

✈ SQUAWK ✈

Nov & Dec 2021

From the President: Jim Cavender

. "Brother, Can You Spare a Dime?"

Back in 1932 Brother, Can You Spare a Dime was a musical anthem of the Great Depression. Work was hard to find, and giving to worthy causes was at an all-time low. Times were tough.

By contrast, our economy today seems to be rebounding to pre-pandemic levels and giving is once more in vogue. Unfortunately, inflation is also rampant, and the cost of doing business is spiraling upward at an alarming rate. The effect has also been felt within the UFO. We have not found it necessary to increase our dues from the \$20 level....yet. And we don't want to.

That's where you come in. If you have not already received your "snail-mail" request to renew your membership in the UFO, you will shortly. On that form there is a blank where you may fill in an optional donation. We ask you to carefully consider making a tax-deductible gift toward our operating expense. With your help, we will be able to hold the line on dues.

Thank you!



Inside this issue:

[Region Reports](#)

[New Member Bio's](#)

[Other important news](#)

[Where do we come from and more of our history.](#)

[Remembering those who have Gone West](#)





From the Editor:



***'Twas the night before Christmas, when all thro' the house
 Not a creature was stirring, not even a mouse;
 The stockings were hung by the chimney with care,
 In hopes that St. Nicholas soon would be there;
 The children were nestled all snug in their beds,
 While visions of sugar plums danced in their heads...'***

While speaking of visions, as a board member I would like to share my vision for our organization as we fly into a New Year.

As the board of directors starts a new year and takes on the process of creating a better UFO, we look forward to you joining this hard working group. I am sure there is a position you would be exceptional at and enjoy. There are opportunities which need to be filled.

A brighter future is on the horizon. The days are getting longer and with more light brings more smiles. People are in the final days for holiday preparations for the many holidays that occur at this time of year.

You are the marketing tools of this organization. When a UFO accomplishes a milestone, get it published in your local newspaper, local airport newsletter, national newsletters and any of the other alphabet soup organizations to which you belong. We want to publicize and reward the accomplishments our UFO's achieve.

**Wear your UFO pin, button and patch as a badge of HONOR!
 It is a great conversation starter.**

In all things we look forward with hope for a better year. Wishing you and your family the very best. Merry Christmas, Happy Hanukkah, Happy Boxing Day and Joyous Kwanzaa.



Brownie





No reports this month

Region 1 Report CT MA ME NH NJ NY RI VT

Region 2 Report DC DE MD PA VA WV

Region 3 Report AL FL GA KY MS NC SC TN

Region 4 Report AR CO LA NM OK TX

Time for Annual Renewal

Verify your data, keep us updated with any new or changed contact data.

As you renew your dues, now is a good time to purchase a new hat, pin, badge or decal.

Do it all at
www.ufopilots.org/shop

**Beat the last minute rush.
Do it today**





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



North central Area 5 Newsletter



HAPPY HOLIDAYS
MERRY CHRISTMAS
FELIZ NAVIDAD
HAPPY HANUKKAH
CELEBRATE KWANZAA

Since 1982, when UFO was initiated, a guiding principle has been we are a select group persons who not only realized the ages old desire to soar like the birds, but are also united as ones that flew after the age of 80. Without regard for our ethnicity, religion, citizenship or gender we are as one in the rarified air we love.

Let's all celebrate this festive season with remembrance, compassion and anticipation of future seasons as flying historians.

New Member Arthur Howard (80) Lake City, MN

Arthur's logbook shows over 4312 hours with almost 3000 cross country and over 200 actual IFR, He has owned two aircraft over the years: a Taylorcraft BC12D which he flew for over 450 hours and his current Piper PA28, N5438W. Vince received the Wright Brothers Master Pilot award in April of 2018. Congratulations, Art! He plans to continue flying as long as his health holds out





Region 6 Report AK ID MT OR WA WY

Gone West: Frank Brame, one of our Featured Pilots in the Roy Franklin Aviation Museum, went west 11/15/2021 at age 96. He had a remarkable history in aviation, and was active as a UFO here in Friday Harbor. He was an excellent glider pilot, having participated in soaring contests in Canada (where he won the national title one year) and in Europe. He flew a Cessna 182 and Sea Bee for many years, and was an aeronautical engineer from the late 1940s on, including some 27 years at Boeing until his retirement in 1987, when he and his wife Sandra moved to Friday Harbor. Over his career, he flew 58 different makes of aircraft (31 kinds of powered airplanes and 27 different gliders). As a UFO, he has been a quiet force for good in our aviation community here over the last 30-plus years, and will be missed by us all.

Richard D. Jones Birthday Apr 10, 1941
E-mail dikkjones@yahoo.com

Bigfork, MT resident; Snowbird each year to Oro Valley, AZ; presently fly a Lancair Legacy and a Carbon Cub; took my first flying lesson at age 58 and have been HOOKED ever since.

Gerald Woodcock Birthday Mar 17, 1941 E-mail pilotmba@frontier.com [Tri-Cities Airport WA](#).

My very first flight was April 13, 1993. It was in a BE-77, a Skipper. I got my license some months later. And that is when things started to get interesting.

Bergstrom Aircraft had quizzes for pilots to take when qualifying for other aircraft. So I was handed the quiz for the C-172 when I wanted to move up. I read the quiz, and thought it was poorly done. So I rewrote it. Our Chief Pilot agreed that mine was better, so he changed to it. Several years later, after having done the same quiz revisions for the company C-182 and the Piper PA-28R Arrow, I began to get serious heat about helping teach. I finally caved in, studied for and passed the FAA Fundamentals of Instruction and Advanced Ground Instructor exams, and got my AGI ticket.

I "Student-taught" for a class (eleven weeks), and then the instructor left. I didn't like the Jeppesen syllabus, so I rewrote the entire course. I again went to our Chief Pilot. He approved the syllabus that with a minor tweak or two, is still in use by Bergstrom to this day!

I taught the course by myself for four years. About that time, a man who had graduated and gotten his license approached me and asked if I needed help teaching. I jumped at the chance to split the teaching load, as it had interfered with family plans on multiple occasions. Tarik Dillsi became my teaching partner after I got him through the two additional tests discussed above. At some point along here I also picked up my instrument ticket and IGI. So did Tarik.



In November 2019, after about 900 students and 12,748.1 contact hours, I asked to be relieved of my teaching responsibilities. There was quite a surprise retirement party for me. The course is now taught by Mr. Dillsi, and Dr. Lynn Harbinson, DVM, who also looks after our dog and cat. I still fly of course, and maintain my currency. I am honored by Bergstrom considering me "Employee Emeritus." I have the usual number of flying stories to share, if anybody is interested, plus all the jokes I used to tell in class.

BTW, I have the signatures of Al Haynes (United 232), Paul Tibbets, and Bob Hoover in my logbook.





Region 7 Report AZ CA HI NV UT

On November 2, 2021, the 39th birthday of the UFO's, we had our first gathering in Arizona for 2021. It was held at Richie's Café, located at Ryan Airfield west of Tucson, AZ. A total of 10 members and guests showed up to occupy a reserved table in the Café. After introductions, the members swapped flying stories. Member, George Pohlman, from Sierra Vista, AZ gave a short presentation on his aviation business that can spread the ashes of deceased over a pre-determined area for the family. Many questions were asked, and yes, it is FAA approved. The company is called "Final Flight." For more information contact George at 520-559-1587. A few more members would have come, but were still nervous about exposure to the virus. We hope to have more gatherings in the next year. Our next gathering will be in January in the Phoenix area.

Howard Deevers Arizona Area Rep
deeversjones@msn.com
 520-241-3382

Vince Huth (80) Monterey, CA

Vince hails from Wisconsin where he first soloed on May 11, 1959 in an Aeronca 7AC belonging to the U of W Flying Club. The majority of his flying career, however, was in the US Navy. Vince was the Commander of numerous naval squadrons and eventually retired as a Captain in 1990. He has always maintained an interest in General Aviation and presently owns a Cessna 182. Vince received the FAA/DOT Master Pilot Award on September 1, 2009.



Carol Joyner Los Angeles CA
 Birthday Mar 9, 1941
 E-mail joynerbc@aol.com

[Read the article at AOPA click here](#)





Region 8 Report IN MI OH

Region 9 Report Canada — AB BC N & L NS ON

Region E Report Australia France New Zealand Norway
Switzerland

Region 8 needs an area representative and a Region Manager to coordinate meetings and help keep the interest in the UFO organization percolating in this area.

Please consider this as an opportunity to help the flying community. We need your input and support.

How about getting some words from Canada. Borders are opening so what is happening in your area?

Region E what is happening there? Do you folks meet to talk about airplanes and tell stories? Write me so I can include them here.

Bio's are very important. We want to hear about your aviation background. Please use the input form [CLICK THIS LINK](#) and we will put it in the SQUAWK.

If you have trouble with the form, email me a Word compatible doc for inclusion.

brownie.ufo@gmail.com





New Member Bio's

Maurice Caudill Birthday Oct 23, 1931 E-mail flyvfr@comcast.net

YOU ARE NEVER TOO OLD. I didn't get my private license till I was 60 years old and I bought and flew a Cessna 150 for the next 20 plus years. Even with heart surgery thrown in, I kept my 3rd class medical until I voluntarily let it expire. At age 82, I sold the Cessna and I built a Sonex Onex and for the last eight years have accumulated 450 hours in that little single seater. I completed my bucket list on my 90th birthday by flying it for the last time. I have decided to quit while I'm ahead. Blue Skies

Ray Hunter Birthday May 15, 1937 E-mail ray.hunter@yankeeairmuseum.org

1963-AF Pilot Training T-37 T-33, 1963-1966 KB-50J and C-47, 1966-1969 VC-131D Special Air Missions, 1969-1973, HH-43 Vietnam and Columbus AFB MS, 1973-1975, T-29/C131 Flight Commander, Randolph AFB TX, 1975-1977 UH-1N Detachment Commander, Edwards AFB CA. 1977-1988, Recruiting Sq Commander, TT Group Commander, Vice Wing Commander, AFROTC Detachment Commander. Retired 1988 Colonel. Volunteer C-47 Co-pilot, B-17 Captain 1990-Present with the Yankee Air Museum, Willow Run Michigan.



Your bio could be in the next **SQUAWK**.

Please use this link to send me you bio and picture(s). If you know someone without a computer, help them submit their bio as well.





New Member Bio



Frank Clapper (80) of Bozeman MT is our newest UFO member. He has flown a variety of aircraft (spray planes, planes on skis and planes on floats) over the years. His present bird is this PA 18 which can be equipped with skis or floats. Ken has flown from Prudhoe Bay at the tip of Alaska to the southern tip of Florida. He has landed in every state except Maine and New Hampshire. His pilot wife, B. J., is going to be next year's newest member.

Bill DeLacey Sherwood OR 10/14/1941

In about 1997, I decided it was finally my time to fly. I rented a house in an Air Park at Independence Oregon (7S5). Once in the house, I walked down to the FBO and asked about an instructor. They informed me that the house across from me on my taxiway was the home of an CFI. I walked over and knocked " and ask if this guy was a CFI and wanted to train me". He said yes he was, and he could. I said I want to buy a plane and learn to fly in my plane. He said the guy next-door to him had a Cherokee 140 for sale. So I bought it, moved it across the taxiway into my Hangar and started Flight Instructions.

I soloed the Cherokee in 1998 and flew it for about 300 hours till I sold it in 2017. In about 2010, I started construction of a Van's Aircraft RV9A in my the garage this continued for about seven years. I completely built and assembled the RV9A in the garage. I hung the engine, fitted the cowl, installed the gear, mounted the Vertical and Horizontal Stabilizers, Avionics and the Canopy. The Wings were complete, but not installed till I moved out to the Hangar.



Once in the Hangar, I installed the wings and checked out the complete aircraft for the First Flight. I had my local A&P, my EAA Project Advisor, my Test Pilot and my DAR all inspect it and each give me a punch list to complete. The first Test flight was on 1/24/2015. My flying skills had declined





New Member Bio

David F. Rankin AR 09/28/1941

I earned my private pilot's license while in college at the age of 22. When I graduated, there was little time or money to continue. As a result over 50 years slipped by without any flying. However, on long driving trips, I would always look up and wish I was up a few thousand feet.

As retirement as a professor (economics and finance) and college administrator approached, I chartered an SR-22 for a trip to a football game and sat in the right seat. That was it! I was hooked. I joined the Texarkana Flying Club and polished my skills before partnering on a Cessna L72. A few years later I purchased a DA-40 which is my bird today. I added an instrument rating and am having a great time flying and serving on The Magnolia Airport Commission.



George Samara (80) Silver Spring, MD

George has an impressive flying resume with over 14,000 flight hours. He was a US Navy carrier pilot for 25 years and then a corporate pilot flying Kingair B200's, Falcon 20 Jets and the Bonanza A-36 Propjet for another 25 years. Presently George serves as a Flight Instructor for TSS Flying Club in Gaithersburg MD. He has a long-term goal: to give

his wife a ride in his airplane when he is 90 years old! 'Way to go George!

Reinstated to the membership Lawrence A. Savage. DOB 08/08/1932





New Member Bio

Victor Vicari (82) Goreville, IL

Vic began his flying career in 1970 and completed his Private in 1971. Two years later he earned his instrument rating. The last airplane Vic owned before he started building his own was a Skylane. Currently he owns and flies a Sonex WA1EX. Vic reports that this Jabiru 3300 powered aircraft is speedy and surprisingly easy to land. He also reports that this is his second and his last build. From this point on it's just fair weather flying for him.



Phillip G. Clegg 10/30/41 N.C.

I began to fly in AF ROTC and obtained a private in 1964.

I flew with the Forest Service for 4 years and then did not fly for a few years after joining a family business.

In 1985 I bought a C-182 and began flying again. I then got an instrument rating and purchased a F-33 Bonanza and flew until obtaining a multi-engine rating and purchased a B-55 Baron. I have since owned three B-58 Barons and flew until TBO. I have a sea plane rating also.

I continue to fly the B-58, which I purchased new from Beech, several times each week on business.

I was awarded the Wright Brothers 5-years of Safe Flying in 2015.



Larry Hale 11/01/1941 TX.



I began my flying in 1953 and received my Private License in 1965. I purchased an Ercoupe 415C in 1955 and owned it for two years. I then purchased a Cessna 150 and flew it for a couple of years before selling it and purchasing a 1963 Cessna 172

Skyhawk. I owned the Skyhawk for 49 years and received my Instrument rating in it. I sold the Skyhawk in April of 2021 and in September 2021. I purchased another Ercoupe, 415D. All my flying has been for pleasure.



Other Important News

MEDICATIONS AND REQUIRED WAIT TIMES

In my article on “Medications and Flying” in the September issue, I discussed the FAA requirement that pilots wait for a period of time after taking a sleep aid before assuming pilot duties. For example, a 24-hour waiting period before piloting is required after taking Ambien (Zolpidem). I thought an example of what can happen would help pilots understand the reasons for these rules.

Some years ago, I had an interesting experience with a couple with whom I happened to share a chair ride at Squaw Valley. They had stayed overnight at a hotel in Squaw Valley, California. Its elevation is 6,200 ft. MSL. The women had been having trouble sleeping and had been taking Ambien (Zolpidem) with good results and no side effects. She had slept well and felt good that morning. They had taken the Tram to the upper station, 8,200 ft. No problems. I rode with them on the chair lift up to Emigrant Peak, 9,200 ft. MSL. When she got off the chair lift, she acted totally drunk. She could not stand-alone. I joined them and we skied down the mountain with myself hooked onto one of her arms and the other man hooked onto the other arm. At 8,200 ft she could stand alone, but still was having problems with balance. We took the Tram on down to the base, 6,200 ft., and there she felt well.

It is interesting to contemplate what might have happened if she had been a pilot flying over the mountain.

Harry Wander, MD
Senior AME



Have you joined our Facebook page yet? Click on the picture and request membership on this closed group page.

A page for UFO only.

Come join the discussion.





Other Important News

MEDICATIONS & FLYING

Senior age pilots are often taking one or more medications. They should always question whether those drugs are safe to take when piloting an aircraft.

Some drugs are okay. Allegra, Claritin, Clarinex, nasal corticosteroid sprays and leukotriene inhibitors taken for allergic rhinitis are okay. Anticoagulants, methotrexate and drugs for chronic colitis are okay, with close monitoring. It would make this article too long to discuss all of the okay drugs. In addition, a usually okay drug may be unacceptable due to its dose or interactions with other drugs. The FAA has a list of unacceptable drugs.

For example, Prozac, Zoloft, Celexa and Lexapro are acceptable if the pilot is in a special program. All other anti-depressants, anti-anxiety drugs. Stimulants, sedatives, sleep aids, tranquilizers, and anticonvulsants are unacceptable for pilots. They all can cause sedation or slowness in response time or errors in judgement. Some drugs, such as those for erectile dysfunction, require a waiting period after taking them. Chemotherapy during cancer treatment is unacceptable but follow up therapy is usually okayed.

When you get a new prescription, ask the prescriber if it will interfere with your flying. Look for any cautions in the package insert like not using machinery. The FAA advises that with a new medication, whether prescribed or over-the-counter, you should not fly until 5 dosing intervals have passed. That is, if the medication is to be taken 3 times a day, then the dosing interval is 8 hours, so don't fly until 40 hours after the first dose. By that time any adverse reactions should have occurred.





Where do we come from and more of our history.

The Case of Attorney Fred Furth and the UFO Ring

By Bob Barker with John Sullivan 2021

Fred Furth was an attorney from the SF Bay area. When he joined the UFO in 2015, he ordered four of everything on the UFO merchandise page. When Warren Wood, then UFO president, called to see if there was some error, Mr. Furth’s representative explained that Mr. Furth had four homes and outfitted each of them same. The order of four of everything was correct.

The attorney’s enthusiasm for the UFO was overflowing. He commissioned his jeweler to create a special ring for himself at a reputed cost of \$15,000 to \$20,000. Fred introduced the rings at a UFO meeting he hosted at his vineyard near Santa Rosa, CA in 2015. In the end, he presented one ring to Warren as UFO President. Warren had, a nice box made for it with a brass plate identifying the ring. The Board decided it was to be passed down to succeeding Presidents. There are no figures available for the cost of this particular ring that is now in the custody of President Jim Cavender.

Mr. Furth also had his jeweler design two styles for sale to members, one \$1,500, the other \$2,000, but Warren declined to add the rings to the UFO merchandise list.

Mr. Furth must have been an interesting character. He flew his own Citation jet to a UFO meeting at San Carlos airport and complained bitterly that UFO meetings should not be held at an airport with such short runways. In the end, he presented one ring to Warren as UFO President. Warren had, a nice box made for it with a brass plate identifying the ring. The Board decided it was to be passed down to succeeding Presidents. There are no figures available for the cost of this particular ring that is now in the custody of President Jim Cavender.

Mr. Furth Flew West in 2018 from a fall in his bathroom.





Gone West. Final flight plan filed and completed

Walter J. McFadden, Amelia Island FL,	20 January 2021 at age 96
Vern Foster	February at the age of 103
Eliot Potter, Topeka Kansas,	April 2021 at age 99
Dietrich Meyer, Pine Grove CA,	1 May, 2021 at age 82
Donald Walls, Port Ludlow WA,	2 June 2021 at age 85
Arthur Schwedler, Stroudsburg PA,	25 June 2021 at age 94
Alvin P. Lehnert, Darlington Maryland,	1 July 2021 at age 92
Hank Wunderlinc	September
B Clyde Hollier, Alexandria LA.	at age 89
Franke Brame, Friday Harbor WA	11/15/2021 at age 96

