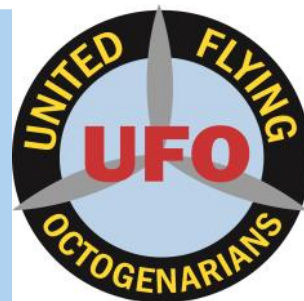


October 2024

SQUAWK



UFO President. From the Port Side

by Kenneth (Brownie) Brown



It is mid-October and the leaves are changing colors. The smell of fall is in the air. Clear cooler days make for great flying. The days are shorter and the flying is more compressed. But still, we fly.

This month was the quarterly board meeting. Our board had the following changes: Annie Orton was elected to Director Emerita status, and we received news of the passing of Red Bainbridge (KILM), a longtime board member. Our current board consists of 8 members, with two openings; one is for an Auxiliary Wing member. We are looking for a director to take on the Membership needs.

End of Term June 30, 2025
Brownie President
Camelia Fulfillment
Vince Brand & Identify

End of Term June 30, 2026
George Treasurer
Stuart Vice President
Ralph Relationships

End of Term June 30, 2027
Gary Secretary/ Advising Attorney
Egon SQUAWK Newsletter
Open (seeking MEMBERSHIP)
Open AW representative non-

Staggered terms for the board were established at the board meeting to provide continuity for the organization. All terms are for 3 years. No term limits.

The annual meeting of the United Flying Octogenarians will now be the July meeting, which now coincides with our fiscal year from July 1 to June 30.

Next month, November 2, will be the 42nd birthday of the UFO. From its founding with 31 charter members, we are now 1700+ strong. Our oldest member is George Kirkpatrick, 105. Several members who are 90 still fly. We are represented in 9 countries. Zoom link at the end of this article.

Continued on the next page



(continued from the previous page)



Going forward the success of the UFO will depend on you. Just like the WWII signs, "I WANT YOU!" to carry on this great organization. Step up and take your place in our governing body.

If you have any influence or connections with any of the alphabet organizations like AOPA, EAA, Ninety-Nines, Antique Airfield Association, Civil Air Patrol, Commemorative Air Force, etc. we would like you to help us get information into their magazines or newsletters. We want these organizations to know about the UFO. We have

a place for their older members starting at age 75. Contact Ralph Bennett at cfiallsouls@gmail.com for more information or articles.

Events in 2025 where we plan to have a presence include:

February at the Northwest Aviation and Trade Show, WA

April at SUN 'n FUN in FL

July at AirVenture in WI

other regional events

Volunteers will be needed at all of the events.

Unlike "Green Eggs and Ham", the UFO organization is becoming greener than ever. We are launching a renewal by email process to eliminate the paper process.

Not only is the paper process very time-consuming, as you might have noticed, everything is more expensive. We have choices in all things, so rather than raising the dues we will try the "green" method. So far, the electrons of the internet are still the same reasonable price they have been. When you receive your renewal email, please take the moment to "Carpe diem" seize the day, and click on the link and "Git-R-Done". We appreciate your help in this housekeeping task.

NOVEMBER Zoom Meeting.

You are invited to join our upcoming Zoom meeting on November 2. The purpose of this meeting is to celebrate the UFO's 42nd Birthday. Looking forward to seeing you. UFO Birthday Zoom will start at 0800 PDST and 1100 EDST. Adjust for your time zone. Come and go as you like. 2 hours duration.

Join the Birthday Zoom Meeting

[https://zoom.us/j/97146796295?
pwd=1Pp4utVKWJv459mdCQPjRYxIj0McNz.1](https://zoom.us/j/97146796295?pwd=1Pp4utVKWJv459mdCQPjRYxIj0McNz.1)

Meeting ID: 971 4679 6295

Passcode: 571397

Brownie

president@ufopilots.org



by Egon Frech



What's in *your* hangar?

I was informed last week that it's about to matter what's in mine.

Apparently, a couple of inspectors from the FAA visited our airport and asked to look inside the hangars to make sure that the rules regarding the use of buildings on airports that benefit from FAA subsidies are being properly observed. Our County, which owns the airport, has been enforcing a rather loose rule that basically says there has to be an airplane in the hangar, and you can't keep dangerous stuff in there. That's about it.

The hangar "owner" (actually, the lessor from the County who then sublets it to me) also ruled out the old horizontal chest freezer, which I have removed.

According to a reliable source, the FAA inspectors were somewhat pickier. For example, on visiting the first hangar, they exclaimed "What's that???", pointing to an old riding lawn mower (mowing deck removed), which was being used as an airplane tug. It got worse from there. They provided the County with a long list of violations. We're expecting a somewhat toned-down follow-up letter to hangar tenants from the County. But there will definitely be some changes.

So, what's in my hangar that could possibly offend the FAA?

I'll admit that there are some non-aviation-related things, and the reason is that we actually park our cars in the garage at home, so there isn't room for all this stuff there. Some things are related to my house: spare laminate for the kitchen counter, spare roof shingles, spare flooring boards, a filing cabinet filled with old records and tax returns, spare floor tiles, an old wall clock. There are shelves supporting a variety of plastic storage bins, and who knows any more what's in them but I'm pretty sure at least some of them are filled with clothes and household items from my brother-in-law that he stopped needing when he moved into a nursing home a couple of years ago.

Then there are things related to my boat: spare sails, cockpit cushions, chandlery left over from a long-ago basement business, sleeping bags, boat shoes, an old outboard,

Continued on the next page



an inflatable dinghy and its outboard, paint, cleaning supplies, an old battery charger, and so on. There's a tub filled with salvaged parts from another outboard that has been disposed of.

One corner is the gathering place for a jumble of geriatric/handicap equipment like wheelchairs, walkers and grab rails that we will undoubtedly need at some point as we grow older. Sharing that space is a set of four mounted snow tires. It doesn't snow much in southern Maryland anymore, but you can't just throw those away. There is a venerable Craftsman radial arm saw, another table saw and a tile saw.

But there's also plenty of airplane-related stuff, like a complete tool chest, an air compressor and a variety of electric tools such as a grinder and a polisher. On one shelf there's a collection of failed Cessna parts: a camshaft and lifters that failed, and a cylinder and piston that show what happens when an exhaust valve becomes stuck. Clearly those are aircraft-related. So is the set of wing covers and the failed experimental 12-Volt propane-powered engine pre-heaters left over from the time I had to park the airplane outside in the frozen north. (Guess what? Propane doesn't flow well in -20F temperatures.)

Even though the tires have been flat for years, the folding bicycles have at least been carted around in the airplane. The collection of old Cessna avionics and headsets, the partly used cans of paint, solvents and lubricants, and the converted lawn mower that serves as a tug, are clearly aircraft related. The aircraft service manual and parts manual are there, as well as the manuals for some of the equipment installed in the bird, and of course the Aircraft Spruce and McFarlane catalogs. There's a series of mini-drawers containing various aircraft grade fasteners and small replacement parts. The two work benches, the ladder and the creeper are obviously for working on the airplane during its annual inspection.

I'm still working on a justification for the car, a 1998 Mercedes SLK230 convertible hardtop, but I've seen a similar classic Mercedes in the hangar of the gentleman from whose company I rent mine, so there must be some aviation-related purpose for those.

Like a lot of us children of Depression-era parents, I've been raised with the conviction that you don't throw anything away that might be in short supply when you need it later. I'm not looking forward to that letter from the County. But I know I'm going to have to do some hangar-cleaning and make several trips to the dump.

That's over and out for now,

Egon Frech, editor@ufopilots.org



By Dr. Harry Wander



VACCINES

Some vaccines will require a post-vaccine observation time , due to the possibility of either immediate or delayed side effects which would affect aeromedical safety. Post-dose observation is not required after receiving tuberculosis, diphtheria, tetanus, pertussis, hepatitis A or B, influenza, meningococcal, pneumonia, typhoid or yellow fever vaccines. Twenty-four (24) hours observation is required after receiving Covid or shingles vaccines. Seventy-two (72) hours is required after receiving a rabies vaccine.

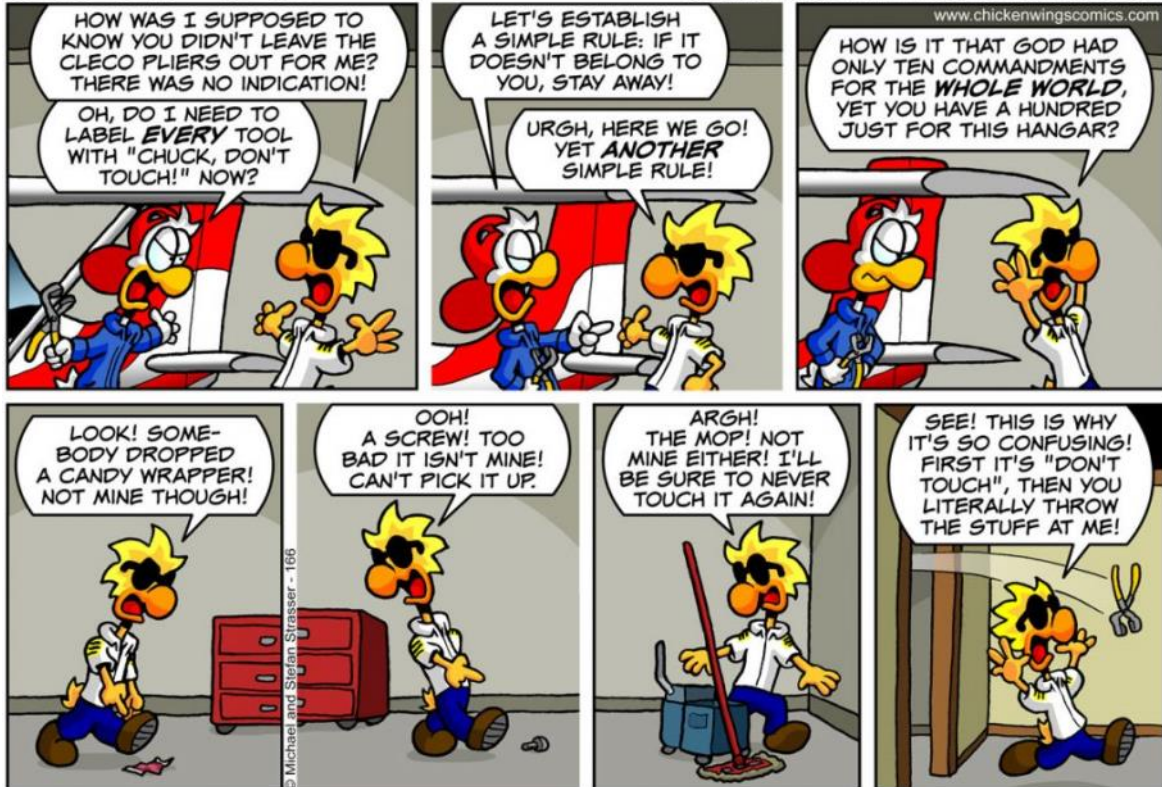
However, if any symptoms are experienced after any vaccine, such as headache, fatigue, sore muscles or chills, the person should not fly or perform any safety-related duties, in accordance with 14 CFR 61.53.

Harry Wander, MD, FAAP

Senior AME

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER





Brownie and Egon,

I want to point out a small error in the article by Luca Gross in Plattsburgh, NY. The article mistakenly states that I am a former Earth-Rounder. Unfortunately that is not true and I do not know where he may have heard that. I suspect he's confusing me with someone else. I don't even fly across large lakes here in Oregon! The spelling of my name and Bill Dewey's is correct. The article also states that the picture shows Bill Dewey with Bob. That is not Bill Dewey. The picture was not taken during the Creswell stop.

It sure was fun and rewarding hosting Bob and Baz here in Creswell! What wonderful people promoting flying and the UFO!! Two of the three local TV stations ran the story a total of six times on the early and late night news on September 8. The local weekly paper ran a story about their upcoming visit in the August 22 edition and full coverage of the visit in the September 12 edition.

Many thanks to the both of you for all you do to keep the UFO organization running!

Gary Ludeke

FAA WEBINAR

The following webinar may be of interest to you:

"MOSAIC Sport Pilot and Light Sport Aircraft Update"

Topic: New Upcoming Changes for Sport Pilot and Light Sport Aircraft.

On Wednesday, October 23, 2024 at 19:00 Central Daylight Time (17:00 PDT; 18:00 MDT; 20:00 EDT; 14:00 HST; 16:00 AKDT; 17:00 Arizona; Thursday, October 24, 2024 00:00 GMT)

Select Number:

GL13132554

Description:

The upcoming MOSAIC rule will provide exciting opportunities for many, including new and existing pilots, aircraft owners, and manufacturers. An expansion of sport pilot and light-sport aircraft privileges will make it easier and less expensive to fly. Join EAA Government Advocacy Director Tom Charpentier as he reviews the basics of how the upcoming MOSAIC rule change will impact you and your aircraft options.

To view further details and registration information for this webinar, [click here](#).



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



AROUND THE WORLD IN A CESSNA – 4 TIMES

By Kaie Quigley

(Sept. 26, 2024) Just 20 years after the Wright Brothers invented the airplane, four U.S. Army pilots became the first men to successfully fly around the world.

They made the 175-day trip in a pair of modified bombers, trailed by Navy ships the whole way, with spare parts at the ready in case something went wrong.

It was considered a Herculean feat at the time. The pilots returned home to a crowd of 50,000 people celebrating their accomplishment.

Six decades later, in 1988, Ed Galkin made the same trip on a whim in his 1976 single-engine Cessna.

“I wasn’t planning on doing it,” Galkin said.

He naturally built up confidence in his long-distance flying over time, however, making trips to both Europe and Australia. It got to the point where he wanted a new challenge.

So he asked his co-pilot an audacious question one day. “We flew halfway around the world, why don’t we fly all the way around the world now?” Galkin said.

They made the trip with no hiccups. Flying a single-engine Cessna for hours on end with nothing but the ocean underneath you would be stressful for most people. But for Galkin, it was therapeutic.

“When I’m up there, it feels like a whole new world. All the big problems kind of disappear,” he said. “It’s cheaper than a psychiatrist usually. That’s why I love aviation.”



Ed Galkin (right) and his co-pilot Dick Sollner on Easter Island in 2004.

Continued on the next page



He's circumnavigated the globe three more times since then.

His second trip, in 2004, was more eventful. He set off on that trip to prove he could fly around the world both ways. His first trip he flew east, this time he went west.



He recalled a close call he had when landing on Easter Island. He was flying in from Peru, and realized when he got near the runway that there were dangerous crosswinds of over 30 mph. He wasn't going to be able to put his small plane on the ground in those conditions.

So he flew back around. When he approached the second time, the wind had switched directions.

Somehow it was now blowing straight down the runway, allowing him and his co-pilot to land safely.

"It was like a miracle. We both got out of the plane and kissed the ground. We just couldn't believe it," Galkin said.

His last trip around the world was two years ago in honor of his brother, who died in 2016 after battling Alzheimer's disease.

He was 87 years old at the time, making him the oldest pilot to ever complete the feat, according to the Guinness Book of World Records.



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He was recognized at the centennial of the first around-the-world trip in Seattle, WA. His plane was on display at the Museum of Flight for three days, and he participated in a fly-over above Lake Washington, the same place the American pilots took off from 100 years ago.

He's one of just seven pilots who were invited to participate in the centennial celebration.

"I feel very lucky and very privileged that I was asked to participate in it. But it's not a celebration of me or the other six guys flying out. It's for the guys who did this back



in 1924," Galkin said. "I can't imagine (doing what they did). It was unbelievable bravery. They knew they may not all make it."

Galkin has been a part-time pilot for over 50 years. He got his pilot license in 1970 after leaving the U.S. Army Dental Corps.

"I had enough time on my hands, and I always wanted to get into aviation. So, I started taking flying lessons," Galkin said.

He's experienced first-hand what it was like to fly a plane before modern technology.

"They didn't have GPS then. You just aimed your plane and hoped you would get there when you got there. And you would get a weather briefing and just hope the weather was correct at your destination. Now, with the Internet, you can just look it up while you're flying. It's a lot easier now," he said.

Galkin, a full-time New Jersey resident, has owned a house on the north side of Miacomet Pond since 1984. He first visited the island in 1973. In that span of over 50 years, he's never once taken the ferry, he said. He's always flown his Cessna in and out, even when President Joe Biden comes to town over Thanksgiving.

"We have to stop in Providence to have our plane checked before we go to Nantucket. It's a little crazy for general aviation. But we still love it," he said.

Continued on the next page



He's now logged around 7,000 hours of flying and over 1 million miles, many of those on his long-distance trips.

The now 89-year-old Galkin doesn't know if he'll ever make it around the world again, however. The current state of global affairs makes it difficult to travel privately sometimes, he said.

It's also a logistical nightmare to plan the trip in the first place. Galkin's Cessna can fly about 1,000 miles at a time before needing to refuel. That means he has to make multiple stops in foreign countries along the way.



Most of the airports he lands at don't carry the type of fuel he needs. He had to ship barrels of it overseas prior to taking off so it's there when he lands. Making those arrangements, among others, is a tall task, he said.

Also, he doesn't just do those trips for his own amusement anymore. He said he'd need a cause to motivate him.

His 2018 trip in memory of his brother was to raise money for Alzheimer's disease research. Before that, on the 2004 trip, he and his partner raised money for a degenerative bone disease called fibrodysplasia.

"I enjoy doing them, but I also want to do some good for other people, too," Galkin said.

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MEET THE MEMBER: Pat Ohlsson

By Samantha Sabayan

You may have seen her working on the annual Toy Parade, or you may have read her column in the Spruce Creek Flying Club Update. Here, we get to learn more about Pat Ohlsson, a woman with a remarkable record of career and volunteer endeavors.

The Spruce Creek Flying Club in Daytona Beach, FL, began in 1984 as a way for residents to socialize once a month and enjoy a lecture from a guest speaker. After moving to Port Orange in 1987, Pat was asked to be treasurer of the club, and has held this position for the past 36 years.

“I collect dues but mainly, with some help, I greet people and find guest speakers,” she said.

Until this year, the flying club’s big event has been the annual Toy Parade. A fixture of this event, Ohlsson helped to organize and direct volunteers to help around the parade.

“I guess you could say I’m the organizer, but it just fell into my lap,” she said. “Nobody taught me how to do it, but I got involved. People would also come to me offering their volunteer services.” She and her husband, Lenny, were selected as the grand marshals of the parade one year.

Another important activity that Ohlsson participates in with the flying club is finding speakers for the monthly meetings and organizing celebration dinners to honor recipients of the Wright Brothers Master Pilot and Charles Taylor Master Mechanic awards. She is currently planning an award dinner for November.



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Ohlsson has also worked with the EAA's Young Eagles program, taking children from the age of 8 to 18 for their first airplane rides.

While she is a member of the Long Island chapter of the Ninety-Nines International Organization for Women Pilots, Ohlsson regularly attends meetings of several Florida chapters and holds many positions in the organization. "I'm on the endowment fund for the international organization part of it," she said. "I've been their sergeant-at-arms and teller for voting in new directors."

In 1983, she was awarded the Amelia Earhart Scholarship for her multi-engine rating and recently became the chairperson of the New York/New Jersey scholarship committee.

A former beekeeper, Ohlsson said that she wanted to learn to fly so she could attend beekeeper meetings. In 1976, she obtained her private pilot certificate, eventually earning her commercial license, which is how she met Lenny. After a leg injury in 1983, she made her downtime productive by earning her ground instructor's certificate. Over the years, she has participated in numerous air races and has flown 32 different airplanes as well as four different gliders.

When asked what's next, Ohlsson responded, "I'm thinking about helicopter piloting."

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Central California UFO MEETING 10/16/2024

Our next meeting will be in KSBP at the airport on October 16th 2024 at 1:00pm. It will be held at the Spirit of San Luis Restaurant just west of the tower.

Bring along all of your summer flying adventures to share!

Please RSVP Jerry before 10/12/2024 to Jerrylong@verizon.net

Hope to see you all there.

Jerry Long

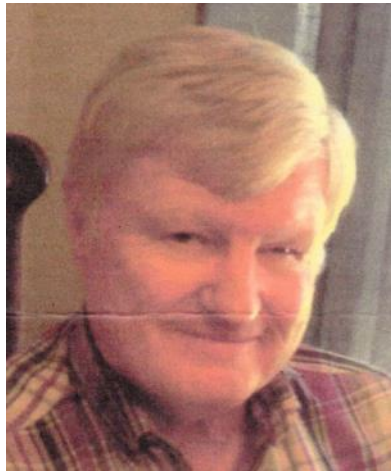
805-705-9641



Richard Daerr

Hico, TX

I started flight instruction when I was 16 at a flying club at Torrejon AFB in Madrid, Spain. I paid for flying instruction by doing work on the club's runway and hangar.



In college, my flying instruction was limited. On graduation from college, I was commissioned in the USMC and soon was in Vietnam, where I sustained significant injuries. Because of the war injuries, I was not sure I could continue flying lessons. However, on meeting an FAA official in Washington, DC, he advised me that after my student pilot training I could apply for a Demonstrated Ability Waiver from the FAA. I did, and it was granted.

My total hours are 2,100 in a variety of aircraft, including five I have owned. The first four were owned with partners and included a Cessna 172XP, two Cessna 210s and a Beech Baron 58. In 1999, I purchased my current plane, a new Citabria 7GCAA.

My certificates and ratings include Private Pilot, Commercial Pilot, Instrument, Multi-engine and Certified Flight Instructor.

Duane Shockey

San Diego, CA

I joined after I turned 80 in September 2023. I began flying in 1967 for my private certificate between my 3 deployments to WestPac. I became an instructor in 1970 and bought my Cessna 170 in 1976. I have about 4,000 of my over 5,000 hours in my 170.

I flew for the California Highway Patrol in the '80s. I'm also an A & P which makes it convenient to work on my plane. I look forward to meeting with other members at events in Southern California.



Final flight plan filed and completed

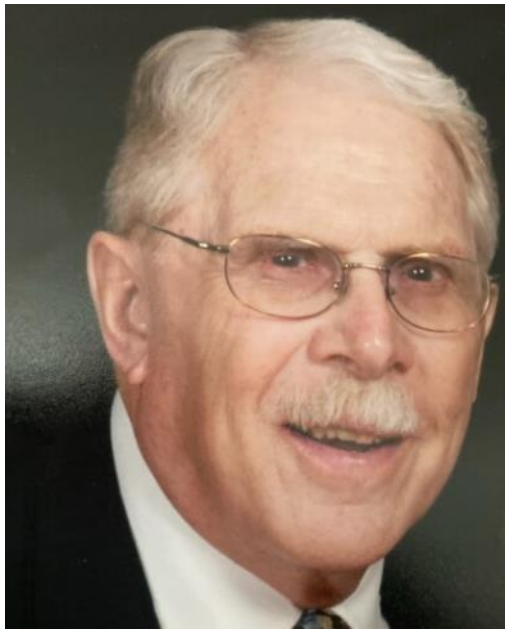
Walter H. "Red" Bainbridge Jr.

May 3, 1930 – September 22, 2024

Rockford

Walter H. "Red" Bainbridge, Jr.

Red Bainbridge, 94, died on September 22, 2024, after a courageous seven-month battle with declining health. The only child of Walter H. and Willie Bainbridge, Red was born in Corpus Christi, Texas, on May 3, 1930, and began ice skating in California at age six. A competitive figure skater in the singles, pairs, and dance categories, Red was two-time North American Dance Champion, three-time US National Dance Champion, National Silver Dance Champion, National Junior Pair Champion, National Junior Men's Silver Medalist, and auxiliary member of the 1948 USA Olympic Team.



Red's career in professional skating began in 1949 and continued until his retirement in 2006. In addition to teaching, he also served as manager of the Michigan State University ice arena for eight years. Red also loved flying and maintained his private instrument pilot license for single and multi-engine planes, including sea planes. He was a member of EAA Chapters 22 and 1414 and served on the Board of Directors of UFO (United Flying Octogenarians).

In 2008 he received the Frank Murray Memorial Award (in recognition for "Devoted Service and Unselfish Efforts in Behalf of the EAA Chapter 22) and he received Special National Recognition for EAA pilots who flew more than 100 Young Eagles Flights.

In retirement, he also learned to play the piano. He sang in the Rockford Barbershop Chorus, built model railroad displays, participated in the Senior Follies, and worked as an Election Judge.



Final flight plan filed and completed

On 9/27/2024, Robert Kropp, son of **Evelyn Kropp**, Oak Island, NC, wrote:

"Dear Sirs/Madam, I am Evelyn Kropp's son and unfortunately I wanted to share with you that Evelyn passed away earlier this year. She was a proud member of UFO and, as a casual bystander, I think you are all real go-getters and are to be admired. I wish you all success but wanted to at least let you know of Evelyn's passing.

Sincerely

Robert Kropp"