

November 2024

# SQUAWK



## UFO President. From the Port Side

by *Kenneth (Brownie) Brown*



Our 42<sup>nd</sup> Birthday Party was a smashing success. It had an international flavor with a member present from Papua New Guinea, England, and Canada, along with lots of the states present. Folks came and shared. Many ideas were generated, and my to-do list is fairly long.

As it has been pointed out, I need to delegate more. I agree. And as a reader of the SQUAWK, you might have noticed that each issue has an "ASK." This month will also have a page dedicated to issues that you might be interested in being the lead on. Check it out. [UFO OPPORTUNITIES](#)

One suggestion from the birthday party was to have a Zoom Meeting on various subjects. The subjects include AME issues, Wings Program, and Insurance. The attendees were treated to a description and short video on John Chirtea's BlackFly eVTOL aircraft.

We discussed the recent pilot survey and you can see the results in the SQUAWK.

Over the next few months, our UFOPILOTS.org website will be undergoing a much-needed refresh. Since this site was launched, it has been changed and adjusted to an immediate need. In so doing, the overall organization has been piecemealed and consistency was lost. I take responsibility for this since I was the one making the necessary changes. As I am "letting go" of this responsibility, we will have a much better functioning and flowing site. We anticipate being live with the new design in January 2025.

This year is quickly coming to a close, but winter flying is good flying. There is

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still time to get in more practice as well as local lunch stops along the way.

Later this month, we will have the opportunity to gather with family and friends for Thanksgiving. I wish all of you and yours the very best, good health, and happy flying.

2025 will bring the opportunity to attend aviation shows and fly ins. I would like your help sharing the United Flying Octogenarians value with as many pilots as possible. We will continue with our postcard program in February, reaching out to pilots 74-80. But nothing is as good as a personal one-on-one interaction with a pilot. You are the local ambassador.

This site lists the airshows for 2025. US/Canada: <https://www.uspilots.org/>

UFO OPPORTUNITIES

The following areas have an opening for a Local Host. We need you to step up and fill the void. We will provide you with the help you need.

- AK, USA
- CA, (Northern) USA
- CT, USA
- GA, USA
- HI USA
- IL, USA
- KY, USA
- MS, USA
- ND, USA
- NH, USA
- NY, USA
- OH, USA
- RI, USA
- VT, USA
- WA, (Eastern) USA
- WV, USA
- SD, USA
- CA, East/Central/West CANADA
- UK, UNITED KINGDOM

Volunteers are needed for the following:

ZOOM co-host to assist or lead online meeting.

MailChimp lead, to take over this product. Update the mail list, schedule birthday cards, anniversary cards, send the SQUAWK announcement and work with the accounting team sending out renewal notices.

Volunteers will be needed for the trade shows, working the UFO table, and talking to pilots. If you are interested in more information or wish to volunteer, please contact us either via the [Contact Form](#) on our website or [email me directly](#).

*Brownie*

*president@ufopilots.org*



by Egon Frech



## On Getting Old

I've been reminded once again how precarious life is at this advanced age. I was cleaning out the garage a couple of weeks ago and came across my old bicycle – an 18-speed Canadian Tire model that has moved with me since my time in Manitoba in the 1970s and 80s. Of course, I couldn't resist attempting to get up on it to see if I still wanted to keep it.

The answer turned out to be no, and no. First of all, I couldn't lift my leg high enough to get it over the seat, which admittedly was set pretty high because I have longer legs than most people. In the process of trying, the attempt put me off balance and I fell over, with the bike on top of me and an excruciating pain in my lower right arm and wrist.

The question of whether to keep the bike was settled. It was donated to a bike shop whose owner runs a cycle racing program for disadvantaged kids. The sore wrist and arm were another problem altogether. I couldn't use that arm to lift or push on anything. I couldn't even turn a screwdriver. I was an invalid and suddenly had a much deeper appreciation for the problems faced by a friend who suffered a stroke last year and lost mobility in most of her right side. I was also suddenly a lot more appreciative of the protection afforded by the blood thinning medicine my cardiologist had prescribed a couple of months ago.

The pain persisted for more than two weeks, although it was somewhat manageable with a brace ordered from Amazon. It's getting better now, which is a good thing because we're leaving next week for a month in France and I'm going to have to rustle some suitcases on and off an airliner and a bullet train.

Thankfully, I was able to fly the airplane without any trouble, which bodes well for the future. I have a home-built tug to put the plane back in the hangar, and I was able to manage that with only my good hand. But performing the task of winterizing my

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27-foot sailboat made me realize that I would never be able to take it out while I'm in this condition. Aside from managing the steering and throttle and casting off the docking lines, there's the whole problem of hoisting the sails once you're out of the harbor. I usually put the crew at the helm and manage the sails by myself, but I realized I would never be able to do it with one hand.

It's made me re-think my vision of my (future) old age. When I was on the treadmill of an annual FAA special issuance medical, I used to assume that at some point I would lose my aviation medical and be forced to sell the airplane. But I would still be able to sail the boat, perhaps into my 90s. Now it looks like the boat, which is more physically demanding, will be the first to follow the bicycle out of my life. I really don't want to let go of either one. But I'm forced to realize that the light at the end of the tunnel is indeed an oncoming train. On the other hand, there's the old adage that while getting old sucks, it's still better than the alternative.

That's over and out for now,

*Egon Frech*



*Your Editor on his Laser sailboat at the Mid-Atlantic Region Laser Masters Regatta in 2010, when I was still able to duck under the boom. Unfortunately, I had to sell that boat last year because old age caught up, and I'm no longer that agile.*



By Ralph P Bennett

## 'GONE WEST'

Each month we dedicate a section of Squawk to share memories and honor of our departed brothers and sisters in aviation who have taken the permanent 270 heading and have passed on from this world and 'Gone West'.

'Gone West'. This figurative expression meaning to die or perish has been around since the Middle Ages and the most favored origin is the symbolism provided by the direction of the setting or dying sun, which according to old Celtic tradition, was the home of the dead.

This phrase gained currency in British Army slang during the First World War (1914-18). The earliest occurrence that I have found of 'Gone West', in the sense to die, is from the Western Mail (Cardiff, Glamorgan, Wales) of Tuesday 22nd September 1914, in an account of a bombardment of the British lines near Soissons, on the Aisne River, in



*Capt. Brooke Hyde-Pearson*

northern France: One man was splashed with the blood of his comrade, who had been blown in half by a piece of shrapnel a few hours earlier. The butt end of his own rifle was chipped off by a broken bit of spent shell. He was glad of his escape, "a very near call", but was sorry for the friend who had "Gone West," as he called it.

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By Ralph P Bennett

When a pilot dies, we say they "Flew West". A sobering fact: If you are a pilot eventually you will know a pilot who flies West in an aircraft accident. Air mail Pilot Brooke Hyde-Pearson, former Captain, RAF, crashed March 7, 1924, near Curwensville, Pennsylvania. Pearson's DH-4 had flown into a snowstorm on a mail run from Bellefonte, PA, west to Cleveland, OH.

Having flown this mail route for a year, perhaps Captain Pearson had a premonition of his own death. He left the following letter for his fellow pilots to be opened only upon his death.

*My Beloved Brother Pilots and Pals  
I go west, but with cheerful heart.  
I hope what small sacrifice I have made  
May be of some use to the cause.  
When we fly, we are fools, they say  
When we are dead we weren't half-bad fellows.  
But everyone in this wonderful aviation service  
Is doing the world far more good than the public  
can appreciate.  
We risk our necks; we give our lives;  
We perfect a service for the benefit of the world  
at large.  
They, mind you, are the ones who call us fools.  
But stick to it boys. I am still very much with you all.  
See you all again.  
Captain Brooke Hyde-Pearson*



A quick question, are you aware of a scientific study on the effects of aging on pilot performance? It was a joint study between several research centers including NASA, the repeated lab testing on the same subjects was done at the VA hospital in Palo Alto.

They recruited several hundred older, over 60 I believe, pilots for a longitudinal study looking into changes in their performance on various psychological lab tests, including a fairly challenging simulated flight. There was an optional additional test that had you try to fly a simple, simulated flight while you were having a functional MRI of your brain. The purpose of that part was to try to correlate performance changes with changes in the brain structure. The same subjects were tested once a year for I believe 5 years. I was a test subject.

Bruce Webbon

I found it: <https://pubmed.ncbi.nlm.nih.gov/17325270/>

*Ed*

### ***“Methods***

*Over a 3-year period, 118 general aviation pilots aged 40 to 69 years were tested annually, in which their flight performance was scored in terms of 1) executing air-traffic controller communications; 2) traffic avoidance; 3) scanning cockpit instruments; 4) executing an approach to landing; and 5) a flight summary score.*

### ***Results***

*More expert pilots had better flight summary scores at baseline and showed less decline over time. Secondary analyses revealed that expertise effects were most evident in the accuracy of executing aviation communications, the measure on which performance declined most sharply over time. Regarding age, even though older pilots initially performed worse than younger pilots, over time older pilots showed less decline in flight summary scores than younger pilots. Secondary analyses revealed that the oldest pilots did well over time because their traffic avoidance performance improved more vs younger pilots.*

### ***Conclusions***

*These longitudinal findings support previous cross-sectional studies in aviation as well as non-aviation domains, which demonstrated the advantageous effect of prior experience and specialized expertise on older adults' skilled cognitive performances.”*



Brownie,

Good job on the zoom meeting. It was very interesting.

All UFO members (and all pilots) are invited to go to [www.uspilots.org](http://www.uspilots.org) and check out the fun flyouts we have. If you decide to join USPA, it is free for the first year, and only \$20 a year after that. You will only receive emails about upcoming flyouts—not a lot of junk mail.

Our next flyout is Pensacola, Florida on November 7-10, 2024. Next year's plans will be forthcoming, and all suggestions for fun destinations are welcome.

I hope to see some of you at a USPA Flyout!

*Jan Hoynacki*, Executive Director

United States Pilots Association

Editor:

I recently celebrated my 92nd birthday with a scenic flight around the area in my 1946 Aeronca Champ. And since none of the “younger generation” knew how to hand-prop it, I did it myself (as I usually do). From my first lesson in 1946, in an Aeronca Champ, to a B-747, and now back to where it began.

*Charlie Starr,*  
*Niceville, FL*







## Volunteer Opportunity

Auxiliary Wing or UFO Members, is this you? Are you the one who will step up and take on this position?

Contact Brownie, ([president@ufopilots.org](mailto:president@ufopilots.org)) if you are interested.

### *Director of Field Outreach (DFO)*

The role of the Director of Field Outreach (DFO) is to identify, recruit, both Regional Managers (RM), as well as Area Representatives (AR).

The DFO, in support of the RM and AR, is one of the most important positions in the UFO organization. The DFO is the vital link between the RM and AR and the Board of Directors. DFO are best able to identify and recruit new members in the organization.

Qualifications needed by the Director of Field Outreach are

- 1) enthusiasm for the job
- 2) a good communicator
- 3) be a member in good standing
- 4) be computer-knowledgeable

Suggested guidelines for a DFO are flexibility, innovation, and the ability to respond to the unique characteristics of a given area (State, or City) and the available resources.

The most important part of the DFO's job is assisting the Regional Managers in recruiting the Area Representatives, and planning and facilitating gatherings of the UFO membership in a particular geographic area. As the DFO, it will be your responsibility to assist the AR in getting reimbursed for out-of-pocket expenses within the limits of the policy.

The successful DFO will not work alone! The DFO is encouraged to seek out AR Volunteers who need no formal appointment. Some of the most successful events around the country are organized by individual members.

The DFO needs to be available for consultation and assistance by phone and email.

Contact: [president@ufo.org](mailto:president@ufo.org)



## 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](http://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



## **Artificial Intelligence Companion summary of the Rolling Zoom Call to mark the 42nd birthday of the UFO, organized by President Ken Brown, 08:00 PDT on 11/02/2024**

The meeting involved discussions about flying experiences and the upcoming 42<sup>nd</sup> birthday of the UFO organization.

The group discussed the high cost and potential dangers of flying advanced aircraft, the results of a survey on pilot demographics and the challenges faced by pilots in Canada. Lastly the meeting covered various aviation-related topics, including the importance of maintaining flying skills, the benefits and potential issues of autopilots and the possibility of affiliating with the 99s.

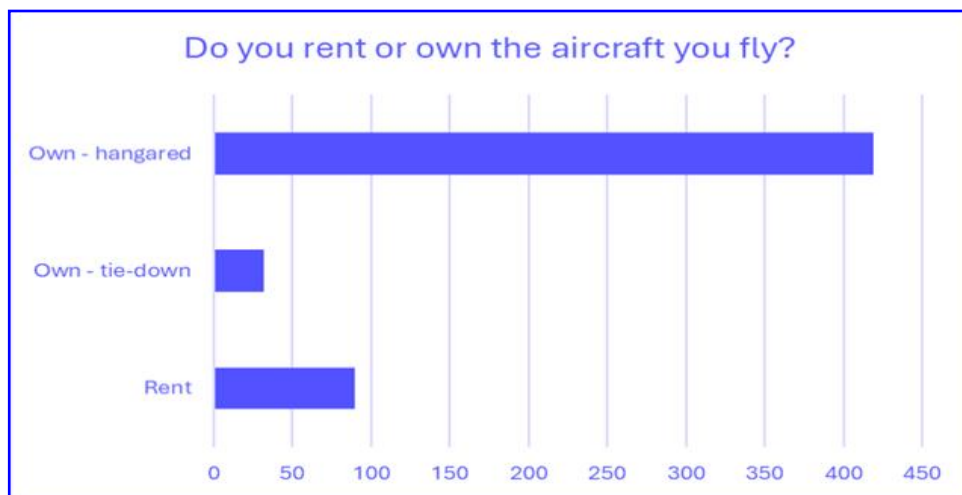
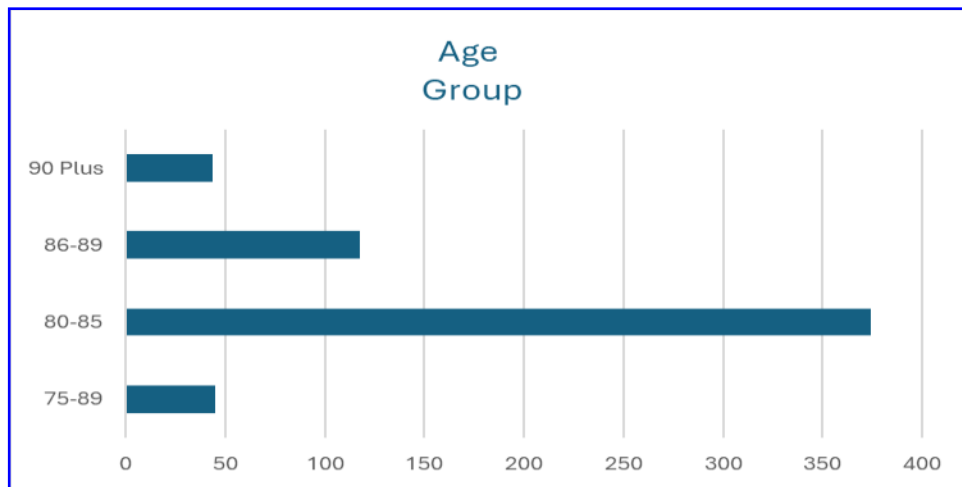
### Next Steps

- Brownie to follow up with Peter from Aviation Direct regarding insurance updates for UFO members
- Brownie to organize a Zoom call meeting with AMEs to answer medical questions for members
- Brownie to organize Wings program webinars/ Zoom calls for members
- Rich to help coordinate the AME medical committee and Zoom call
- Jan to send Brownie information about US Pilots Association fly-outs for the newsletter
- Camelia to look into affiliating with the 99s organization
- Art to email Brownie about becoming a host in North Carolina
- Brownie to send Art information about becoming a local host
- Eugene to send Brownie information about the Carleton University research project on older pilots
- Brownie to try to recruit more area representatives, especially in the central US
- Jerry to continue to organize California UFO meetings and events
- Ralph to follow up with President Baker of AOPA regarding communication

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### Results of the Member Survey:



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## California Meetings

In 2025 we will meet on Wednesdays again. Jan 22 will be in KPRB Paso Robles, CA, at the One Niner Diner, April 23 will be at Jerry Long's hangar A-13 in KIZA Santa Ynez, CA, July 23 will be at L52 Oceano, CA, and October 15th will wrap up the year in L88 New Cuyama, CA.

More details will follow early next year and should also be available on the UFO calendar or events page.

My best,

Jerry Long

Ph 805-688-3060



"Say ... what's a mountain goat doing way up here in a cloud bank?"



## MAX VFR

*By Don Abbott*

For over 60 years I have flown many General Aviation aircraft in IFR conditions for both business and pleasure. Most of my flying has been in single engine airplanes. Several years ago, the insurance industry would no longer write policies for anyone over 80 in a retractable gear airplane. That decision came about the time my missions changed. There was no longer a need to fly fast, cross country IFR trips. So, I sold my well-equipped F33A Bonanza and purchased a strictly VFR Alon Aircoupe. While I admit I miss breaking out of a 200 foot overcast to see runway ahead, the 'coupe is the perfect platform for my new flight adventures.

It didn't take long to come to the realization that flying a 105 knot, 930 pound, single engine airplane in the clouds did not make sense. During my "got to get there" years I always prided myself on being a current and proficient instrument pilot. Now that I fly strictly VFR, I have developed a new set of personal rules and limitations. I have redefined my limits to suit the aircraft and weather, which has resulted in an improved degree of safety.

If your desire is to fly in any type of weather then you should secure an instrument rating. There are many other reasons for obtaining an IFR stamp on your certificate. Among them are flexibility, convenience, safety, self-improvement, career advancement, business, or personal flight missions.

On the other hand, if you are in a comfort zone flying with outside references,



Max VFR Panel

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then VFR is the answer. I have found that with my type of flying VFR is nearly as good as IFR, if I use all that is available, keep current and proficient.

Some of the pros of VFR flight are:

- Compared to IFR, VFR is a simpler way to fly. A flight plan is not required, and you do not have to maintain constant contact with ATC.
- VFR is all about looking outside the aircraft, which is really what drew you to flying in the first place.

You are free to go where and when you want. With the exception of rare cases, such as Flight Following, deviations from routing or altitude do not require permission. Flying VFR has turned into a real science for me that has required a lot of research and study. In the next few pages, I will share my knowledge and experiences with you. Keep in mind that this text comprises two parts: research, and my own personal opinions and practices. Some of the material here will be repetitive for many, but I have found that a review of important information, on any subject, is beneficial at least for me.

### **IFR vs. VFR**

IFR or "Instrument Flight Rules" means that the aircraft can be flown using only instruments and with no visual reference to the outside world. On the other hand, VFR or "Visual Flight Rules" means the pilot controls and navigates the aircraft using visual references outside the cockpit.



Bonanza F33A IFR Panel

### **Flight Following**

When I am flying on a route, or to a destination with an area of high traffic, I request a service called Flight Following. Available to all pilots, Flight Following closely parallels IFR radar services. While providing traffic, and some weather information, it does not insure traffic separa-

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tion.

The procedure for obtaining Flight Following is very simple. Here is an example departing Fort Myers Page Field (KFMY) for a flight to Albert Whited Airport in St. Petersburg Florida (KSPG.) After listening to the ATIS, and when ready to taxi, a call to ground control is made requesting Flight Following from KFMY to KSPG at 3,500 feet. The clearance sounds like this: "Aircoupe 818 Sierra Whiskey, maintain VFR at or below 2,000 feet, departure frequency is 126.8, squawk 4410." At this point, I read the clearance back word for word. The controller will state that the clearance is correct or will advise me of any discrepancies. After takeoff, I am instructed to contact departure control on 126.8. I repeat that back. Departure then advises routing and altitude like this, "8 Sierra Whiskey turn left heading 360, altitude at your discretion." Again, I repeat that back. Enroute, I am asked to contact Tampa approach who hopefully clears me into Class B airspace\*. When I see the airport, approach control tells me to change to Whited Tower frequency and the rest is standard procedure. This may sound complicated, but with some practice you will find yourself using Flight Following often. It is a great service.

#### NOTES:

"Altitude at your discretion" means that I no longer need to stay at the assigned "at or below 2,000 feet." I can climb to any altitude I desire, as long as it is not over a restricted area and below 18,000 feet.

You should have noticed that I repeat certain transmissions made by the controller. This is required for any changes in altitude, heading or issued clearances. I like to read back all transmissions to eliminate any problem with miscommunication.

You probably also noticed an asterisk around the clearance into Class B airspace. Keep in mind, you must be cleared into Class B. But what if you were not? Just look at the map or GPS. The floor of Class B starts at 3,000 feet on my route and then goes to 1,600. If clearance can not be obtained I should advise approach control that I will go under the Class B. This is perfectly legal.

#### **Special VFR**

If you wish to fly in and around airports where the airspace is controlled to the surface, with ceilings and visibility below basic VFR conditions, you must obtain a Special VFR clearance from ATC. Special VFR is available below 10,000 ft MSL and within lateral boundaries of airspace that goes to the surface. Take offs and landings are not allowed at an airport under special VFR unless the ground visibility is one statute mile, and the pilot can remain clear of clouds. Pilots without an instrument rating may fly

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with a special VFR clearance between sunrise and sunset. After sunset the pilot must be instrument rated and the aircraft must be equipped for IFR flight.

A special VFR clearance is never offered to the pilot. You must request a Special VFR clearance. At a controlled field, the tower may need to coordinate with an approach or center facility, but they can usually obtain the clearance. You can get a SVFR clearance into Class D, C, and even some B airports. However, many Class C and B airports do not allow SVFR to better provide IFR traffic separation.

If at a Class E airport surface area, the request can be made to a Flight Service Station or center facility. FSS frequencies are marked on VFR charts. Ask them for a Special VFR clearance. They will call ATC, get a clearance, and relay it back to you. When a SVFR clearance is issued, you must read it back, word for word, to the appropriate issuing facility.

### **Personal and aircraft minimums**

Here are some ideas and suggestions for safe, enjoyable VFR flying.

Using a safety pilot, wear a hood or vision limiting glasses and practice flying on instruments. Become proficient on straight and level, turns, climb, descent, altitude control and rolling out on magnetic headings. If you have a GPS with IFR features, fly practice arrivals and approaches. All this will come in handy if you ever encounter IFR conditions.

Brush up on radio procedures by flying into more controlled fields or listening to other pilots.

Review sectional maps. It is good to do this with other pilots. You would be surprised at what you might overlook.

### **Good stuff to have on board**

- Backup sectional maps
- Flashlight
- Leatherman or other tools
- Pen and pad
- Umbrella
- RON Remain Over Night Kit

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If you are flying over water, it would be a good idea to organize a minimum survival kit including life jackets and even a Personal Locator Beacon (PLB.)

### **An aircraft for maximum VFR**

I am not trying to spend your money, but your life depends on a reliable aircraft equipped for your individual mission. Why not spruce up the old bird with some needed tools?

- Instrument six pack or electronic flight display
- Dependable comm radio and a backup handheld
- Noise reduction headsets (good ones are available for \$600)
- Transponder with ADS-B out, or in & out
  - Older Mode C transponders can be converted to ADS-B out
  - (Garmin GDL82)
  - ADS-B out, (UAvionix wing or tail mounted)
  - ADS-B in (Garmin GDL50, Stratus)
- A good GPS. Spend the extra for an Area 660 or 760 or use an i-Pad with Foreflight or Garmin Pilot programs.
- Use FIB or Sirius XM weather. They both report late, but they are great!
- Good apps for your i-Phone:
  - FLY InSight – Seattle Avionics (free)
  - Storm Radar

### **Personal limitations**

When flying locally or in the traffic pattern, I use 1,500 to 2,000 foot ceilings with one mile or better visibility as my minimums. These differ when flying cross country depending on forecasts and winds aloft. I stay away from “scud running.” If ceilings at my home base and destination are VFR, I usually fly above the clouds. The air is smoother, the temperatures are cooler, and the visibility is great.

As far as night flights are concerned, with the exception of remaining current and some limited local sightseeing, I do not fly cross country at night unless the sky is clear, and the last hour brings me back to my home airport.

After all those years flying IFR, my new passion for VFR to the MAX has been fun and rewarding. I hope these brief reviews and suggestions will help you to enjoy many hours of great adventures in the days to come. Stay current, stay safe and stay out of the clouds!

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## Karl Striedieck

Port Matilda, PA

My “flying” began at age 13 in 1950 with model airplanes. Then some back seat time in the CAP L-16. Another influence was the All American Airmail pickup that served State College, Pa twice a day from 1939 to 1949. My mom would go to the post office and take the airmail to a farm field where we would string up a rope and canister for the Stinson SR-10’s to snag on the fly. That system evolved into today’s America Airlines.

At age 20 I entered the USAF aviation cadet program and received my wings in 1958. Starting with the T-34 I flew the T-28, T-33, F-86, F-102 and A-7. The latter two were with the PA Air National Guard, the neatest flying club ever.

I tried airline driving for Pan Am for a couple years but opted out due to terminal boredom, all the while flying for the ANG in Pittsburgh.

Glider flying began in 1964 when my aviation mentor and I started a glider club in State College, PA. That led to long distance flights along the Appalachian ridges and nine world distance records. (See March 1978 Nat Geo magazine.)

My first glider competition was at Elmira, NY in 1970, followed by hundreds of regional, national and international competitions. Over the following 54 years I won 18 nationals, and received the silver medal twice (France and US). Finally, in 2024 I won the gold at the world comps in Uvalde, Tx flying in the multi-place class with an excellent pilot from TN, Sarah Arnold. She won a women’s worlds in Australia.

That it took 46 years to accomplish shows that hanging in there pays in the long run. Someone looked in Guinness book of records and determined I’m the oldest geezer to win a world record in anything!

I still take my L-19 for a buzz now and then but soaring with buzzards, hawks and eagles is my favorite way to slip the surly bonds.





## Final flight plan filed and completed

### Col. Craig (CV) Miller, USAF, Ret. (1936-2024)

#### Niceville, FL

CV was born in Belle Plaine, Iowa, but moved to Humboldt, Iowa at an early age. He was valedictorian for his high school class of 1954. His plans were to get a degree in civil engineering and join his dad in the family business.

While attending Iowa State he was asked if he was interested in attending a new school that was being started in Colorado - The United States Air Force Academy. His reply was, "What do I have to lose?" He was one of four young men from the state of Iowa to receive an appointment to the Air Force Academy. He was a proud member of the first class to graduate - the class of 1959.

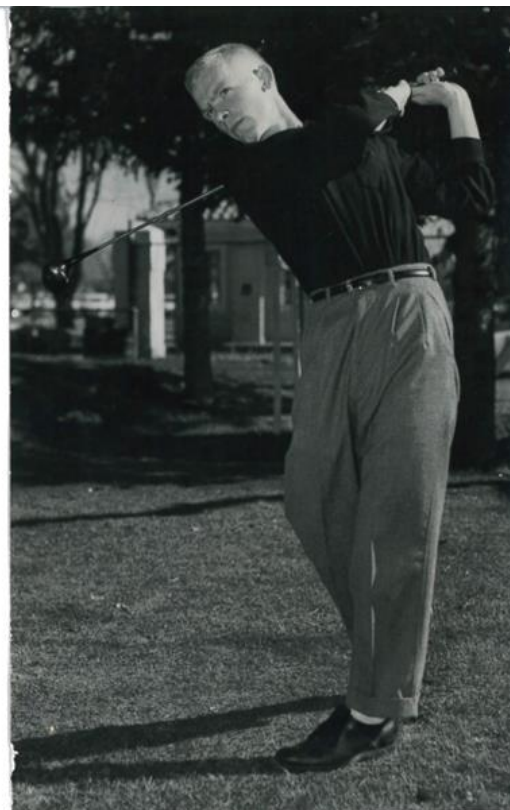
Regulations stated that cadets could not have cars. CV checked and found there was no regulation prohibiting cadets from having airplanes. He and a fellow cadet acquired an airplane. He received his private pilot's license in 1957.

His first assignment after pilot training was in the F-86. This plane had no two seat version and no simulator. After classroom instruction the pilots taxied the plane and took off. Thus, CV's life as a fighter pilot began.

In 1961 he volunteered to live in a space cabin simulator. This was to see how that type of environment affected humans. Vice President Lyndon Johnson was there to greet him when he emerged from the simulator.

After receiving his masters degree from the University of California at Berkley he taught at the Air Force Academy.

During the Vietnam war he served as an A-1E Skyraider pilot in the Sandy rescue mis-



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## Final flight plan filed and completed

sion. He felt this was one of the most important missions of the war. The Sandy mission was to locate downed aircrew and keep the enemy at bay until the rescue helicopters could make the pickup. He flew 77 combat rescue missions, during which he earned the Distinguished Flying Cross and six Air Medals. In addition to flying the A-



*Douglas A1E Skyraider*

1E Skyraider in combat during his flying career, he also flew the T-33, the F-86, the F-102, and the F-100. While flying the F-100 he earned the Barry Goldwater Top Gun Award.

When his flying career ended he was aide to the head of Systems Command, Deputy Director for AMRAAM, Director for JP 233 (a joint US/British program) in London, and Director of Surface Attack.

After retiring in 1986, CV enjoyed golfing, traveling and flying his Cherokee 140. This plane had been his dad's and was in the family for fifty years. He also was active in the Experimental Aircraft Association, the Daedalians, and the United Flying Octogenarians (UFOs).

He is preceded in death by his parents, Fern and Vernon, and son Scott. He is survived by his wife Sandy, daughter Linné (Joe) Weinberger, and daughter in law Stephanie Miller. Craig is also survived by grandchildren Scott Andrew, Samuel Miller, Dr. Sarah (Chris) Miller McMaster and Heidi and Shane Weinberger.

CV was the perfect husband and father.

He was an amazing man.

He had a wonderful life.

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