



SQUAWK



JUNE 2022

From the President Bob Barker

Greetings All,

This is an exciting time to serve on the UFO Board. Good things are happening and they are happening very quickly. Felix VanCampenhout has been appointed Manager of Region 4 which includes all of Texas and some surrounding states. Peter Alfonso has been appointed as Area Rep for the tiny state of Rhode Island and will be recruiting in other New England states as well. Congratulations to Felix and Peter.

A new "Certificate of Accomplishment" issued by the United Flying Octogenarians is now included in the materials sent to every new member. The certificate is suitable for framing and was long overdue.

Camelia Smith has undertaken the responsibility of getting Friendship Directories sent to new members and will soon be doing the same for caps and other merchandise. This lightens the load for Cecilia and Felix VanCampenhout. Thank you, Camelia.

Index
Region Reports
Bios
Calendar of Events
NOTAMs
Promote UFO
Gone West
SQUAWK Archive

The website is undergoing comprehensive change. The enhancements are too numerous for me to list them all, but here are a couple of examples.

There are more explanations on the menu system making it easier to use. Biographies, photos and descriptions of recent events can now be submitted using the Contact form. An Events Calendar has been added. It looks barren now, but it will fill up as we get the word to event organizers. Clicking on the EVENTS tab no longer takes you to a form to fill out. It takes you to a list of

Continued on the next page

Region 1 Report (OPEN) CT MA ME NH NJ NY RI VT

events just as you would expect it to do.

Increased Email activity suggests a renewed vitality among Board members as we head into the first regular Board Meeting under a new President. My term as President will necessarily be short. But, I pledge to do my very best to make it a fruitful one for the benefit of the General Membership and for the Board.

Blue skies and fair winds,

On the Lighter Side





Region 2 Report J. Sullivan DC DE MD PA VA WV

Middle Atlantic Region John reports he is working with the area representatives. Hopefully he will be reporting on upcoming events in this region.

Do you read CALLBACK?

Have you heard about ASRS?

Have you ever used ASRS to file a report?

Confidential, Voluntary, Non-Punitive.

Summary:

The ASRS is an important facet of the continuing effort by government, industry, and individuals to maintain and improve aviation safety. The ASRS collects voluntarily submitted aviation safety incident/situation reports from pilots, controllers, and others.



The ASRS acts on the information these reports contain. It identifies system deficiencies, and issues alerting messages to persons in a position to correct them. It educates through its newsletter *CALLBACK*, its journal *ASRS Directline* and through its research studies. Its database is a public repository which serves the FAA and NASA's needs and those of other organizations world-wide which are engaged in research and the promotion of safe flight.



Region 3 Report AL FL GA KY MS NC SC TN open

UFO US Region 3, South East, George Kickhofel April Meeting

The KFIN (Flagler Executive) Palm Coast, Fl, "Highjackers Rendezvous" UFO meeting was held on Wednesday 04/18/2022. Spouse, friend and/or any other interested persons, were encouraged to attend. Highjackers Restaurant was the perfect place to have a meeting, located on the flight line, with good food & service perfect private meeting room. Attendance was somewhat less than ideal, but an ideal mix of new members. The weather was good with one UFO flying over One and a half hour from South West Florida. The meeting discussions included the history and purpose of the UFOs, **FAA Wings safety, local mishaps, history of the "flying/submarine" and a tour of Ryan Aviation Inc, a Sea Plane Training/operator.** There seems to be a lot of interest in having more UFO meetings. Our plan is to have a Summer Rendezvous.

Members Jerome Kulesia , Bruce Reed, Gail Reed, Jim Goolsby, George Kickhofel, Paul Hollowell Guest Robert Kickhofel



Region 4 Report AR CO LA NM OK TX

June 2022

Area 4 South Central Regional Manager, Felix Van Campenhout- AR, LA, NM, OK, TX

Having just come onboard as the Regional Manager of Region 4 South central I have over the past week called the 7 Area Representatives, that fall under my umbrella, and we had a good exchange in a "Getting to Know You" type of conversation.

The one major topic of chit chat we had was to get UFO membership meetings up and running again. All agreed that this was going to be an area of priority for all 5 states.

Speaking for Texas, the months of April and May were some of the windiest months in many years and this curtailed flying by the majority of our still flying pilots.

COVID took a toll on us and now in the month of June, Texas, for the most part, is in the depths of a heat wave that has us in triple digit numbers already, and July and August are yet to come. Where last year we had 8 days in the DFW area over 100 degrees temperature, local weather forecasters now estimate that we are going to get 20 to 40 days of extreme heat. NOT looking forward to this summer.

I fly out of T67 Hicks Field, North Fort Worth Texas, and use the Alliance Airport AWOS (using my phone prior to **get to the airport) to get weather report... 2 days ago the DENSITY ALTITUDE given was 4100'and a temperature of almost 39 degrees Celsius (102 degrees F.). Hicks is 855" MSL and a 3500' runway... The picture is that this "isn't a good day to go flying" ..**

I hope all UFO Members stay safe and well this summer.

Regards, Felix

AOPA | YOU CAN FLY

Report card

High school initiatives are working

AOPA IDENTIFIED a gap in aviation youth education that no other organization is filling. By working with high schools directly, AOPA is helping to introduce aviation to a diverse group of students who may have otherwise never realized that a career as a pilot or in a drone-related field is completely within reach.

390 Teachers participated in You Can Fly workshops

A record-breaking 322 schools are teaching the AOPA Foundation High School Aviation STEM Curriculum. Perhaps most important, we had a 100-percent renewal rate, with every school that taught the curriculum last year returning.

The You Can Fly team has also begun development of the twelfth grade unmanned aircraft systems track, which will be rolled out to schools utilizing block scheduling beginning in January 2022. Production on the UAS track is expected to wrap up in the spring of 2022, which will mark the completion of all four years of curriculum, including the pilot and UAS tracks.

Teachers for the 2021-2022 school year completed their training workshops virtually via online courses developed by the You Can Fly team. The team also continues to host their quarterly webinar series, Office Hours, where teachers can give feedback about their schools' current learning environments, ask questions about lessons, and collaborate with other teachers.

154 Teachers participated in You Can Fly webinars

youcanfly.aopa.org/high-school

Your generous contribution to the AOPA Foundation has a significant impact on AOPA's You Can Fly and AOPA Air Safety Institute programs. These lifesaving, life-changing initiatives are funded by the AOPA Foundation and they need your support to continue making a stronger, safer aviation community.

aopa.org/donate

AOPA PILOT / January 2022

Felix is currently dealing with the Keller TX SD folks to try to get them to adopt this 4 year Aviation curriculum



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

JUNE 2022 newsletter

A lot has been happening for the UFO Board of Directors on an almost daily basis. I shall summarize for you.

Bob Barker is the President until the Board Meeting in October.

Ken Brown (Brownie) has accepted the role of assistant to the president.

Felix VanCampenout is the new Region 4 Director.

John Valentine is the new treasurer, .

The Board members are keeping in touch almost daily via email or phone calls. This is an excellent time for Members input.

We want to hit the ground running at the October Meeting. At that time the Board will elect a new president and reset the Board. We would all appreciate input from the membership regarding Prospective Board Members.

Several of us have been on the Board for years and new blood is always welcome.

Please call 417/709-3045 and inform me of events of interest to pilots in your area. I want to include these in my next newsletter.

Please check UFOpilots.org often for the latest news of our organization. Our revised website is great!

If you fail to get "SQUAWK" each month, email newsletter.ufo@gmail.com

Norman Beyer, MO/IA/KS Area Representative Region 5 Manager, UFO Board Member:



Region 6 Report by Brownie AK ID MT OR WA WY

Greetings Northwest UFO Region.

The flowers are blooming, weeds are growing and pollen is abundant. However, the airplane flies anyway. Chores have to wait when the winds and sky beckon.

For some reason, I have managed to slip my annual into June. What was I thinking? Alas, it will be started on June 27th and completed on July 1st. At least that is the plan.

What is happening in the West you ask?

Southwest: Planning is ongoing for a July meeting in Vancouver at the airport.

KVUO

Northwest: NOS monthly breakfast gathering on the 2nd Monday of the month at Mariners Café, Sequim WA. In the Penny Plaza. 0900

Arlington SkyFest KAWO August 20 (follow on Facebook [click here](#))

Bremerton Fly in and Car Show KPWT August 27 ([click here](#))

Northwest side of the state: September 7 Friday Harbor Fly-in. KFHR (Drive in or take a ferry.) This will be a combination event for UFO, Master Pilots (75+), plus guests. This is a great event and worth every effort to attend.

East side of the state: September 9 and 10: Pack your bags, fill your fuel tanks, and join AOPA in the Pacific Northwest as your destination for flying in and camping out. The fun begins September 9 and 10 at Felts Field in Spokane, Washington. KSFF (for details from AOPA [click here](#))

Looking for ideas on where to fly. Use [FunPlacesToFly.com](#) as your resource. It is a nationwide lookup service.

Are you flying Young Eagles? I would like to have pictures and stories of your event.

That's it for this time.

Brownie

Just received my Insurance renewal from AOPA Assured Partners (same coverage & up + \$65.00 over last year.) I am very happy.



Region 6 Report (continued)

IDAHO Report — Reported by Annette Orton Area Rep.

Big events have been happening at the IDAHO FALLS AIRPORT (KIDA)

Every 3rd weekend, Idaho Falls hosts an Aviation Expo under the direction of UFO member Robert Hoff.

Coming June 16-18

- FLY-IN OF THE STAGGERWING AIRPLANES AND OTHER ROUND ENGINE PLANES (<https://www.staggerwingclub.com/the-roundup>)
- Everyone is welcome to attend the weekend event.
- OVER 150 PLANES ARE REGISTERED

Reported by Robert HOFF, UFO Member. Working hard at the Idaho Falls FBO.





Region 6 Continued



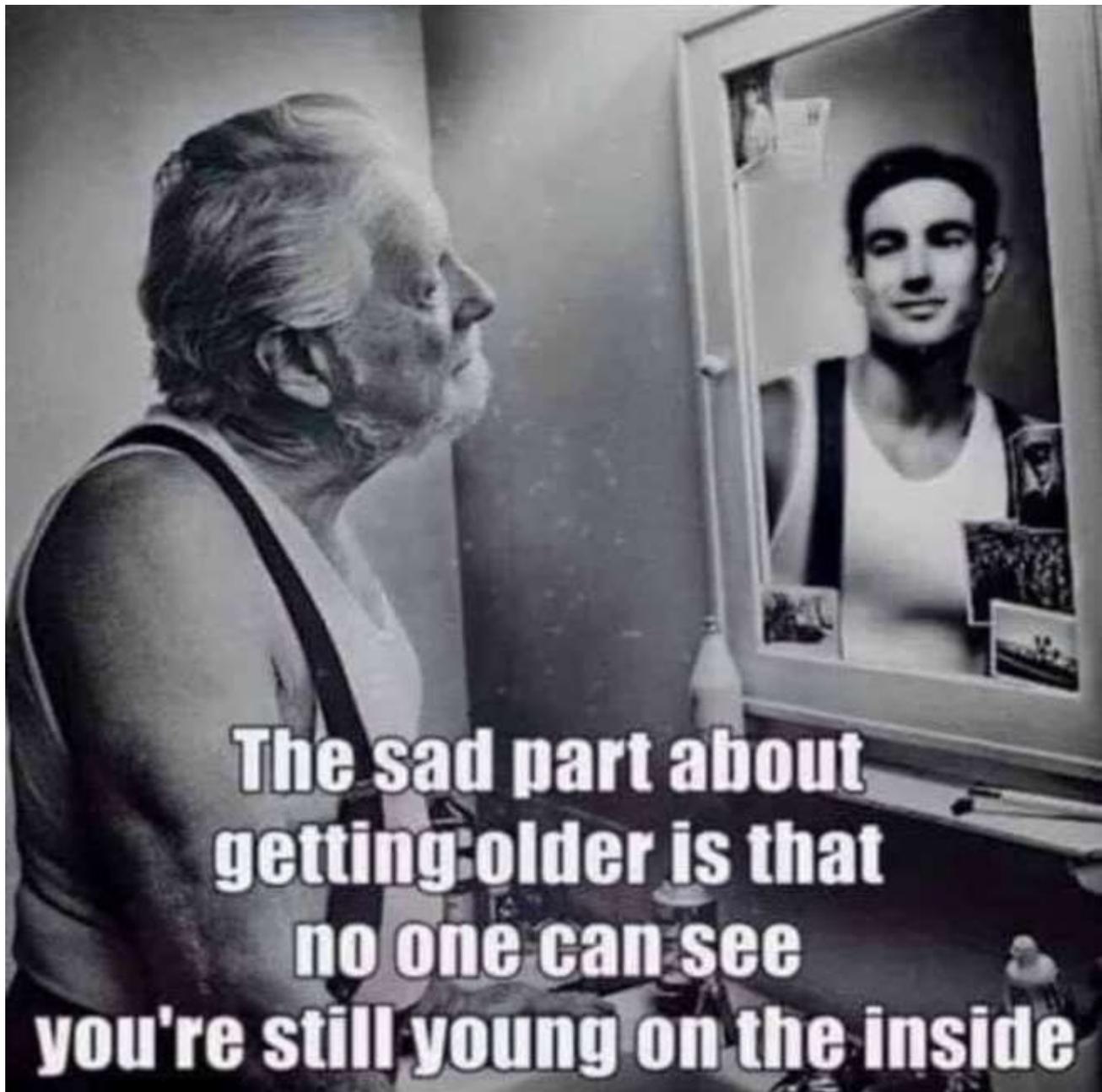
2nd Monday of the month NOS (North Olympic Squadron) breakfast meeting.

Left to right are Brendan Carmody, Gordon "GORDO" Tubsing, BROWNIE, George Llewellyn, Dave Boerigter".





HOW WE VIEW OURSELF





New Member Bio's

Name Byron Huff of Arizona

Birthday Tuesday, March 4, 1941

E-mail bhuff@gainbroadband.com



Name Daniel Tupper of California

Birthday Wednesday, April 1, 1942

E-mail aero-dan@att.net

I took my first flying lessons in Riverside California in a BC12D Taylorcraft in 1958 and obtained my private pilot's license in a Cessna 140 in 1959 . I earned my Commercial Pilot's license in 1964. In 1968, I moved to San Jose California where I earned my instrument rating and obtained my CFI in 1980. In 1981, I bought a C-172 and formed a small flying club. I am still operating this flying club and instructing for private, commercial and instrument ratings. I obtained the Wright Brothers FAA Master Pilots award in 2010. I enjoy teaching people of all ages to enjoy the freedom and the beauty of flight

Name Armand Chaput of Texas

Birthday Wednesday, April 1, 1942

E-mail ajchaput@mail.utexas.edu

Armand J. Chaput is a retired Professor of Practice from the Department of Aerospace

(Continued on next page)



New Member Bio's

Armand Chaput

Engineering and Engineering Mechanics at the University of Texas (UT) at Austin and Director of the Air System Laboratory where he taught Aircraft Design with a focus on Systems Engineering and Unmanned Air Systems (UAS). Dr. Chaput is a retired Senior Technical Fellow - Air System Design and Integration from Lockheed Martin Aeronautics Company where he provided technical leadership for several advanced manned and unmanned air system programs. Responsibilities included assignments as Chief Engineer - F-35 Weight, Chief Engineer and Corporate Lead for Unmanned Combat Air Vehicles. He also served as Chief Engineer for the National Aero Space Plane Program (NASP) and Manager of Advanced Design at General Dynamics Fort Worth. Prior employment included the Central Intelligence Agency, the Boeing Company and active duty as a US Army Ordnance Corps officer. He is an AIAA Fellow and a former member of the USAF Scientific Advisory Board. His degrees are in Aerospace Engineering from Texas A&M. He is a FAA certificated flight instructor and an active instrument rated pilot.

N26098 and PIC 2005

Flying Spruce Goose circa (more recent)



(Continued on next page)



Name Phil Boyer of Ohio & Florida

Birthday Friday, December 13, 1940

E-mail phil@boyer.com



I retired in 2009 and relocated to **SPORTY'S AIRPARK, just outside of Cincinnati**. Never lived in OHIO, but searching regions of the country we wanted to

retire we came up with this new development (12 lots) right off a hard surface 3700' runway, 22 minutes from downtown, with instrument approaches on each runway end. My present fleet is a 2002 Beechcraft A-36, glass cockpit, TKS, Turbo-Normalized, built in 02 and probably the heaviest empty weight in the fleet; About 3 years ago (without knowing a screw from a rivet), I completed the build of a Van's RV-12. It was only the fact I had a heated, air-conditioned hangar right outside my kitchen door that I ever started this project, but very glad I gained much experience in the build. I have about 11,000 hours. Still a private pilot, but with instrument rating, seaplane, multi-engine land, tail wheel and type rated as a single pilot in the Cessna CitationJet and CJ3. My wife is also a private pilot, but hasn't flown for over a dozen years and she had a C172 for many years. I have owned and flown a B-55 Baron, Waco UPF-7, Great Lakes, and a Cessna 340. In 1990 I flew the latter plane from New York to Europe and back, spanning 28 days and 12 countries. (<https://youtu.be/-CP96TRsvMM>)

For 18 years, prior to retirement I was the 2nd President of the Aircraft Owners and Pilots Association (AOPA). I left a 32 year broadcasting career to turn my avocation into a vocation. During the AOPA career it was my pleasure to serve the needs of over 400,000 pilot/members and lobby Congress on their behalf. Product Liability reform, savings airports, returning general aviation flying post 9-11 and thwarting user fees on three separate efforts were highlights. But, most important I enjoyed interacting with pilots around the country in Pilot Town Meetings to help them understand the AOPA initiatives and listen to their concerns.



Name Ray Brown of Texas

Birthday Thursday, July 5, 1934

E-mail raybrown0705@gmail.com

After discharge from USAF 73 TCW Heavy, Donaldson AFB, Greenville, SC, I went into the oilfield. I was an air breathing Navigator in the C-124 Globemaster and had no intention of ever getting into

another airplane unless it was pressurized and Flyin above 30,000'.

That lasted 30 years and one day decided to take a flying lesson - just take off & land.

OMG, I was hooked. Got my private check ride on my 57th birthday, IFR rating year after. **In '93 bought '74 Archer and flew it 22 years. The photo chosen is me waving goodbye for the ferry flight to new owner.** N44614 was repainted by Pop Poploski in Ennis, Tx. She was named Dejablu. I still have medical, and flew PIC until into my 82nd year.



Name Robert Lepper of CA

Birthday Tuesday, February 25, 1941

E-mail bobjlepper@gmail.com



Name Edmond Hutchinson of **Montana**

Birthday Thursday, January 1, 1942

E-mail captainhutch5@gmail.com

I started flying with the T-Bird Flying Club in Eugene Oregon

in 1964. Started in a '47 Taylorcraft BC12D, picked up time in a 7AC Champ, and then moved to a Piper Colt (with a radio!). I moved to Costa Mesa California in 1965 and

the club brought the Colt, a Tri-Pacer, and a Comanche down to Orange County Airport, now John Wayne. I took my private in the Colt out of Hawthorn in '65. Joined the USAF in 1966 and got sent to Sioux City AB as a 2nd lieutenant weapons controller and flew C150s and C172s as the ops officer of the base flying club. Got sent to remote Alaska for a year and then to Great Falls Montana where I got my commercial and instrument in 1970 in a Cherokee Arrow. Left the USAF in '71 but had to quit flying in 1974 and went 44 years on the ground. Took it up again in 2018 flying Diamond DA-20s and 40's out of Bozeman, Montana. As Covid waned, started flying C-172s out of Helena and Bozeman and then Piper

Archer IIs out of Great Falls, Montana. I only take Class 3 physicals since I don't fly for hire and I've passed two bi-annuals so far.





Name Earl Downs of Oklahoma
Birthday Tuesday, August 26, 1941
E-mail earldowns@earthlink.net



I grew up in Southern California. My parents did not fly or participate in aviation activities. Yet, the flying bug bit my twin brother, Ed, and me at a young age, and our parents “turned loose of the reins” when it came to our interest in airplanes.

In the late-1940s, a neighbor who was a Lockheed design engineer nurtured this interest. He and some Lockheed test pilots built four midget racing planes, called Cosmic Winds, (now referred to as ‘Formula One Racers’) in his backyard, and he allowed Ed and me to hang around. Only years later did we realize we were tutored by legendary test pilots Tony LeVier and Herman “Fish” Salmon. In 1956, at age 14, our grandmother loaned my brother and me \$80 each to take a 10-hour flying course with Valley Pilots Flying Service at VanNuys Airport. I can remember that first flight in the Aeronca Champ like it was yesterday.

Soloing on our 16th birthday and earning our private pilot certificates about a year later, we both chose to make aviation a long-term venture. We knew that our thick glasses and poor uncorrected vision would rule out airline and military flying, but we also knew that aviation was the career path we wanted to follow.

While in high school, we bought a 1941 Taylorcraft L2 for \$850 and started logging time. We also started building a Wittman Tailwind but traded it and the L2 for a 1943 Aeronca Defender before the Tailwind was completed. We rode our bikes to high school because buying a car was not at the top of our list of priorities. By 1960, we realized that aviation training was a way for us to have careers in aviation; our corrected eyesight would not be a limiting factor in this field of flying.

During the 1960s, Ed and I continued to build flying time and add ratings as we moved along our career paths. A Piper Tri-pacer was our next purchase, and we used it to obtain our instrument ratings. *(Continued on next page)*



Earl Downs

Ed and I paralleled our aviation careers in many ways, but not always at the same place or time.

I continued to add ratings and certificates and flew thousands of hours as a flight instructor and charter pilot during the tumultuous 1960s. In 1963, I joined the U.S. Air Force Reserve and served my active duty time in a C-119 unit at March Air Force Base in Riverside, California. During those days I owned a Ryan PT-22, which I kept at the nearby Flabob-Riverside Airport. I was a “ground-pounder” who worked in the command post, but many of the Air Force pilots knew I kept the Ryan nearby. Some of these pilots had never flown a plane like a Ryan so we struck a deal: you fly my plane; I fly your plane. That made my active-duty days rather unique and led to some C-119 flying time for me-- without the unit commander knowing, of course.

Returning from active duty in 1964, I earned an appointment as a designated pilot examiner (DPE), and I administered about 1,000 checkrides over the next five years.

Working for several different companies during my “wild years,” I even did a stint as a meteorological research pilot for a company named EG&G flying for a rain-making/fog dissipation project at Los Angeles International Airport. I flew a highly modified Beech Barron 56TC equipped with an internal hopper that could dispense 1,000 pounds of cloud-seeding material through a crop-dusting rig on the bottom of the plane. I would fly this plane to 100 feet AGL down the runway using the ILS and a RADAR altimeter, in zero visibility conditions, and dump the rain-making dust along the runway. We were able to clear the fog just enough a couple of times for me to see the ground, and I realized what a bad job this was.

This realization led me to accept a ground-based job at an airline. By the time I left EG&G in 1969, I had obtained my airline transport pilot (ATP) certificate and logged thousands of flying and instructing hours.

Trans World Airlines (TWA) hired me as a ground instructor, and I started teaching DC-9 systems to pilots at the Kansas City training center. Later, I moved to the Boeing 707 and then 727 airplanes. I earned my flight engineer certificate on the 707. I must admit, I love that airplane as much as I do the Aeronca Champ.

(Continued on next page)



Earl Downs

The 707 was a classy airplane. I wasn't a line-crewmember, but I was able to get some stick and rudder time in the big jets, and I flew many training flights as the flight engineer. engineering schools, maintenance schools, and management training schools, and kept my instrument skills sharp in the best simulators around at the time. As I progressed up the management ladder, I also picked up writing and editing duties.

In 1984, the ground training center in Kansas City closed, and I was moved to the new training center in St. Louis, Missouri, as a manager of flight crew ground training.

However, my yen to get back into small planes never died. By 1991 I was the director of flight crew ground training at the St. Louis training center, and I had enough 'points' to take early retirement. I started looking for a place to start a general aviation business.

During my last year with TWA, my brother introduced me to Dr. Mimi Stauffer, a chiropractor living near him in Burbank, California. Ed and his wife, Susan, "set me up," and for a year I burned up the sky between St. Louis and Burbank, courting my wife-to-be. (Those airline employee passes can get you into a lot of trouble!)

After looking at several options, Mimi and I decided to reopen the abandoned fixed-base operation facility at Cushing, Oklahoma, in the fall of 1991. Golden Age Aviation started with fuel service and hangar rental, and it expanded to include a flight school by the middle of 1992. I added an airframe and powerplant (A&P) rating to my list of FAA certificates and opened a maintenance shop to complete our little operation. Dr. Mimi restarted her chiropractic practice in Cushing, and we became part of the community. Mimi also embraced aviation with a fervor which included making her first solo flight in an Aeronca Champ and owning her own Er-coupe. Note: Teaching your wife to fly is challenging (for both), but achievable!

In 1994 I started writing my Up With Downs aviation column for the local newspaper that was later picked up by a regional aviation newspaper known as The

Aviator. As my facility's lease with the City of Cushing was nearing its end, I decided I needed to move my energy in another direction. We closed the FBO part of the business in 1997 and, among other ventures, I started becoming serious about my desire to make a new career in aviation writing. *(Continued on next page)*

Earl Downs

In 1999, I started writing articles for Flight Training magazine, and in May 2003 EAA welcome me as a contributor to their journalistic team. I collaborated with author Dan Ramsey to write a book titled, The Complete Idiot's Guide to Sport Flying, released by Alpha Press in February 2005. I also took over the publishing of The Oklahoma Aviator, and this venture continued until the economic downturn in 2010.

When I joined the airline in 1969, I was hired into a management position. Therefore, the airline required that I do not have a direct association with the FAA outside of the company which meant I had to give up being a designated pilot examiner. I didn't get back into examining until March practical tests. Then, in 2019, I was asked by the FAA if I would be interested in taking on my original DPE authorizations. I said yes and I'm now an active DPE providing Checkrides at all airmen certificate levels.

Also in 2019, I received the FAA Wright Brothers Master Pilot Award.

Postscript:

While Ed and I never finished building the Wittman Tailwind, I did build a Kitfox Lite ultralight in 2003, and a Zenith Zodiac CH 601-XLB.

Just in case anyone is interested, I have a website at www.goldenageaviation.com.

If you actually read enough of this to reach the end, thank you for putting up with my ramblings about an old guy who is a pilot that simply couldn't seem to find a better job.





Name Freeman Ford of CA

Birthday Feb 24, 1941

E-mail freeman@fafco.com

Freeman is a native Californian educated at Dartmouth and Stanford Business School who joined the US Navy in 1963 as an aviator flying from aircraft carriers o the coast of Viet Nam. He founded Fafco Inc in 1969, the oldest and largest solar thermal company in the US. Freeman has over 14,000 hours of ying experience, mostly in his BE58P which he flies out of KPAO.



Octogenarians Fred Weaver and Bill McLean participated in the Mark Fullerton East Coast Internation Aerobatic Club contest, Rome, GA, 12-14 May 2022. Fred’s wife Liza was the registrar and a judge for the Advanced category.



Fred Weaver, Ocala, FL, age 85, Chief Judge at Mark Fullerton East Coast Aerobatic Championship. He and his wife fly to the contests IFR in his Cessna 182. Fred Weaver awarded the VIP trophy.

Pictures taken from Facebook- IAC Chapter 3 Website [\(1\) iac chapter 3 - Search Results | Facebook](#)

Bill McLean, age 81, Daleville, AL in his modified Vans RV-4 at the Mark Fullerton East Coast Aerobatic Competition, Rome, GA, May 2022.

eft to right- PJ- 3rd place, old man eyeball mechanic Bill McLean 1st, and Angela- 2nd in Sportsman **McLean’s Van’s RV-4** flew against 9 competitors flying Pitts, an Extra 300, Christian Eagle, and De-cathlons.



Bill McLean 1st in Sportsman. Neck medals- First place Free and Unknown, Front and Back. In his free style sequence, Bill used an inverted spin and a shark tooth maneuver **pulling plus 5 and negative 3 Gs. Old age hasn’t affected G-tolerance.**





Calendar of Events 2022

ON THE HORIZON

Monthly Reoccurring events:

UFO MEETINGS OF THE NORTH OLYMPIC SQUADRON (NOS) IN SEQUIM WA

2nd Monday of the month. At the Mariners Café, Penny Plaza, at 0900.

Bring your guests and join in lively aviation talk. All are welcome.

Contact Ken Brown at 360-808-3266 if you have any questions.

SEPTEMBER 7,2022 FRIDAY HARBOR WA KFHR

Major Fly-in WATCH FOR DETAILS

Middle Atlantic Region

Delaware plans for a September 21st UFO meeting at the historic Massey Air Museum (MD1) near Massey, MD. The exceptional turf field is 3000 feet long, 100 feet wide and has good approaches. See www.masseyaero.org.

Further information will be available soon.

CALIFORNIA CENTRAL COAST UFO MEETING October 6, 2022.

Event Organizer Annette Orton:

We will be meeting at the Pepper Garcia's Mexican Restaurant located at 3301 Terminal Drive, Santa Maria Airport, KSMX.

Annette can be reached at 208-290-3618 as well as aol99pilot@gmail.com if you have any questions or comments for her.

More details will be added we get closer to the event



Calendar of Events 2022

ON THE HORIZON

SEPTEMBER 7,2022 FRIDAY HARBOR WA KFHR

Major Fly-in WATCH FOR DETAILS

Middle Atlantic Region

Delaware plans for a September 21st UFO meeting at the historic Massey Air Museum (MD1) near Massey, MD. The exceptional turf field is 3000 feet long, 100 feet wide and has good approaches. See www.masseyaero.org.

Further information will be available soon.

Wings Over Suwannee Florida October 8,2020

Wings Over Suwannee would like to invite all UFO members to be present at the next WOS event, Saturday, October 8. This will be held at the Live Oak Airport (24J) as a one day event. The hours are yet to be decided, but approximately 0900 to 1500 hours. There will be free camping on the airport grounds if you want to arrive on the 7th.



NOTAMS

NOTAM

Charter of the UFO

1. THE PURPOSE is to promote longevity and safety in aviation; to represent the interests of senior pilots worldwide; to inspire youth to fly; and to promote fellowship among senior pilots.
 2. MEMBERSHIP is open to any pilot who has flown as Pilot in Command in any Class or Category of aircraft while in compliance with the legal requirements applicable in the nation issuing his/her flight authority, on or after reaching the age of eighty (80).
 3. **DIRECTORS are elected by and act on behalf of the members. Director's two-year terms expire on the last day of the month of each biennial anniversary of their appointment.**
 4. OFFICERS are elected by the Board. Their two-year terms expire on the last day of the month of each biennial anniversary of their appointment.
- The Officers shall include:
1. PRESIDENT
 2. VICE-PRESIDENTS
 3. SECRETARY/TREASURER
5. AN ANNUAL GENERAL MEETING or Regional Meetings will be held at a time and place(s) determined periodically by the Board of Directors.
 6. DUES shall be specified by the Board of Directors. Payment is due annually, or to accompany an application for membership. Non-payment will result in lapse of membership.
 7. THE LIABILITY of each member shall be limited to the payment of annual dues.

Approved by the Officers and Board of Directors - Feb 19, 2014

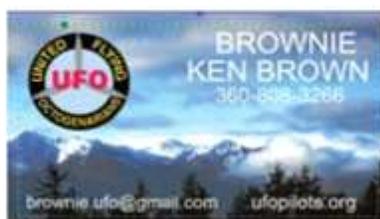


PROMOTE UFO ~ INVITE THE 75+ TO VISIT THE MEETINGS OR COFFEE TIME. GET THEM EXCITED TO JOIN AS SOON AS THEY CAN!

WEAR YOUR SWAG AND SHOW YOUR TEAM SPIRIT

UFO Area Representatives and Members:

Do you carry a business card with your UFO information to share with people you meet? (VistaPrints.com)



When I meet people, I am advertising for the UFO's. At events where I know pilots will be there, I also carry postcards with our membership info.



Do you realize if each member invited one other pilot to join our organization we would double in size?

Direct those interested to <https://www.ufopilots.org/membership> for both new members and past members who would like to rejoin. It is never too late to belong to "THE BEST KEPT SECRET IN ALL OF AVIATION"

JOIN THE TEAM



Gone West. 2022 Final flight plan filed and completed

James	Cavender	@92	May 4, 2022	of Fort Worth TX	OBIT
Howie	David M	@88	May 4,2022	or Redmond WA	
Edward L	Katz	@92	April 15,2022	of Loveland OH	OBIT
David L.	Patton	@91	April 6, 2022	of Papillion NE	OBIT
JOHN	BILLINGS	@98	March 4, 2022	of Edinburg VA	OBIT
Col. James Eyre Sr.		@81	March 23, 2022	of Boise ID	OBIT
Clifford S	Henderson	@83	February 7, 2022	of Lebanon NH	OBIT
Bill	Heins	@89	February 10, 2022	of Red Bluff CA	OBIT
Charles	Catlin	@88	August 26,2021	of Addison VT	OBIT
Art	Phillips Jr	@84		of Newbury Park CA	no info
Russ	Roberts	@		of St. George UT	no info

2021 on Next page

Gone West

To report members who have Gone West [click here](#)



Gone West. 2021 Final flight plan filed and completed

Frank	Ahlman	@84	December 2, 2021	of Faribault MN	OBIT
Walter J	Carlson	@93	December 6, 2021	of Des Moines IA	OBIT
James C	Geanakos	@85	December 11, 2021	of Arlington MA	OBIT
Col. Robert	McBride	@99	December 13, 2021	of Cedar Park TX	OBIT
LCDR George	Jenista	@87	December 12, 2021	of Grandview TX	none
Eugene	Clifford	@85	December 19, 2021	of Valparaiso IN	OBIT
Joan	Mace	@97	December 28, 2021	of Dublin OH	OBIT
Nevoy	Culp	@87	December 29, 2021	of Rensselaer IN	OBIT
John	Elwell	@88	November 3, 2021	of Anaheim CA	OBIT
J Homer	Doell	@84	November 10, 2021	of Elfrida AZ	OBIT
Charles	Thuet	@100	October 23, 2021	of Newark DE	OBIT
Jack	DeTour	@97	June 9, 2021	of Alea HI	OBIT



Gone West

To report members who have Gone West [click here](#)



ARCHIVE OF PAST SQUAWK ISSUES

7/2020	<u>DOWNLOAD CLICK HERE</u> <i>First Issue by Brownie</i>
8/2020	<u>DOWNLOAD CLICK HERE</u>
9/2020	<u>DOWNLOAD CLICK HERE</u>
10/2020	<u>DOWNLOAD CLICK HERE</u>
11/2020	<u>NONE</u>
12/2020	<u>DOWNLOAD CLICK HERE</u>
1/2021	<u>DOWNLOAD CLICK HERE</u>
2/2022	<u>DOWNLOAD CLICK HERE</u>
3/2022	<u>DOWNLOAD CLICK HERE</u>
4/2022	<u>DOWNLOAD CLICK HERE</u>
5/2022	<u>DOWNLOAD CLICK HERE</u>
6/2022	<u>DOWNLOAD CLICK HERE</u>
7/2022	<u>DOWNLOAD CLICK HERE</u>
8/2022	<u>DOWNLOAD CLICK HERE</u>
9/2021	<u>DOWNLOAD CLICK HERE</u>
10/2022	<u>DOWNLOAD CLICK HERE</u>
11/2022	<u>DOWNLOAD CLICK HERE</u>
12/2022	<u>DOWNLOAD CLICK HERE</u>