

March 2024

SQUAWK



UFO President. From the Port Side

by Kenneth (Brownie) Brown



The March of Time

March: In like a lion, out like a lamb. And if that is not bad enough, *Beware The Ides of March*, on March 15, 2024. Thankfully your name is not Julius Caesar and the year is not 44 BCE.

Why do we reflect on these old sayings or dates? Most of us have been down this road before, and

with good fortune, we have managed to not become a statistic. We must stay active, mentally and physically.

By way of a short review, the first UFO Aviation Event Booth opened up at the Northwest Aviation and Trade Show on February 24-25, 2024. The event hosted 8000+ aviation enthusiasts, and I think our team spoke to the majority. See the report later in the SQUAWK.



Skip ready to greet the crowds

March has so far been a recharging of the batteries. Planning is continuing on the Sun 'n Fun joint venture with the Silver Wings Fraternity trip in April and promoting the Paso Robles event for May.

We are hoping that a lot of our members will be attending Sun 'n Fun and will stop by the Silver Wings Bungalow for a visit and maybe lunch. I hear they have a great lunch. Stop by and let's talk. I want to meet all of you.

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The state of the organization is very good. The postcard campaign has been providing us with many new members. The majority of our new additions are the Auxiliary Wing members or KIDS as I call them.

Snapshot of new member activity, as I write this is 27 UFO + 44 AW.

We would like to encourage you to volunteer for one of the openings we have. Local hosts are always needed to coordinate mini-events like a coffee or lunch. Recurring events keep the group talking and allow everyone the chance to come when they can and not feel pressured to attend a single event. Monthly or Quarterly get-togethers work well.

We could use your talents if you have experience in the IT, Marketing, Membership, or Library fields (historian). Contact me and let's talk.

As of this writing, there is still no news on the insurance front. I know this is the most pressing subject for many of you, and we can now only wait for AviatorsDirect.com to open for business. In the meantime, if you have not yet joined their waiting list, I recommend you sign up for their announcements.

We are still planning on some sort of presence at EAA AirVenture Oshkosh, but without a team of volunteers, we will be limited. If you are planning on going, please let me know so we can determine who, when, and what we can do.

What is working well? Telling our story to pilots. As I have written before, we need to break the image of BEING THE BEST KEPT SECRET IN AVIATION. Over and over when talking to people, they tell me, "I never heard of this group."

If you write for any of the aviation magazines or online groups, please add something about the United Flying Octogenarian organization. If you need stories, ask our [Editor](mailto:editor@ufopilots.org) (editor@ufopilots.org). He has several bios of our members. If we had a historian, we would have a repository of them. (We need a volunteer for this position.)

I encourage all of you to wear your UFO gear whenever you can. If you need more, go to www.ufopilots.org/shop and restock on items you need. If you have suggestions, we want to hear about them, too.

We are an organization of the members, by the members and for the members. Share your concerns and questions with us. For the most part, we don't bite.

Tailwinds and clear skies,

Brownie

president@ufopilots.org



by Egon Frech



In 2016, when I replaced the original equipment Aircraft Radio Corporation (ARC) 300 transponder in my 1979 Skyhawk with a new Stratus ADSB unit, I did some other housecleaning in the radio stack. Out went the old Sperry DME unit and the ARC Automatic Direction Finder. They would be useless in the new FAA navigation world, which would rely almost exclusively on GPS for navigation and turn us all into disciples of the new navigation religion, the Followers of the Magenta Line.

Don't get me wrong. I love GPS. I have three of them in my airplane. But some of us were reluctant to give up all backup systems, worrying that something might interfere with the GPS reception, particularly in times of global military conflict. We strongly suggested that the government might be wise to maintain the VOR-DME network and to keep and upgrade the LORAN system, a predecessor to GPS that required only a few stations to serve the entire lower 48 states. That was not to be. The government decided to pare back the VOR-DME and TACAN systems to a "minimum operational network" (MON) that would allow airliners to get back on the ground if there were a GPS failure. Now, when I check enroute NOTAMs while planning a cross-country flight, I get several pages of out-of-service VORs and DMEs. They're still on the charts, but they're only ghosts of their former selves.

Now comes the bad news, in the form of an FAA Safety Alert for Operators (SAFO): "Recent GPS/GNSS jamming and spoofing activities reported by civil air operations operating globally pose a potential safety of flight risk to civil aviation." And while the SAFO says this kind of activity often occurs in military conflict areas, a search of the Internet produces the alarming information that you can buy or easily build a device that sends out an erroneous GPS signal. YouTube, always helpful, even has a video with detailed instructions on how to do so. One cited instance of this happening is an auto trade show in Geneva, Switzerland, where the nav systems in the new cars on display all reported that they were in Suffolk, England, at an altitude of 5,000 feet.

If you happen to be airborne in the area of one of these spoofed signals, your magenta line may suddenly be displaced by hundreds of miles. The FAA, in its SAFO, has a

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couple of suggestions. It says you should monitor your equipment for discrepancies or anomalies, promptly inform air traffic control, and “be prepared to operate without GPS/GNSS navigation systems.” Oh, and there’s a form you can fill out. Well, thank you for that. I’ll just tune in one of those NOTAMed VORs to guide me home, since my Skyhawk is not in the league of aircraft that have backup inertial navigation systems. I hope I’m not in the clouds when it happens, because then I’ll have a way out of the dilemma: I’m old enough to have been trained to look at the ground and try to relate what I see to the chart in front of me.

To be fair, the government hasn’t totally been sitting idly by while the primary air navigation system in the country goes into a cocked hat. They have a proposal for new VORs with augmented service volumes to replace some of those that are being decommissioned, as well as a plan for new DMEs, providing for an RNAV system that should be available across the country at altitudes above 5,000’ AGL. Instrument landing systems (ILS) will be maintained at airports that have airline traffic. A complete backup system for the military, using VOR, DME and TACAN, is in the works. Of course, as with most of these projects, there is slippage in the implementation timeframe. There are budget concerns and even the non-availability of things like TACAN antennas. And unfortunately, as described in Paragraph 1 of this column, I prematurely removed the DME receiver from my airplane. When the briefing was given in September, 2022, the completion targets were 2030–2033, so who knows if I’ll even still be flying by then.



Perhaps a more pertinent concern will be the “integration” of beyond line of sight (BLOS) drone operations into the national airspace system. The FAA has just announced a program to study that subject, heralding the arrival of (perhaps hybrid) swarms of E-VTOLs and Amazon delivery vehicles. Guess who’s going to have to give way to make room for those?

That’s over and out for now.

Egon Frech, editor@ufopilots.org

For membership questions, contact bookkeeper@ufopilots.org



By Dr. Harry Wander

Diabetes Mellitus

Diabetes refers to a condition in which a person urinates a great deal. Mellitus means the urine tastes sweet. This is because, prior to the invention of chemical tests, physicians had to taste the urine to make a diagnosis of diabetes. There is another type, diabetes insipidus, in which the cause of excessive urination is due to an inability of the kidneys to concentrate urine, so the urine does not taste sweet. Thank God for Sir Benedict's devising the chemical test, so we no longer must taste urine!

In diabetes mellitus, the person usually has four symptoms: excessive urination, excessive thirst for water, excessive appetite plus weight loss despite eating lots of calories. The cause is the inability of the body to metabolize glucose, the primary source of bodily energy.

In Type 1 diabetes mellitus, there is an insufficient supply of insulin from the pancreas. In Type 2 diabetes the body, for a variety of reasons, becomes resistant to utilizing insulin. This stimulates the pancreas to produce more insulin, which eventually causes pancreatic damage. Type 2 can usually be managed with oral medication. However, it may also require supplemental additional insulin. We will only discuss Type 2 here. Type 1, or Type 2 requiring insulin, will be discussed in a later column.

The FAA's concern is the glucose level becoming so low that pilot passes out or it becomes so high that the pilot becomes too ill to fly the airplane.

Both types of diabetes become more common with older age. Neither type should be a reason for pilots to stop flying.

Pilots can usually qualify for a Special Issuance of a Medical Certificate. The waiting period to establish adequate control and the absence of side effects is 14 days if started on Metformin or 60 days if started on any other single medication. Type 2 diabetes may be controlled by Metformin alone or a combination of a variety of medication which work by various means. The *Guide for Medical Examiners* contains a chart of acceptable combinations.

The applicant's medical status must be reevaluated each year by the treating physician, with reports to the FAA. If these are all satisfactory, no problem. If control is not satisfactory, seeing a physician who specializes in diabetes may be necessary. In almost all cases, uncomplicated diabetes should not be an impediment to continuing to fly.

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Hi, Egon,

Your piece re EAPIS is well done. I too have kids a few miles away across the border. They want your crossing and arrival times within a very short window?? This is General Aviation and the weather has control of a lot of it and it is not possible to comply. I have just put a time down and other than making sure my local customs guy will be there I don't worry about it and have had no problem (until one of them reads this).

A while ago one of our local pilots sold his 172 to a Canadian. The guy arrived (Dash 8 pilot who does a lot of ferry flights). He was briefed on how the tail ADSB works and that the nav lights must be on. He taxied out with the lights on and then turned them off. He landed near the border for fuel and was delayed. The next we see of him is a short burst of ADSB in Canada, after dark, and before the generator failed. He then landed near Calgary after tower hours and after Customs with no radio. Next day he set off for his home base non radio and got there.

Never did he even think of EAPIS although told that he should file.

It is useless and just another empire of importance.

Brian Dunlop,
Helena, MT

Hi Egon

Thank you for your email of today with the SQUAWK newsletter.

You do mention me as a new member, and also give my Post and email address which is fine.

But there are 2 mistakes:

1. Canton Aargau, not needed for any mail address to Switzerland
2. My email address should read: emilborntofly@bluewin.ch

Would you kindly correct it in your next SQUAWK newsletter, thank you!

Keep 'em flying and best wishes,

Emil Roellin



Dear Egon;

Thank you for including the Stearman flying story in the February 2024. I thought I already was a member?

John Raymond Griffin

There may have been some confusion about Brownie's call for members to join the UFO Facebook group. You don't have to join to remain a member of UFO. It's just another way to communicate. Personally, I don't do Facebook.

-Ed

Dear Egon,

Thank you for including the Stearman flying story in the February 2024 UFO Squawk newsletter. Your adding the picture of a Stearman in flight over western hilly country really contributed to the authenticity of the story and brought the story to life! A nice addition which is greatly appreciated! Blue skies and tailwinds!

"Mike" Kelly

"Keep 'em Flying . . . Lest We Forget"

Hi Egon,

I was impressed with the brief Stalingrad history you attached to the second Pitomnik photo which enriched my article. Thank you.

On a visit to Pitomnik, I discovered the body of a Romanian soldier and was able to return his dog tag to his sister in Arad, Romania. She never knew of his fate since he left the family farm 70 years before.

Thanks again,

Ralph Bennett



Egon,

I've never joined Facebook but perhaps I will now, just to be in the UFO group. BTW, a couple months after joining UFO, our insurance policy came up for renewal and all of a sudden after turning 80 I was being restricted to flying with other pilots. My son-in-law/partner expressed our concern with that restriction. I wound up contacting Brownie and he suggested Aviators Direct. I'm now on their wait list but meantime (and perhaps b/c they knew we were considering Aviators Direct), the current policy was changed and my flying restrictions were removed. Perhaps my experience would be of interest to other UFOs.

Kent Hastert

I found this post that might be of interest to members... :-)!

Gino Federici
Michigan



joyous0987 5h



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In the 90's, I worked in a small cafe at the local airport and about 8 old men would meet there once a week for breakfast. Most were retired airline pilots or owned a small plane. They were so much fun! They called themselves the Romeo Gang. Really Old Men Eating Out. 😊 This post made me miss them!

CHICKEN WINGS





Northern Nevada

The Northern Nevada UFO had a luncheon meeting in Reno on March 8th. There were 11 UFO and 4 UFO ladies that gathered for the event. Although there was no program during the meeting, as we have had for the past two meetings, there was lively discussion and also hearing from three new members about how they got to be a UFO. There are a lot of interesting stories from our group regarding their flying accomplishments but also a great variety of skills that were used in the workplace.

The meeting started with a few moments of silent prayer and remembrance for CHARLIE KETTERING who passed away and took his final flight west six days before the meeting. Charlie had been the Northern Nevada UFO Representative for a number of years but gave up that position about a year ago. Charlie was a good and kind gentleman and a good friend. He spent a flying career at UAL and then flew light airplanes after his retirement and was well known and respected at the Stead Airport, Reno, Nevada.

Our next meeting will be in June and I believe we will have an interesting program that will please the attending UFO members and their ladies. By that time the snow will have all disappeared in the valley and be greatly diminished in the high mountains making it easier for about 10 additional UFO members and their ladies to attend the meeting. The picture of the group is missing one UFO who had to leave for another appointment and the beautiful Carmen Gage (my wife) who was taking the picture.

Lew Gage

Northern Nevada UFO Representative





A Christmas to Remember

By Christopher Law

Christmas 1975, and my PPL was just 9 months old. My wife Anni (an MD) and I were both working in a remote part of the Quebec Labrador and decide to spend Christmas in an even more remote part of the Quebec Labrador in a small cabin owned by a friend of a friend in the woods next to a small river. We were in our PA 20 (C-GUUU) equipped with straight skis and got to know the area the previous summer. Landing on the frozen river was no problem and we picketed the plane on spruce bows and tied it down to the ice with corkscrews. We had brought everything with us for a few days of R&R, including a partly dismembered turkey, to celebrate the festive season. We had to chop our wood, but once the fire was going in the oil drum stove, we were snug for the night.

We spent three memorable days skiing on the frozen river and eating our provisions by candlelight.

Back in the 70's weather forecasting in Labrador was still in its infancy and we had left with -8°C and perfect flying. We had no idea of the trials to come!

Morning came, a total overcast, threatening rain and the temp had soared to +5°C!

We had planned on staying a few days but now plans were about to change. I decided to get airborne and see if I could get a weather forecast via the CB radio. Yes, CB radio! There was no VHF coverage but there were several CB radios at the various villages along the coast. The answer was not good for flying! Mild temps with intermittent rain. I landed back in front of the cabin and we packed up quickly and loaded the plane.

Now we had a big problem! I couldn't get up enough speed loaded with the gear and my wife to get airborne. The snow had become wet and sticky and despite taxiing back and forth it was obvious I could not get up enough speed with the load aboard, so something had to go. I told Anni to get out, hang onto the strut, and run along beside the plane! This she dutifully did until we started to accelerate, when I grabbed her by the hood of her parka and hauled her inside. After what seemed like an age we finally lifted off and flew back to our home base! It was a Christmas we will never forget.

Chris & Anni

Tapiola Air Services
Comanche C-FYAY
49864, Cabot Trail,
Baddeck, NS.
902-295-7694



2024 NW Aviation Conference & Trade Show



Our participation in the NW Aviation Conference and Trade Show started on Friday afternoon when we arrived at the Washington State Fairgrounds to set up our UFO booth. The person behind the scenes who designed all the signs, banners, and everything else is Susan Harrison of Lake Arrowhead, CA. We met "Susie" and her UFO husband, Rob, on our road trip a year ago. She recently demonstrated her great marketing and artistic skills when she offered to help us with coordinating our UFO booth. We also give credit to UFO member, Vince Calio, for his expertise and good advice.

We had a great group of twelve volunteers to help staff the booth on Saturday & Sunday. We could not have done it without them. Halfway through Saturday, after greeting everyone and sharing our UFO story, Brownie started to lose his voice until someone brought him a hot cup of coffee. We all enjoyed meeting hundreds of pilots and a few wannabe pilots who stopped by the booth to see who we were and pick up rack cards, pins, stickers, and mints. This will definitely be a "do again" in February 2025.

Mary (Skip) Brown



*This is a second excerpt from the book *Snow on the Palms*, written by UFO member George Poncy under the pseudonym George Williams. The book, available on Amazon, describes his experiences as a Palm Beach socialite and illicit drug runner. The first excerpt was published in the January, 2024 issue.*

Chapter 24

It was bound to happen: a cartel load was ready for shipment and my airplane was down for annual inspection. I was a stickler on maintenance with the type of flying I was doing, especially after my forced landing at Chub Cay. I'd had two spectroscopic analyses on the engine oil in the past fourteen months. The procedure will reveal any number of potential problems, particularly if there is a presence of microscopic metal shavings. It's sort of like analyzing blood.

My Lycoming engine had to be in perfect condition. Obviously, with a full load aboard I couldn't exactly divert to the nearest certified repair facility in Panama or Colombia or Nicaragua, even if there was one. And I sure didn't want another problem over water. I'd been lucky once. Now I carried an emergency hand-held transmitter in the cockpit. I had no life raft - the weight was unacceptable.

I made a couple of phone calls and managed to finagle a Piper Lance for the trip. The ship was almost identical to mine, except the Lance was a retractable. That meant it would fly faster, but the weight of the machinery to operate the gear would decrease the useful load by about 135 pounds, or sixty kilos, or a hundred and eighty grand in pay. You can see why I hadn't traded the Cherokee Six for a Lance, despite picking up another thirteen or so knots in the air.

The panel was configured somewhat differently, but not enough to cause a problem. The trip to Santa Marta was routine, if a bit quicker. I had to explain to the Colombians why I couldn't take all the kilos, though. Try that in maid Spanish.

Piper retractables have a real gotcha. A number of pilots who have flown the aircraft have been fooled into thinking their landing gear has failed to deploy. I'm one of them. There are three green lights on the panel which should light up after the gear switch is activated, indicating the wheels are down and locked. When the Christmas tree failed to light some years earlier, I'd called the tower and asked for a flyby so they could tell me if the wheels were down.

An experienced controller asked me to check the rheostat wheel that controlled all the panel lighting. As it happened, it was turned all the way down but not completely switched off. You can tell if you see the little set screw in the wheel, I learned.

Continued on the next page



As soon as I turned the wheel and it clicked, the little happy holiday tree smiled at me. Piper's logic is this: if the wheel isn't clicked off, the airplane thinks it's night and the landing gear lights illuminate only dimly, so as not to affect the pilot's night vision. Of course, this is invisible during the day. A pilot can be fooled once, but it wouldn't happen again. If it did, the guy shouldn't be off the ground.

That's how I knew I might be in trouble when I failed to get three greens as I set up to land on the grassy makeshift runway in the Everglades, with the full load of 380 kilos aboard. The rheostat wheel switch was definitely off.

Shit. Not only that, but if I wagged my wings on a flyby the Colombians below would have no idea I wanted to know if the wheels were down. They'd probably just wave back. I climbed to fifteen hundred feet and hit the switch to raise the gear and try again. I felt the slight change in pitch from the altered configuration. Okay. The gear was probably up now. I moved the switch downward and felt the pitch change again. It was a good bet the gear had lowered, then, but there was still no green. That meant the wheels might not be locked. If one or more collapsed at touchdown, it likely wouldn't be pretty, especially if it was just one or two. At least I was very low on fuel so the fire wouldn't be spectacular, but just probably enough to incinerate me slowly.

I used the rudder to fishtail the plane and jerk the gear around. It was all I could do. My heart was in my throat as I lined up on final. I lowered my approach speed to within a few knots of stall with full flaps and set it down in a soft field landing configuration, keeping the nosewheel off the ground as long as possible.



Nothing happened. The gear was down and locked. The problem was evidently electrical, in the panel someplace. Of course, the same thing happened again when I returned the aircraft to its home base a couple of hours later.

When I handed over the keys, I told the guy about it.

"Oh, yeah, that happened once before," he said. "I thought we'd fixed that."



Getting to Know Barry Halsted

When I was born my father was working as a preliminary design engineer for Boeing. When I was 6, he built a pair of stick and tissue rubber-powered model airplanes and introduced me to aviation. I was forever hooked. Through high school, my whole life was model airplanes. Control line, free flight, and early RC model building consumed me. It was only natural that I received a BS in aeronautical engineering following high school.

From the third grade on I wore glasses and thought I could not be a pilot. But working in a hobby shop (my first job), a customer who had seen some of my models told me my glasses wouldn't prevent me from flying. In college, I learned to fly and my life changed. Real airplanes replaced models. I soloed in July 1963 and received my private pilot license in January 1964. Next, I went for a commercial license but after being signed off for the check ride I was unable to get a Class II medical. So instead I got an instructor's license. In December 1965, I received a vision waiver and immediately got a commercial license. I worked as an instructor at Flabob Airport during my last year at school. During the next couple of years, I received an instrument rating, upgraded to CFII, and obtained a multi-engine rating, single-engine seaplane rating, and an Advanced Ground Instructor license.

Following graduation in 1966, I moved to Washington and worked for Boeing as a flight test engineer. I also instructed part time. I tried getting on with the airlines but was essentially told there were way more than enough applicants with perfect vision and I finally gave up the airline idea. But the little operation, where I was instructing part time, picked up a Champion Aircraft dealership and I took on part time aircraft selling which I enjoyed so much that I left Boeing and turned that into a vocation. Shortly thereafter, Bellanca purchased Champion and I picked up a Bellanca dealership as well. In 1972 we were the 5th largest Champion dealer in the country and in 1973 I left Washington to work for Bellanca. During the following 7 years, I lived in Georgia and established dealers in $\frac{3}{4}$ of the US. It was a fantastic job.

In 1980 Bellanca closed their doors and my wife and I moved to California where I worked 3 years for Piper Aircraft. Following that, I worked for a couple of aviation component manufacturers and then moved into the avionics world. I retired in 2010, having worked in the aviation industry for 45 years. This work involved both General Aviation and Airline aircraft and took me to 54 countries. All during this time I flew for both work and pleasure.

While at Boeing I joined the Experimental Aircraft Association and built a Starduster Too experimental biplane. Later I designed and built an all-metal, retractable gear, 200-mph airplane that won a Lindy award at Oshkosh, and 20 years later their Paul H Poberezny award. It also led to 16 years of judging amateur-built aircraft at Oshkosh.

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Over the years I obtained an Aircraft/Powerplant license, obtained several STC's, restored two airplanes and modified several others. I have owned 29 airplanes and have flown 10,500 hours to date, mostly as PIC. My first wife died and I have since remarried. We moved to Sequim, Washington, and live on an airstrip, where I am still active in many aspects of aviation, including the UFOs.



ROCKET



SAFFIRE



PIPER PA11 CUB SPECIAL



CITABRIA



STARDUSTER TOO



CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER

Panel 1: UH-OH.

Panel 2: I CAN'T BELIEVE I GOT MYSELF INTO THIS SITUATION.

Panel 3: THIS IS A PILOT'S WORST NIGHTMARE! SHOULD I CALL FOR HELP OR JUMP?

Panel 4: IF I JUMP RIGHT NOW, MY ODDS OF SURVIVAL AREN'T ALL THAT BAD.

Panel 5: WELL, I DON'T SEE ANY OTHER WAY. I'LL JUST GO FOR IT!

Panel 6: THIS IS WRONG. A PILOT SHOULD NEVER LEAVE HIS PLANE THIS WAY. WELL, HERE WE GO!

Panel 7: GERONIMO!

Panel 8: NOTE TO SELF: NEVER FORGET THE STEP-LADDER FOR THE TWIN OTTER.

www.chickenwingscomics.com

CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER

Panel 1: GOODBYE MY SWEET LOVE. BE STRONG!

Panel 2: AH, MY TOOLS... SO WELL SORTED AND CLEAN. AND SECURELY PADLOCKED.

Panel 3: UNTIL WE MEET AGAIN, MY PRECIOUS. WILL YOU BE IN ONE PIECE WHEN I RETURN?

Panel 4: WHY ARE YOU SO SAD, JULIO?

Panel 5: HAVEN'T YOU HEARD? I'M GOING ON VACATION FOR A COUPLE OF WEEKS.

Panel 6: BUT SHOULDN'T THAT MAKE YOU HAPPY INSTEAD?

Panel 7: YEAH, DON'T WORRY, BRO! I'VE GOT THINGS COVERED AROUND HERE!

Panel 8: AH, I SEE!

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My background in aviation consists of over 50 years experience. I have many years working as the chief pilot of a large flight school and charter department. Also, with more than 10 years as a chief pilot for a large international corporation, flying large jets and maintaining them. Spent over 20 years in the airline business flying A300s, 727s, 737s (Classic and NGs) and 747s for Continental (United) airlines, with more than 18,000 hours of safe flying, and was the accident investigator working with the FAA and the NTSB. Was in an FBO partnership with aircraft maintenance and flight school operation. Retired from Continental Airlines in November 2004 (early buy out) and pursued a full-time position with the Army (National Guard). Was the Continental safety officer, and over my 20-year career in the National Guard unit in Frankfort KY, I was the safety sergeant in my guard unit for more than 3 years. Was deployed to active duty and spent one year in Iraq in charge of all the helicopter maintenance (Production Control) supervisor (Blackhawks, CH-47, OH-58, and UAVs) in the area just North of Bagdad. Currently I hold airframe and power plant licenses along with a first class medical. Flight training and management, currently flying as a Captain on a CL601. I was a simulator instructor for United Express Airlines. I was the lead flight instructor/assistant chief pilot (check airman, DHL freight contract in Manila Philippines) for Continental (United) Airlines for the Boeing 727 Guam base program. In charge of all pilots check rides and flight instructors working with the FAA and the NTSB to insure pilot currencies and the overall safety for the program.



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Final flight plan filed and completed

Al Carlson, of Rosamond, CA, passed away last April 9th (Easter Sunday) of 2023 at the ripe old age of 88 years. So you have lost yet another Flying Octogenarian..

All the very best regards,

Bob Carlson (Son of Al Carlson)
67 years of age

I just received word that **Charlie Kettering**, former UFO Northern Nevada Representative, flew west last Saturday, 3-2-24. Charlie was a fine gentleman and a good friend. At the moment I have no information regarding a funeral or memorial service for Charlie. We will have a moment of silent prayer for Charlie at the Friday lunch UFO meeting.

Regards,
Lew Gage

From the snail mail renewal forms:

Richard Tejada of Oxnard, CA, 10/22/23

Note on the returned renewal form from Shari Jobst, family member of **Verne Jobst, of McHenry, IL:**

"Sorry to tell you this but Verne passed away Feb 10th, 2024. He was very proud to be a member your organization. He flew into his 90's.

Thank you,
Shari Jobst."



UFOs & AWs, are you going to SUN'n FUN's 50 Year celebration blowout?

Brownie, (and his First Lady Skip) will be visiting the Silver Wings Fraternity cottage in conjunction with an affiliation between the two organizations, which is in discussion. It will not alter either organization, but be central to our common goals of aviators and aviation.

Come visit on Thursday, Friday & Saturday and have lunch or just a visit with Brownie and other UFOs who will be there too. ([email me if you are going.](#))

This is the first time a UFO has a gathering place at SNF since it was founded in November 1982. If you would like to volunteer and support the SWF, please contact Thomas Menefee (727) 637-6931. If you work, you will get a free admission pass for 2025. Lots of jobs we can do. Be sure to tell them you are a UFO.

[The Cottage address is 3131 Flight Path Dr two doors from the EAA Blue House](#)