

January 2025

SQUAWK



UFO President. From the Port Side

by Kenneth (Brownie) Brown



The calendar flips, a fresh start beckons, and with it, a wave of emotions, excitement, anticipation, and maybe even a touch of trepidation. But amidst the swirling feelings, let's anchor ourselves in a powerful force, "hope."

The past year, like any year, undoubtedly brought its share of challenges. But within those challenges, seeds of resilience were sown. We learned, we adapted, and we discovered inner strengths we never knew we possessed.

2024 in review:

February, booth at the Northwest Trade and Aviation Show in Seattle/Tacoma, WA, 2 days

April at Sun-n-Fun with the Silver Wings Fraternity. 1 week

May three day event in Paso Robles CA.

June at the Danbury Fly-in in CT.

July a meet-up at Oshkosh.

August, we had a member representing the UFO at the AAA fly-in in Iowa. We tried to have an August gathering/fly-in at Sunriver, OR, this year, organized by Dave Fretwell, but to no avail.

September the world rounders Bob 'n Baz made 3 US stops in NY, OR, and WA, where they were greeted by UFO members. Fly/drive-in at Millville, NJ

CA San Luis Obispo area had quarterly lunch gatherings

NV Reno had quarterly lunch gatherings

TX had a lunch gathering

Several other locations had individual meetings

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Sequim WA holds a monthly breakfast on the 2nd Monday of the month.

This coming year, let's cultivate those seeds. Let's embrace the opportunity to:

Acknowledge and celebrate the victories and accomplishments of 2024.

Set realistic goals as outlined below into achievable steps for 2025.

Let's cultivate optimism with the spirit, "YES WE CAN."

As an all-volunteer organization, we are constantly reaching out to the membership for assistance and suggestions. In almost every article I write in the SQUAWK there is an **ASK** from the membership. We encourage members to become Local Hosts, to engage with other members in their area.

We are more active now than in previous years. We have members who step up to make it happen. It takes energy and commitment to become part of the solution. We would appreciate your help going forward. Does this have your name on it?

The Vision for the coming year is clear. We want to have our membership engaging and exchanging ideas and sharing stories. Tips and advice are welcomed by all pilots. Sometimes (not very often) we don't have all the answers. We are also looking to add new faces on the board of directors. Currently we have two openings.

This year our theme is "**BUSTING LOOSE IN 25'** and what does it mean?

More events and more opportunities to meet with our great members.

Here are two links for airshow calendars in the US as well as Canada. It gives you an idea of where you might want to plan your gathering around an event.

https://www.milavia.net/airshows/calendar/showdates-2025-north_america.html

<https://airshowstuff.com/v4/airshow-calendar/2025-airshow-calendar/>

Sample Weekend Gathering Schedule

Friday GTKY pizza night, (Get To Know You) (Pizza on us) no host bar.

Saturday Airshow, Fly-in, or Convention – Casual dinner as either individuals or groups.

Sunday breakfast and send-off (Coffee / Pastries on us)

It could be a two-night or one-night stay over with Saturday (day and evening) being the main time of our group being together.

The 2025 UFO calendar & **verified dates** as of now:

JAN – Local events that occur every month



(continued from the previous page)

FEB Northwest Aviation and Trade Show (2/22-23/2025) Seattle/Tacoma WA Region
6 AK ID MT OR WA WY

MAR Region 7 TBD AZ CA HI NV UT

APR Sun-N-Fun (4/1-6/2025) Lakeland Florida Region 3 AL FL GA KY MS NC SC TN

MAY Region 4 TBD AR CO LA NM OK TX

JUN Danbury Annual (6/**/2025) Danbury CT Region 1 CT MA ME NH NJ NY RI VT

JUL AirVenture (7/20-26/2025) Oshkosh ,WI Region 5 IA IL KS MN MO ND NE SD
WI (Planning on 3 meet up days Wed, Thru, Fri to allow more people to gather)

AUG - SEP

Region 2 TBD DC DE MD PA VA WV

Region 6 AK ID MT OR WA WY

Region 8 TBD NV UT IN MI OH

CA San Louis Obispo has quarterly lunch gatherings

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Several other locations had individual meetings

Sequim WA holds a monthly breakfast on the 2nd Monday of each month

All events will require the local host to be responsible for the food, locations and itinerary. Receipts* to be sent to Treasurer@ufopilots.org

*(anticipated expense needs to be pre-authorized)

Our new website has many new features: An interactive calendar, a photo gallery of our members, a better method for event publication, and many other behind-the-scenes techy changes.

Our web contractor, Rebecca Graham, of *Create Impact* rgraham@createimpact.com has done a masterful job following the direction of Vince Calio (*Board Member for Brand and Identity*).

As an organization WE ARE ONLY AS GOOD AS OUR MEMBERS MAKE US.

The next page is a printable banner to take to the airport and post on the board. Share it freely

Brownie

president@ufopilots.org

Visit our New Website!

And get acquainted with this exclusive club for pilots!



Where the History of Aviation is Still Flying



HOME

WHO WE ARE

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WELCOME to a most extraordinary group of aviators, the [United Flying Octogenarians \(UFO\)](#). Founded in 1982 with just a handful of pilots, we have grown to around 1,700 members worldwide, all of whom have acted as a certificated PIC on or after their 80th birthdays. We invite you to learn more about [who we are](#).

UFO exists to promote longevity, safety and especially fellowship among senior pilots. We aim to represent the interests of senior pilots worldwide, and inspire youth to fly. Our meetings are completely open to members and UFO wannabe's.



LEARN MORE



www.ufopilots.org



by Egon Frech



When I took pilot training at the Winnipeg Flying Club in 1969, their quoted cost to obtain a private pilot license was \$500. That included the ground school, 40 hours of flight training and the flight test by a government examiner. The Second World War was a recent enough memory that the Canadian government was willing to subsidize half that cost to ensure that in the event of any future global hostilities, there would be a ready supply of pilots to bolster the military. In other words, becoming a pilot just for the fun of it was a significant but affordable expense for many.

Today, the average cost of obtaining a private pilot certificate in the U.S. is somewhere between \$15,000 and \$20,000, depending on the school and the candidate's determination and aptitude. You might say, "Well, that's inflation for you. Everything costs more today." But not so fast. \$100 in 1969 dollars is worth \$860 in today's dollars, according to readily available inflation records. That would make 1969's \$500 investment worth \$4,300 today, not \$15,000.

Something's out of whack, but it's hard to pin down where the problem is. An Internet search produces lots of discussion leading to apparently reasonable justification for the current costs, and it doesn't appear that flight instructors are being overpaid or that our local flight school is making an exorbitant profit. However, the situation is cause for concern. Assuming that the airlines will look after their own interests and will always have enough human or robotic applicants to fill their cockpits, what I am afraid for is the future of general aviation. Where will the next generation of Skyhawk and Cherokee pilots come from?

Looking over the attendees at our monthly EAA chapter and VFR Club meetings is not encouraging. There are a lot more gray heads than there were at the Winnipeg Flying Club meetings in 1969. In fact, the old Alma Mater itself aged right out of business about three decades ago.

But there is some encouraging news from EAA. Apparently, there are enough of us who care about passing the torch that the EAA's Young Eagles Program had a banner year in 2024. The program offers first-time airplane rides, usually about 20-30

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minutes, for kids 8-17, as well as a free ground school course from Sporty's and a free first flight lesson at a flight school. Participating EAA pilots use their own airplane and pay for the expenses of the flights as a contribution to the future of general aviation. Last year, 4750 pilots participated across the US, 1305 of them for the first time.

Of the 55,000+ Young Eagles flown, 946 completed at least half of the Sporty's ground school course and earned the \$160 voucher for a first flight lesson with an instructor. Of those, 354 went on to pass the FAA knowledge exam, indicating serious interest in obtaining a pilot license. I've been part of this program for many years and have at least half a dozen wing pins certifying that I flew at least 10 Young Eagles in a given year. It's a rewarding experience for the pilots, too, observing the reaction of the young people who get the thrill of controlling an airplane in flight for the first time.



Another contribution I've made over the years is with Civil Air Patrol, the auxiliary of the United States Air Force. CAP cadets are entitled to five powered familiarization flights and five glider flights during the course of their membership up to age 18. We encourage them to take the controls once we reach a safe altitude. Those who do well in the cadet program can actually qualify for a full scholarship to obtain their private license. Cadets also get a thorough aerospace education, progressing through various levels as they advance in rank and learn first followership and then leadership skills. I haven't kept track of how many cadets I've flown, but the number must be in the hundreds.

It's up to us, the greybeards of aviation, to help keep the general aviation pilot pipeline filled despite all of the things working against us. After all, you don't want to live to see a day when the only airplanes flying for fun are unmanned, do you? Get out there and do your part, while you still can, to keep the dream alive.

Egon Frech
editor@ufopilots.org



BIOLOGICAL DRUGS



The FAA issued new guidelines on the use of biological drugs on 11/27/2024. Since they may be prescribed for some pilots a review might be helpful

Biologicals are drugs made from a living organism. The source can be human, animal, bacterial or viral. They are used to treat a variety of diseases, such as cancer, inflammatory bowel disease or arthritis. They usually activate cells in the patient's immune system to create a specific response.

Chemical drugs are usually small molecules, whereas biological drugs are usually huge molecules. Because of this, they are more difficult to make and therefore more expensive. They are also less predictable in both their good actions and their side effects in any particular patient.

You can tell if you are on one if these by the name. The chemical name of these drugs (not the company's marketing name) will end in mab or cept or nib or ast.

The *Guide for Medical Examiners* has a list of biologics, biosimilars and non-biologics for which post-dose observation times have been mandated. Firstly, the disease being treated must be at an acceptable stage. This should be discussed with your AME. Secondly, when the drug is started there should be an initial 2 week no-fly/ground trial to verify there are no side effects. Many of the drugs have a post-dose observation (no-fly) time. The *Guide for Medical Examiners* has a table giving the "post-dose observation no-fly times" for 22 medications. It is at www.faa.gov/ame_guide/media/Biological_Biosimilars_Nonbiologics.

Changing from one biologic/biosimilar to another for the same indication requires forty-eight (48) no-fly/ground trial to mitigate any aeromedical risk.

Your prescribing physician or your AME should be able to help in resolving questions about your medications.

Harry Wander, MD
Senior AME



By Ralph P Bennett

Words from Charles Lindbergh (1902-1974)

Charles Lindbergh's fascination with flight began when he was boy, growing up in Little Falls. In his book *The Spirit of St. Louis* (1953), Lindbergh recalled:

"When I was a child on our Minnesota farm, I spent hours lying on my back in high timothy and red top, hidden from passersby, watching white cumulus clouds drift overhead, staring into the sky. It was a different world up there. You had to be flat on your back, screened in by grass stalks, to live in it. Those clouds, how far away were they? Nearer than the neighbor's house, untouchable as the moon – unless you had an airplane. How wonderful it would be, I'd thought, if I had an airplane – wings with which I could fly up to the clouds and explore their caves and canyons – wings like a hawk circling above me. Then, I would ride on the wind and be part of the sky, and acorns and bits of twigs would stop pressing into my skin."

"I began to feel that I lived on a higher plane than the skeptics of the ground; one that was richer because of its very association with the element of danger they dread-

ed, because it was freer of the earth to which they were bound. In flying, I tasted a wine of the gods of which they could know nothing. Who valued life more highly, the aviators who spent it on the art they loved, or the misers who



doled it out like pennies through their antlike days? I decided that if I could fly for ten years before I was killed in a crash, it would be a worthwhile trade for an ordinary lifetime."

"Success is not measured by what a man accomplishes, but by the opposition he has encountered and the courage with which he has maintained the struggle against overwhelming odds. I don't believe in taking unnecessary risks, but a life without risk isn't worth living."

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“The readiness to blame a dead pilot for an accident is nauseating, but it has been the tendency ever since I can remember. What pilot has not been in a position where he has been in danger and where perfect judgment would have advised against going? But when a man is caught in such a position, he is judged only by his error and seldom given credit for the times he has extricated himself from worse positions. Worst of all, blame is heaped upon him by other pilots, all of whom have been in parallel situations themselves, but without being caught in them. If one took no chances, one would not fly at all. Safety lies in the judgment of the chances one takes. That judgment, in turn, must rest upon one’s outlook on life. Any coward can sit in his home and criticize a pilot for flying into a mountain in a fog. But I would rather, by far, die on a mountainside than in bed. Why should we look for his errors when a brave man dies? Unless we can learn from his experience, there is no need to look for weakness. Rather, we should admire the courage and spirit in his life. What kind of man would live where there is no daring? And is life so dear that we should blame a man for dying in adventure? Is there a better way to die?”

*CHARLES A. LINDBERGH
WARTIME JOURNALS
AUGUST 26, 1938*





Hi to all,

I understand that a Charles T Tatum, Sr. has passed away...as it turns out I checked for a toe tag this morning, none there,

so I remain Charles C Tatum II and as far as I can tell, I'm still on this side (more or less upright) of the grass.

Cheers,

Cliff Tatum

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Egon, a couple of articles in the latest Squawk newsletter knocked my socks off! You and your grandchild, Stephanie, paragliding is awesome. Talk about a "leap of faith!" Also, Milt Moss, towing and flying sailplanes at 92 is fantastic! I'm honored to be a member of UFO and am inspired to continue toward my goal of being active in aviation until I'm at least 90. I am still an active member of the Society of Experimental Test Pilots (SETP) flying new Experimental - Amateur Built (E-AB) aircraft, and staying active as a CFI. I relax by flying "gentleman's aerobatics" in my RV6A that I built 23 years ago and in a friend's Sonex Onex.

MERRY CHRISTMAS, HAPPY NEW YEAR and TAILWINDS ALWAYS!

Gary Ludeke

Creswell, OR

rv6an200gl@charter.net



Egon and Brownie,

Thank you for publishing my letters. I am honored. And Brownie, thank you for your very persuasive and moving editorial. You are certainly right, we as a nation are deeply divided, and the seemingly universal anger we harbor for "the other side" is destructive and ungrateful.

Best to you both, and to your friends and families, and Joyful Holidays, however you might celebrate them.

Rob Harrison

Lake Arrowhead, CA

I recently went thru a period of no class 2 for about 4 months while the FAA debated my field of vision tests. With help of the AME in the central division I was able to reinstate my class 2 with a special issue. Back at work teaching Army Aviators the ins and outs of the EC-145. Army calls it the UH-72. Also teaching Private Pilot add-ons for Lewis Aviation at 71J. (Blackwell Field, Ozark, AL). If more of this would be of interest I would elaborate a bit for the news letter on my situation. Ocular pressures and other related topics.

Rod Barber

Retired Army Aviator

Retired Corporate Pilot

Currently still pursuing my dream occupation.

Mr. Frech,

Very good edition and thoughtful articles , as usual. Thanks and Merry Christmas.

Tom O'Donnell

KSQL

Just want to thank you and everyone on the UFO staff for the fantastic job done. Your article on "Going West" touched all of us.

Wishing Happy Holidays,

Bill McLean

Daleville, AL

Started flying from birthday present in Jan 1957

IAC and still competing



Editor,

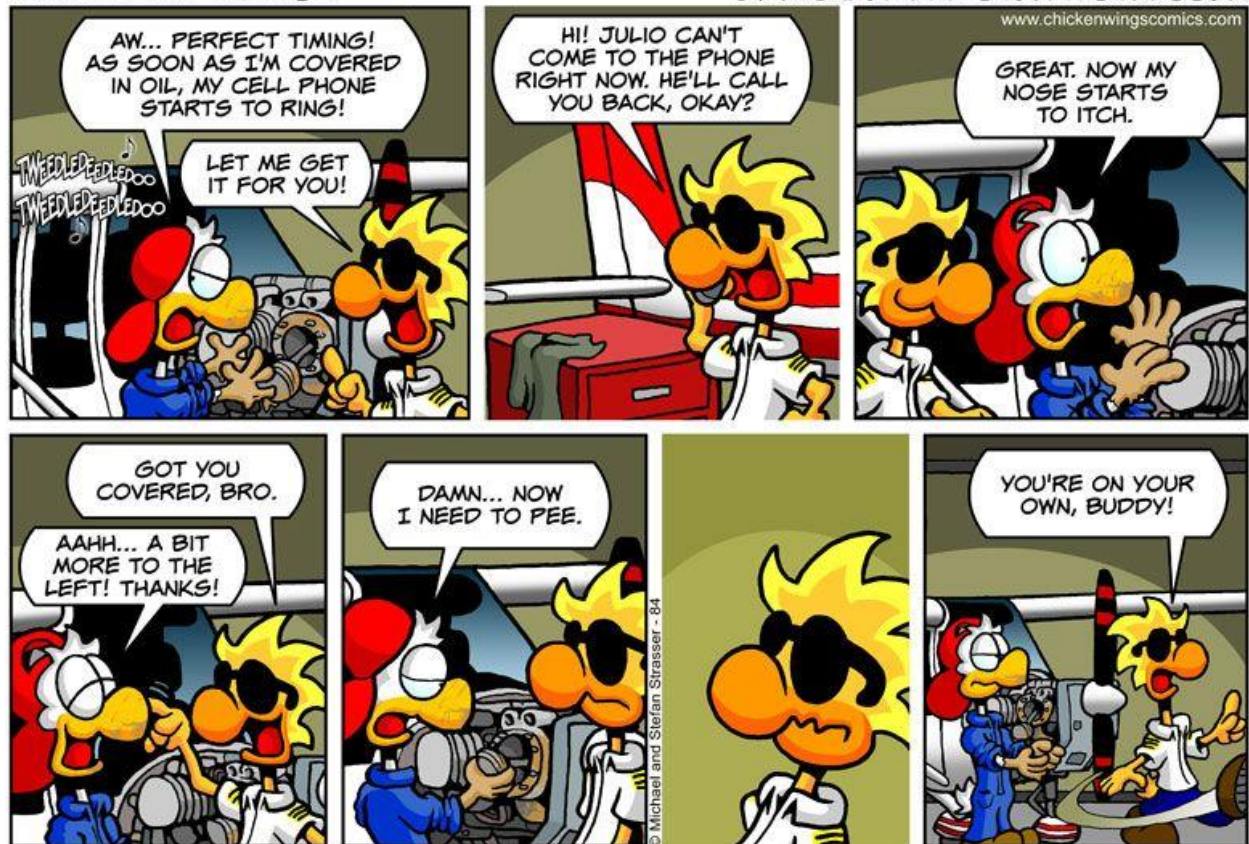
A great read with your latest edition of The Squawk. The phrase "A little bit of this and a little bit of that" quoted in The Port Side was also uttered by Peter Sellers in one of the Pink Panther movies when Inspector Clouseau was trying to impress a pretty girl in his bumbling manner. On aging and flying, I've got a picture of a pilot leaning out of a big Douglas, with the caption "You don't quit flying when you get old, you get old when you quit flying!" I know all of you guys have heard this one before, but it sure seemed to fit this issue of The Squawk! Keep up the good work! Merry Christmas!

Mike Kelly

Port Orange, FL

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER





Soar with Us! Support United Flying Octogenarians Keep Aviation Thriving

United Flying Octogenarians is a dedicated 501(c)3 non-profit organization, established to uphold the ideals outlined in our charter:

- **Promoting Longevity and Safety in Aviation:** We share knowledge and best practices to ensure a long and safe flying experience for all pilots.
- **Representing Senior Pilots Worldwide:** We advocate for the valuable experience and expertise of senior aviators within the industry.
- **Inspiring Youth to Fly:** We ignite the passion for aviation in young minds, fostering the next generation of skilled pilots.
- **Promoting Fellowship Among Senior Pilots:** We create a strong community where seasoned aviators can connect, share experiences, and mentor one another.

Fulfilling this vital mission requires your support!

We rely on generous donations to fund crucial initiatives like:

- **Informing pilots so we are not “the best kept secret in aviation.”**
- **Developing and disseminating aviation safety resources** for pilots of all ages and experience levels.
- **Lobbying for policies** that prioritize the safety and well-being of pilots and passengers.
- **Organizing educational programs and scholarships** for aspiring young flyers.
- **Hosting events and forums** that foster connections and knowledge sharing among senior aviators.

Your contribution, no matter the size, will directly impact these efforts. With your help, we can continue to:

- **Reduce aviation accidents and ensure safe skies for all.**
- **Guarantee the voices and experiences of senior pilots are heard.**
- **Spark a lifelong love of flying in future generations.**
- **Maintain a vibrant community that supports and celebrates seasoned aviators.**

Donate Today and Make a Lasting Impact!

Visit our website to make a secure donation at www.ufopilots.org
or mail your check to :

UFO, P. O. Box 2230 Keller, TX, 76244

Together, we can keep aviation soaring!

Sincerely, The United Flying Octogenarians Team



AN OPPORTUNITY TO READ A BOOK BY ONE OF OUR OWN

Brigadier General USAF Ret. John M Lotz's (UFO) book is available free to the UFO membership.

As John writes, we are pilots and we have respect for each other, we share a bond and we are trustworthy.

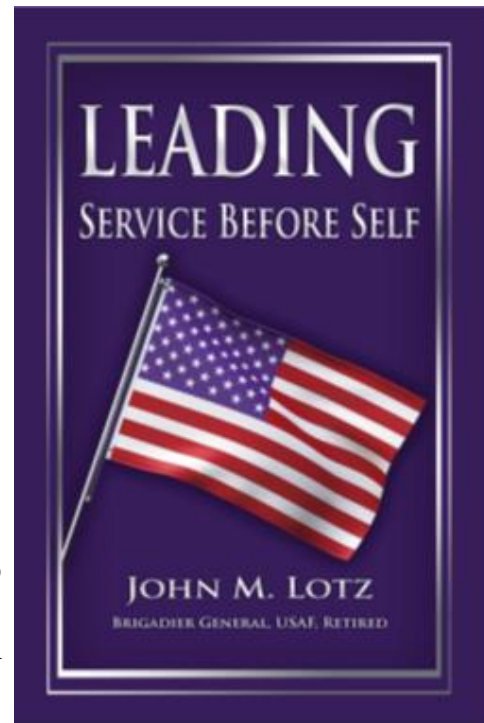
The eBook is free to members of the UFO organization (link below). The only request is that they not pass the book around to friends, instead recommend it to friends. It is easily available on Amazon by title or author. [Click here \(Amazon\)](#)

John M. Lotz

Bg_lotz@me.com

About the author:

General Lotz enlisted in the Naval Air Reserve in 1959. He was commissioned in the Air Force in 1963, and resigned in 1969 to attend the Harvard Business School. He then joined the CA Air National Guard in 1974. During the next twenty-three years he commanded three combat support units before being selected for promotion to Brigadier General. In 1993, military budgets were reduced to 2.5% of GDP triggering a crisis in the military. General Lotz was asked to join a team teaching cost efficiency concepts and leadership to the military. His role was to present seminars on Leadership. The program went viral throughout the DoD. He retired from the military in 1997. He was recalled in 2004 to go to Iraq and to restructure Iraqi Airlines, and to begin to create a corporate aviation infrastructure in Iraq. He declined the mission since his daughter was enroute to Baghdad as a C-130 Navigator.



Free Link for the Kindle version [Click to Download](#) LEADING – Service Before Self



Meet the Member:

James Lewis

Clermont, FL

Jim has been a professional pilot for 58 years. He has worked in the areas of flight instruction, Air Taxi, corporate flying and as a pilot, instructor and a check Captain for United Airlines. He has been an instructor and contract pilot in Citation jets for the last 12 years. Jim has also published a book about his flying career titled *Short Tales by a Tall Pilot*.



While working as a pilot for United Airlines, Jim not only flew as a Captain in all the Boeing models flown by United, but served as an instructor and check airman in the B737 and B757 as a line check airman. He has maintained a current instructor rating for 58 years and has instructed for over 14,000 hours including over 2500 in level "D" simulators.

Jim also served United for 3 months as a temporary training center manager on the A320 in Miami, FL. He worked for SimCom in Orlando first as a King Air instructor and then transitioned to the Citation and Hawker jets finishing his 3 years as the Hawker 800A program manager.

During his time as Hawker program manager at SimCom he rewrote the HS125 manual and got it submitted and approved by the FAA and the Hawker program is still using the rewritten manual for Hawker training.

He is currently teaching ATP and type rating applicants in a B737-800NG level "D" simulator in Kissimmee, FL and occasionally flying a trip in a Citation 550 as well as some teaching in Cessna 525 aircraft and smaller single engine aircraft. He still maintains an FAA second class medical and currency in two different jets.

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Breakfast Meeting, Sequim, WA, Jan 13 2025



The eight smiling UFO members at the Sequim monthly breakfast meeting are all active flyers. Gerry, wearing his Navy cap backwards and facing away from the camera, is a Swift driver. Going around clockwise, next to him is Barry, who de-signed and built his own aircraft; Bill, who is a YakIII / Swift driver; Brendon, who owns an RV12; Dave, who just sold his Mooney; Brownie, who has an RV9A; Collett, who is building a Sonex and finishing a rebuild of an RV4; and Dan, who flies a Murphy Rebel. The oldest of the group is Dave, who is 89. There's always lots of aviation history going around this table.



William J. Daly

321wjd@gmail.com



“Looking forward to meeting this new group of pilots.”

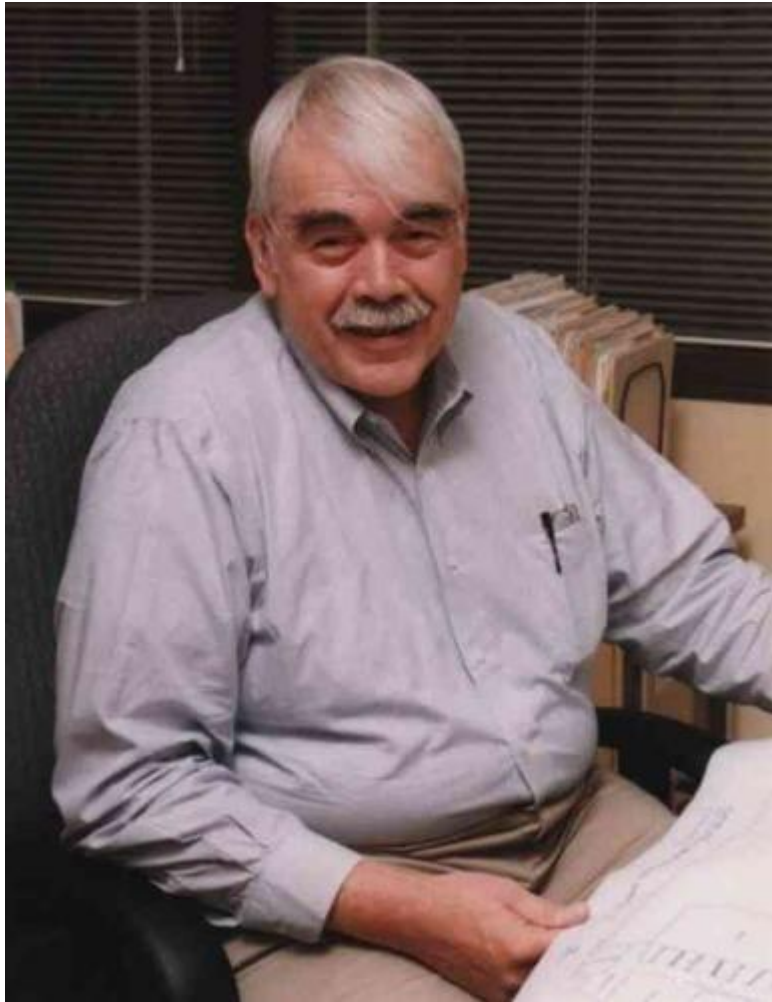


Final flight plan filed and completed

John Paul Colvin

Eugene, OR

Paul Colvin, born in Walla Walla, WA, and a long-time resident of Eugene, OR, died at the age of 88 in December 2024. His passion for flying led him to serve in the U.S. Navy as a P-2V/SP-2E Neptune pilot. Following his Navy career, he continued to fly his beloved V-tail Bonanza, N3311C, into his 80s. He was a proud member of the United Flying Octogenarians. One of his proudest moments was watching his son, John, follow in his footsteps and become a naval aviator. Paul was a long-time employee of Lane Community College, first as a mathematics instructor and director of institutional research, and later as director of plant services.



Beyond his institutional accomplishments, Paul was dedicated to serving his community. He was an active member of Southtowne Rotary and volunteered for many years with the Eugene police department. He also volunteered as an Angel Flight pilot and was one of the first court-appointed special advocates for abused and neglected children to serve in Lane County OR. He lived a life of service, always humble and ready to lend a helping hand.

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