJ. In 1983 the Millville Army Air Field Museum was established and features two buildings within walking distance of the flight line. The Library Building includes an extensive collection of aviation books, video tapes and manuscripts. The second building houses a World War II operational Link Trainer, a flight simulator that was used to train pilots to fly under low visibility conditions by reference to instruments.

Although we are 6 months away from the event, it would be helpful if you let us know of your interest in attending, and more information will be forthcoming as the plans move forward. The museum website can be found at: p47millville.org.

If you have an interest in attending, please contact John Chirtea at trainster@aol.com.

You may also contact John at 302-382-5917. Please provide:

Your name

Guest's name (friends, spouses and prospective members welcome)

Auto or Aircraft arrival

Type and registration number of aircraft, if flying in.



Precautionary Landings!

By Chris Law

Back in 1975, I was based in Harrington Harbour on the Quebec Labrador. I had my trusty PA20 (C-FUUU) on straight skis picketed at the back of Harrington Island. Small planes were few and far between in those days and CB radios were the normal mode of communication. They were in most small settlements, on fishing boats and taken on snowmobiles. So I had installed a "one hander" CB radio in the cockpit to have some communication when flying.

As there were few light aircraft about, we owner/pilots frequently carried people or "stuff" from place to place as a courtesy. One memorable time in the dead of winter, I was asked to go pick up a load of frozen rabbits from the Labrador coast to bring them back to the Quebec side of the Labrador. Stiff frozen rabbits were piled aboard the back seat and baggage area, and as I had removed the passenger seat and yoke I climbed aboard while they piled frozen rabbits on the starboard side. I was now trapped in the pilot's seat with only the small Piper 'window' for communication. My contact wished me a safe flight back and warned of "possibly a few fleas in my cargo"! Yikes! All went well and we unloaded the cargo at our destination. It piled up almost to the wing!



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Another occasion on the coast at Harrington during February, two friends who worked at the hospital wanted to see if we could find a cottage at a remote lake about 45 minutes flight inland. We took off after lunch from the back of the island on the hard packed Skidoo trail at a temp of -10°C with little problem. I was following their instruction to find the lake where the cabin was supposed to be located. Once we found the lake I started to follow the shoreline at 1000 ft, weaving around the various inlets. My friend in the co-pilot seat said, "If you don't soon stop this weaving you will see what I had for breakfast". I glanced at him andhe was **green!** Reflexively I pulled the throttle and dropped for the lake! I flared for the landing and poof...we disappeared! The powder was almost up to the wings. We could just taxi with full power but couldn't see where we were going! What to do next? I taxied back and forth in my tracks to try and pack down the powder but couldn't really get up any speed. There were no snowshoes aboard! This did not sit well with my green friend! Jim, who was in the back seat, offered to get out to lighten the load. I had a small survival kit in the baggage area, which Jim took and headed for the woods. The day was by now well on with only an hour or so of daylight left. I had to get back to Harrington, refuel and then head back to the Lake for Jim. The CB radio was invaluable as I called ahead to say I would need gas in a hurry. A drum was Skidoo'd over to the back of the island and by the time I landed the gas had arrived. A passenger deplaned, a quick refuel and back in the air....this time I had to find the Lake by myself! (No GPS in those days!) No problem, and as I got closer I could see a plume of smoke coming from a fire Jim had already built. He heard the engine and was on his way onto the lake as soon as I landed.

Moral of the story? Never land on a snowy lake without first doing a precautionary! I learned my lesson on that one! That story went the rounds of the village and spread up and down the coast!

*Chris Law,
Tapiola Air Services
Baddeck, NS, Canada*



SAVE THE DATE: JUNE 19, 2024

WHY?

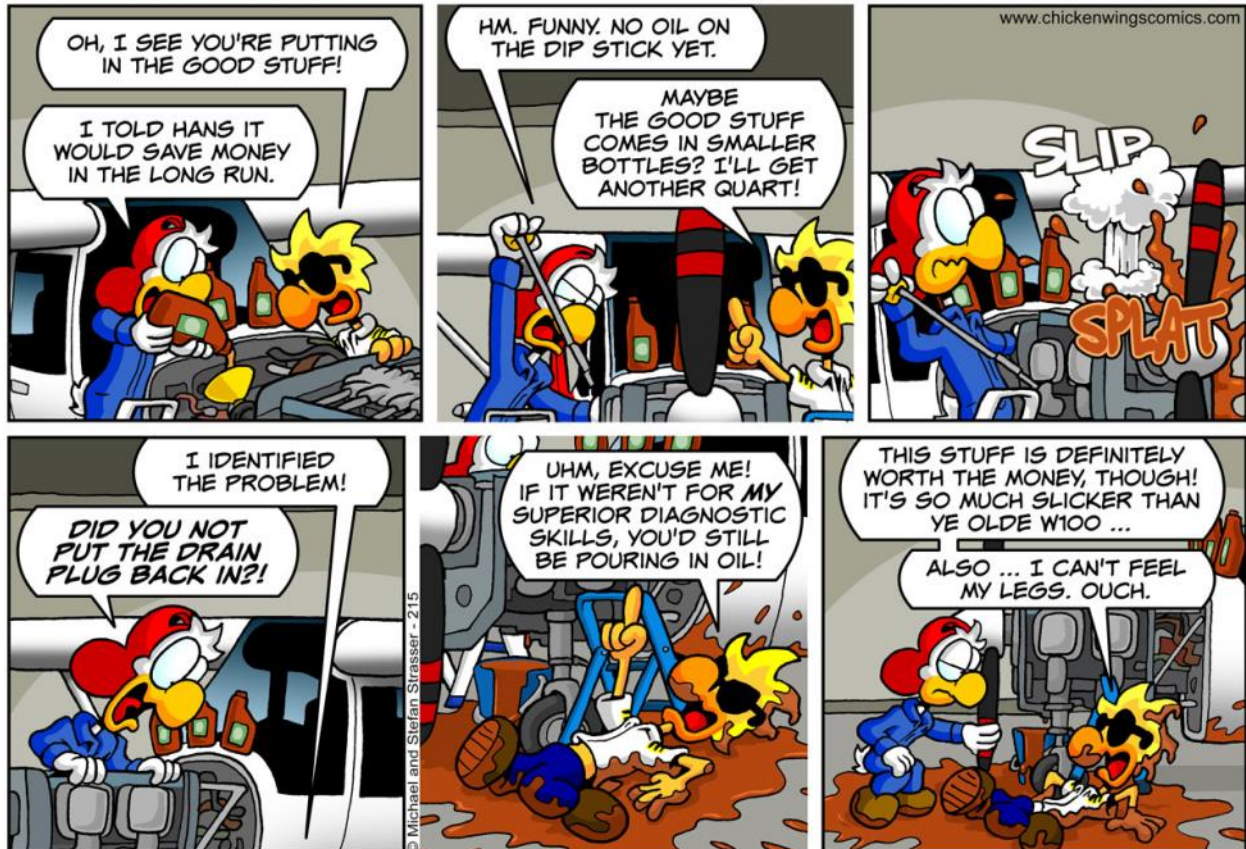
DANBURY, CT, UFO FLY-DRIVE IN

Team Danbury is currently working on the Final details regarding where and how much a suitable facility will be for lunch.

More information later, but save the date.

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



On the next page is the Squawk's first classified advertisement, free to UFO members. Member Ben Vernazza, who has just turned 90, has decided to hang up his headphones and sell his beloved bird. He has offered to donate 3% of the net selling price to UFO if the buyer is referred by a UFO member.



FOR SALE: 1967 Piper PA-28

N9212W – \$117,500

Flown by one pilot for 21 years

Contact Ben 831-239-6000

BenV@CPA.com

831-239-6000

Plane is registered and owned by a Nevada LLC formed by Ben's Family Trust, hangared at KWVI. Buyers have the option to buy the plane or buy the LLC. Buyer pays sales tax if any.

PLANE MAINTENANCE RECORDS: All records from 1967 available. for review.

Tach Time: 4701.42 Total Time: 3818.52 TSMOH: 835.22 TSPOH: 835.22

PERFORMANCE (GAP SEALS AND WHEEL PANTS): Max speed: 146 knots; Normal cruise: 138 knots; Best range: 812+ n.m.; Rate of climb: 825 feet per minute; Ceiling: 16,500 feet (over Sierras/Cascades/Rockies); Stall speed: 52 knots; Useful load: 1321# less 84 gal. = 504# & 200# baggage = 617# for passengers; (fuel to tabs = 408# fuel, 200# baggage = 713# for passengers)

EQUIPMENT: Full panel of flight instruments: DME2030,Q DF2071, ANGLE OF ATTACK. APPARERO ESG ADS-B STRATUS. STEC-30: HDG, ALT, VOR1, VOR2, BACKCOURSE. UAVIONICS 30 ARTFL HORIZON+. Bendix: CN2012A, CN2012A, IN2014A, IN 2014B, ADF142072AL. KING KMA24AUDIO. CLARK: 150COM, NARCO ENCOUNTER. SHATODDIN 1 DIG1KIO.

EXTERIOR: EXCELLENT - **INTERIOR:** COMFORTABLE

ALSO INCLUDES: Oxygen Tank 4 outlets, hangs behind pilot's seat - 2 Headsets - Tiedown screw bars for fields w/o tiedowns --Tow Bar fits PA28-235 - 2 water-proof covers -Packaged Backup VOR - Emergency Survival Box - Washing Shining Window Cleaning Supplies - Most All PILOT GETAWAY MAGAZINES 1998 TO 2017 -Oil & Additives - FOLDING BIKE (fits into baggage compartment) - Freeze Dried Survival Food -Window Shades - All Req. Docs on board & checklists maps, cups - cig light plugs for 2 hook ups -IPAD HOLDER on Yoke w/ cooling fans -Complete Cherokee Parts Manuals - Finger O2 test - Blinds all windows when parked w/o cover - Rolling platform for under plane -Small Fire Ext back of co-pilot - Toolkit - Vacuum Cleaner - Extra Gap Seals - Handheld Com.

Call Ben 831-239-6000 for appointment.



Final flight plan filed and completed

David Newbury of Metamora, Ohio passed away last June 8.
His DOB was 1/27/35 and he joined 4/3/15.

Cecil Etheridge of Loganville, GA, born 4-20-1925, passed on August 23, 2023.

Please be advised that my Dad, **Gerald Heath**, of Pittstown, NJ, passed away this past December 11, 2023. He was very proud of his membership with United Flying Octogenarians!

- Heather Ginsberg

Joseph Michallyszyn, of Salem, MA, passed away on 11-19-2023.
"He was very fond of your organization and being a member. He wore his UFO hat everywhere."

- Steven Michallyszn