

September 2024

SQUAWK



UFO President. From the Port Side

by Kenneth (Brownie) Brown



When I was very young, I asked my dad about the facts of life. I was not ready for the frank and honest discussion we had. Sometimes TOO much information is overwhelming. It was at that time. But over the years we pick up knowledge and assimilate it.

On Saturday, Sept. 7, I was assisting my local EAA chapter with their Young Eagles event. I was marshaling parents and kids to and from airplanes, keeping everyone safe and planes and people moving on their path. I have flown many aspiring young people and see the joy it gives them, the smiles when they land, taking a picture with their pilot, and receiving the coveted logbook and certificate. What a happy time for all involved.

What a great opportunity for children to “learn some facts of life” about the world we have spent our lifetime pursuing. I wish such a program had been around when I was 8, and parents who wanted to push my boundaries to experience new and different things.

I was also reminded this week about the other end of the life cycle spectrum when a friend of 25+ years came to visit. His constant references to being old and unable were most depressing. After a couple of hours, I reminded my friend he was 3 months younger than me. I do not consider myself old, just a little bit slower.

Our organization is not filled with OLD people. It is filled with aviation people from all walks of life.

The UFO organization is a place to aspire to join and stay active to maintain. Our talents are required to keep all the pieces moving. Over the years, each of you has gained

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talents in your everyday work life. Now is the time to share your skills in keeping this organization moving forward. Goals and purpose slow the clock of time. It is inactivity that speeds us to the end.

On Monday, Sept 9, I met our world travelers. Bob Bates & Barry Payne are circumnavigating the earth, starting in Papua New Guinea (PNG). They arrived in Tacoma, WA, as one of the planned stops. Local UFOs met at Tacoma Narrows Airport (KTIW) for a meet 'n greet. (See other articles in the SQUAWK about other stops.)



As a reminder of the changing of the season, the yellow school buses dot the streets and roads. It means we are entering the fall season, and our flying hours are reduced. However, the air is clear and still mild and we can get in those favorite fall trips. Color in the trees is especially nice to view and stopping for a snack at the favorite or new restaurant is a joy.

I was recently reminded there is no time like the present to do what you want to do because tomorrow is not guaranteed. Sage words from an "earth-rounder."

Tailwinds,

Brownie

president@ufopilots.org



A special THANKS to our retiring board members.

The last two months have brought change to our Board of Directors.

Two of our long-time members, Red Bainbridge, and Annie Orton, are being installed as *Director Emeritus* at the next board meeting in October. This will provide ongoing organizational historical knowledge. Howard Deevers is also leaving the board for health reasons.

All three of our outgoing board members have brought unique and interesting changes to the organization. We are grateful for their contributions and suggestions and steady hand in dealing with problems as they arose.

We appreciate the work done by all of them and will work hard to keep up the traditions and strive to maintain the high-quality management they have left us.

When I joined the UFO in 2019, all three of these individuals were on the board, and when I joined the board as SQUAWK editor in 2020, I was able to call on them for assistance.

As in all organizations, having members step up and take on a position of responsibility is an ongoing project. Consider using your talents to help guide this organization for the next years. Our working board will welcome you. I still would like to have an AW join the board so we have the perspective of one of the “kids.”

THANK YOU RED, ANNIE, & HOWARD, it has been a pleasure to work with you.

- *Brownie*



Red Bainbridge



Annie Orton



Howard Deevers



by Egon Frech



OK, I'm busted.

I've gone and put the first piece of multicolor digital glass in the pristine original instrument panel of my 1979 Cessna 172.

Honestly, I didn't intend to do this. I've said before that I don't need to upgrade to the latest and greatest G-1000 or whatever. I learned to fly with those round dial analog instruments, and I have no trouble keeping on flying with them. When I fly the Civil Air Patrol's G-1000 Cessna 182, I often find my eyes scanning the analog backup instruments

rather than trying to keep altitude and heading to digital tolerances of a foot and one degree. And I have no incentive to invest \$40,000 or so for new avionics that wouldn't function any better than Foreflight on my iPad.

In my defense, I plead that I had no choice. Years ago, I had installed a J.P. Instruments (JPI) engine monitor, which keeps track of individual cylinder head and exhaust gas temperatures, carburetor air temperature and fuel flow and quantity. It even lets me fine-tune the mixture and run the engine lean of peak when I'm so inclined. Also, the digital



That's the intruder on the lower right, where the ADF used to live

fuel flow option was a big improvement on the old Cessna fuel gauges (ahem). The

Continued on the next page



gauge that displayed all this information was small and unintrusive, only 2¼" in diameter, and had orange bar graphs and numbers on a black background. It matched the old GPS and Nav/Com, could just about pass as analog, and didn't lord it over those old iron gyros.

The trouble is that the gauge was dying. Like many of the old electronics (remember



the Cessna 385 Nav-Coms?) some of the digits were getting hard to read because segments of the display had gone dark. I had replaced it some years ago the first time that happened, but this time JPI was not encouraging. The display was out of production, they said. I could trade in the failing one for the newer 4" x 3¼" glass replacement.

Bar graphs 1-4 will show engine temperatures. The IAT is actually a measurement of carburetor air temperature – good for preventing carb ice. The Xs on the right are spaces for fuel calculations that use ground speed and distance to waypoint information from the GPS.

At Oshkosh, I negotiated a deal at the JPI booth with the help of fellow C2O pilot and Cessna maintenance guru John Effinger, who got me the dealer's discount as well as the show

price reduction. A few weeks after I got home, the package arrived. I properly apologized to the airplane as I cut into its plastic instrument trim – the body of the new gauge fits into a 3 1/8" hole but its face is rectangular like its modern glass aunts and uncles featured in those expensive upgrades. There it sits, in the place where the ADF used to be. (The ADF died many years ago and will not be missed until the whole GPS system suddenly goes dark). I hope it gets along with its "archaic" neighbor instruments and doesn't look down its nose at them or at me, a pilot of even older vintage.

There may be more digital glass companions in the future, but it's not likely until the airplane has passed from my aging hands.

That's over and out for now.

Egon Frech, editor@ufopilots.org



By Dr. Harry Wander



KIDNEY STONES

The FAA has an interest in kidney stones because the pain of passing one is rarely mild and can be so severe as to be incapacitating.

Stones are formed in the kidneys when the concentration of a chemical in the urine exceeds its solubility, and it precipitates as a solid. This can be as a result of dehydration in a person with normal metabolism. Stones can also occur if a person has a genetic metabolic problem and excretes an abnormally high amount of a chemical into the urine, with the chemical then precipitating and forming a stone. Certain medications may have stone formation as a potential side effect. Urinary tract infections can also cause stones.

The most common stones are calcium stones, usually in the form of calcium oxalate. If one passes a kidney stone it is extremely important that it be analyzed as prevention of future stones is dependent upon which type it is. No matter which type it is, maintaining good hydration is part of all prevention programs.

If a pilot has a history of kidney stones, his AME may be able to issue a medical certificate. Depending upon the history, the case may need to be deferred to Oklahoma City for consideration for a special issuance.

Kidney stones are an increasingly frequent problem as people age. Some seniors tend to drink less water than is needed and thus become chronically mildly dehydrated. It is easy to forget to take a water supply along when flying and thus become significantly dehydrated, making stone formation more likely. Staying adequately hydrated is good preventive medicine.

Harry J. Wander, MD

Senior AME



Dear Brownie and Egon

I enjoyed reading the latest UFO Pilots August Squawk, and I appreciate all you and the group are doing to keep “senior” pilots enjoying aviation.

As a new Auxiliary Member, I enjoyed meeting and visiting with those attending AirVenture’s Red Barn gathering.

I missed seeing an attendance sheet, but I’m the guy in brown hat and blue shirt on the far right of your photo.

My friend John Knab that attended the gathering with me also took a group photo.



John and I also took a photo at the UFO banner. He’ll soon be able to join the Auxiliary.

You both make a great case for volunteering to support aviation. We have a crew of four from Cincinnati that come for the week of AirVenture to assist EAA’s Media Team. Our Cincinnati pilots volunteered at the EAA Media Press Headquarters KOSH. We’re also involved with the oldest owner member flying group in the world the Flying Neutrons established 1952. <http://www.flyingneutrons.com/> I flew the C206 and three others flew their RV7s to AirVenture.

Thank you again for keeping us all informed and excited about aviation.

James C. Phero
7427 Bayswater Drive
Cincinnati, OH 45255-3937



Hi Egon,

One of the websites that I follow had an article called LTAs, FAA letters to Airmen. I had never heard of same and after reading same I looked up DFW Airport on my Foreflight and sure enough DFW under the PROCEDURES Tab had LTAs. I think this is a great article to share with our folks. Can you take what I sent you and either print as is or just get the word out.

Cheers,

Felix Van Campenhout

PHYSICAL EXAMINATION

The physical examination by the AME just got simplified --- thank goodness.

Per a recent decision by the FAA, examination of the breasts, genitals and anus is no longer required unless indication by past medical history or symptoms. An examination may be performed at the discretion of the AME or applicant. The AME can just put an X in the "Normal" box and in Block 60 note the item number (35 , 39 or 41) and state "Exam not indicated and not performed."

This change should make both the AMEs and their applicants happy.

Harry Wander, MD

Senior AME





What does it take?

The question is based on the belief that we can all make a difference. Some in a large way and others in a smaller way, but a difference just the same.

How do you react to the call to action? Is your first thought, oh no, don't call on me or are you the type who says "I'll go --- send me?"

For the most part, our generation served in the armed forces in one way or another and learned, while there, never to volunteer. Right?

But this call to volunteer is very different. As a volunteer, you get to have fun, meet new people, and talk about what we all love so much, aviation in all its forms.

I ask you to please step up and become a local host, call a few people, and get a local meeting going. It is easy to meet for a coffee or meal at a local place.

This is not a job, but a pleasure and opportunity to speak "aviation."

Let me know if you will heed the call to action and fill a very important void in your area.

Thanks for the consideration, and I know the folks you meet will feel the same way.

Brownie

president@ufopilots.org

Editor,

Wondering if any of our UFO members have had a creditable sighting with date time place of an actual or suspected UFO?

Brue Gustafson





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



Mid-Atlantic Region Meeting

What: UFO Meeting in Millville, NJ

Where: Millville Army Air Field Museum & Airport (KMIV)

When: 1100 Wednesday 18 September 2024

Schedule: Tour the Museum & Grounds at 1100; meeting at 1200; lunch served at 1300. (Come early and stay later to enhance your tour)

Why Millville Museum?

"America's First Defense Airport" Extensive collection of aviation memorabilia in a Library building. World War II operational Link Trainer, M60A3 Tank, C47 Restoration, World War II Tower

For more info, visit p47millville.org

Lunch served by Verna's Flight Restaurant





Bob 'n Baz, World Rounders

[Round the world flight stops in Plattsburgh, NY](#)

By Luca Gross, Press-Republican
Sep 9, 2024

PLATTSBURGH – Bob and Baz, United Flying Octogenarians (UFO) pilots, touched down in Plattsburgh recently on their Round-the-World flight in celebration of the First World Flight Centennial.

On June 1, Bob Bates and Barry Payne, also known as “Baz,” departed Mount Hagen in Papua New Guinea, in a Piper Comanche ZK-BAZ to begin a Centenary Commemoration westwards flight around the world.

They landed in Kagoshima, on Japan’s Kyushu Island, where the original flyers of the world flight began the Earth-round trip 100 years ago.

The two landed at Vladivostok, Russia on June 5.

The route so far spanned 14 stops through Russia, a stop in Malmö, Sweden, before landing at Humberside, United Kingdom, where the original flyers landed, then Brighton Airfield on July 3.

According to the pilots, one of their favorite aspects of the tour so far would be the flight through Russia from Vladivostok to Saint Petersburg.

The pilots remained in the UK for a few weeks, and continued the route on Aug. 24, retracing the original flyers air path over the North Atlantic, with stops at Kirkwall, Orkney Islands; Vagar, Faroe Islands; Reykjavik, Iceland; Gander, Canada; and Trenton, Canada.

One of the main challenges during a round-the-world tour like this is weather, according to



Bob Bates and UFO Ralph Bennett in Plattsburgh, NY. Ralph drove 3 hours from Hanover, NH, to meet them.

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Bates. *"The weather can always be challenging. We were held up in Greenland waiting for the weather to improve," he said.*

On Sunday, Sept 1, Bob and Baz landed at the Plattsburgh International Airport to continue the original flyers' air path across the U.S. and Pacific to complete a full circle back to Kagoshima.

Their goal is to arrive back at Mount Hagen on Sept. 28, the same day the two Douglas Air Cruisers landed back at Seattle in 1924 completing the First Flight Round the World.

As it currently stands, the UFO pilots' flight could be the only single-engine Round The World flight this year, and the only flight closely re-enacting the 1924 flight route. This will also be the first time such an around-the-world-flight will start and finish in Papua New Guinea. "We are flying a single-engine Piper Comanche 250. We will consume about 1,900 gallons of Avgas as it is a piston engine," Bates said.

According to the First World Flight Centennial website, on April 6, 1924, four planes left Seattle's Sand Point Field determined to make America the winner in the global race to fly around the world, but only two planes returned on Sept. 28. The 1924 First World Flight lasted 175 days, made 74 stops and covered 26,363 miles.

Bates, 84, was born in Newcastle, Australia, went to Papua New Guinea as an Engineer in 1964 and has lived in Papua New Guinea now for more than 60 years. Baz, 77, was born in Greymouth, New Zealand, and has lived there for most of his life. Their combined ages are 161 and together they have a total of 105 years of flying experience.

Bates started flying when he was 33 years old, as an engineer with projects located around PNG which required him to fly to get around to the projects, so he learned to fly and bought an airplane. Baz learned to fly in the New Zealand Air Force when he was 20 years old. Baz previously flew around the world with his wife Sandra in 2019, and Bob has flown on every continent except Antarctica.

Both Bob and Baz are members of the United Flying Octogenarians (UFO), which, according to their website, is an international group of more than 1,700 pilots who have acted as a certified pilot in command on or after their 80th birthday.

"More than 1,700 pilots now count themselves as members of one of the world's most distinguished pilot organization, the United Flying Octogenarians (UFO)," said Ken Brown, UFO president. "Each of its members has held an airman's flight certificate in a fixed or rotary

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wing, sport, balloon, or glider aircraft and exercised the privilege of pilot in command after reaching the age of 80.”

The group currently has 1,775 members, but no office or established chapters. “Currently, we hold events in various locations. We rely on our local hosts to set up and conduct meetings around the country. A few of the annual events are the Danbury Connecticut fly-in in June, Friday Harbor WA flying in September, Mid-Atlantic fly-in in September, plus other ad-hoc events,” Brown said.

Annually the UFO organization sends a postcard to registered pilots in the FAA database who are 74 to 80 years-of-age. The postcard directs individuals to the UFO website and the membership page to complete an application as well as



certify they have flown on, or after, either their 75th birthday (Auxiliary Wing of the United Flying Octogenarians) or their 80th birthday (United Flying Octogenarians.)

According to Ralph Bennett, a UFO board member and pilot, one of the oldest members of the UFO organization is 105-years-old. “He was born the year after World War One ended,” Bennett said. “He’s not flying but still sharp as ever.”

Brown began flying in 1996 when he received 10 flying lessons as a gift from his wife and a year following received his pilot license at the age of 58.

He continues to fly his experimental homebuilt Vans RV 9A, of which Brown is the second owner. “Flying gives you the independence and flexibility to go where you want when you want. As a UFO it gives me bragging rights to still be doing what I love,” Brownie said. “As we say, ‘SIT BACK AND BRAG!’ You have earned your place at the table and the right to tell the younger ones how good you used to be. It cannot be emphasized enough how UNIQUE you are as a UFO pilot.”

For daily updates about Bob and Baz’s journey and more information about the original world flight, and this year’s flight visit <https://www.pngtours.com/tours/bobnbaz.htm>.

The Garmin Tracker can be followed at <https://aus-share.inreach.garmin.com/ZKBAZ>.



The Trip West

On leaving Plattsburgh, the pair landed at Morain Air Park (I73) in Dayton, OH, on Sept. 2; Blair Executive Airport in Omaha, NB, on Sept. 5; and Rawlins Municipal Airport (KRWL) in Wyoming on Sept 5; then flew to Hobby Field (77S), in Cresswell, OR, where they were again met by UFO members. Performing the honors this time were Gary (Ludeke?), a former earth-rounder himself, and Bill (Dewey?), pictured with Bob at right.



Greetings in Seattle

At Brownie's urging, Bob and Baz were greeted by yet another group of UFOs when they touched down at Tacoma Narrows Airport (KTIW), on Sept. 9.

On hand as well were organizers of events in Seattle to celebrate the start of the first aerial circumnavigation of the globe, which will be held at the end of September.

Bob & Baz continued their journey on Sept. 11, arriving at Yakutat, AK, then continuing on to Cold Bay in the Aleutian Islands on Sept. 13.



Brownie (left), with other UFOs, greets Bob and Baz on their arrival at Tacoma Narrows Airport



IOWA

Member Ken Blackburn of Dubuque, IA, represented UFO at the AAA/APM Fly-In at Grundy County, Iowa. Following is his report:

Below are some photos from the Antique Airfield IA28. I drove there where I received a warm welcome including a close vendor parking spot . Most Contacts were from walking around but some at my table . The kids' buttons worked out best because most were under 80. I did connect with 2 UFO members. I estimate 60 / 80 antique airplanes were there. Most were camping. My Piper would not have fit in so glad I drove the 200 sm. I had a good time being a UFO rep. Thanks for the invite. Ken





Wright Brothers Award

UFO member Joseph Lienau of Fish Creek, WI, was recently awarded the FAA's Wright Brothers Master Pilot Award and the Charles Taylor Master Mechanic Award at the WisDOT aviation Maintenance and IA Refresher Conference, held earlier this year in Fond du Lac, Wisconsin. Joe originally soloed in March of 1961 and earned his A&P mechanic's certificate in October of 1965. Joe was hired by American Airlines in 1965 as a line mechanic, a position he held until February of 1973, when AAL hired him into the Flight Department. He had earned his commercial, instrument, multi engine, CFII, Gold Seal CFI, advanced and instrument ground instructor certificates and logged over 3,000 plus hours of flight time. He enjoyed teaching people how to fly and he still maintains his CFI certificate.

His flying career with AAL took off as a Flight Officer/FE on the 727 and eventually upgraded to FO on the 727. That was followed by the 757/767 domestic and international flying. In 1987 he Upgraded to Captain on the Super 80 and flew that for 14 years until retirement arrived at the Big 60 and ended a 35-year career with American Airlines.

Joe and his wife lived the Dream of every pilot, living with their airplanes on a residential airport (LL22) near Chicago for 35 years.

Joe built a Bede BD-4 in 1982 and bought a Cessna 150J in 1988. He continues to fly both planes on a regular basis. They are both hangared at KSUE, Cherryland Airport in Sturgeon Bay, WI. , the same Airport where his flying career began in 1947 at the age of six when his Father arranged his first airplane ride.

Joe and his wife Mary Lou sold the house in Brookeridge air park in May of 2020 and moved to Door County, Wisconsin, closer to Family and Friends.

Joe still flies just about every week but November to March can be challenging.





UFO Member Gets a BlackFly

UFO member and fly-in organizer John Chirtea of Milton, DE, and his daughter Heather have taken the plunge and invested in a BlackFly Electric Vertical Takeoff and Landing (EVTOL) aircraft. One of the early flights got covered by local television. Here is the link: (control-click to activate)

https://www.w boc.com/news/the-future-of-flight-takes-off-on-delmarva-with-the-blackfly/video_dc0800c4-feca-5ba2-884d-cd137d935af0.html

The BlackFly is made from carbon-fiber reinforced epoxy with all-electric battery-powered propulsion. It has two 13.6 ft cantilevered tandem wings, on the front and rear of a short fuselage. The fuselage has a single-seat cockpit under a bubble canopy. The forward wing is low, and the rear wing high, giving the cockpit good forward visibility while cruising. Each wing has four tractor configuration contrarotating propellers powered by electric motors.

The design is intended for the FAR 103 Ultralight Vehicles category in the United States and the Basic Ultralight Aeroplane category in Canada. The American version and international versions will have different ranges, speeds and weights to comply with national regulations.

John and Heather say it has delivered the promise of a flying car.





Richard L Daerr

Hico, TX

I started flying instruction when I was 16 at a flying club at Torrejon AFB in Madrid, Spain. I paid for it by doing work on the club's runway and hangar. In college, my flying activity was limited. On graduation, I was commissioned in the USMC and soon was in Vietnam, where I sustained significant injuries. I was not sure I could continue flying lessons. However an FAA official in Washington, DC, told me that I could apply for a Demonstrated Ability Waiver. I did, and it was granted.

I have 2,100 hours in a variety of aircraft, five of which I have owned. The first four, owned in partnership, were a Cessna 172XP, two Cessna 210s and a Beech Baron 58. In 1999 I bought my current plane, a new Citabria 7GCAA.

I am a commercial multi-engine pilot with an instrument rating and a Certified Flight Instructor.

Tom Andersen

9-15-1966 First flight

3-09-1968 CFI

Additional ratings: Gold Seal CFI, Multiengine, Instrument, Helicopter.

8-16-1968 Last flight as pilot in command.

Followed by a 45-year hiatus while pursuing a career in law enforcement.

Resumed flying after retirement, with a flight review on 11-25-2013.

"I think that 45-year break might be some kind of a record??"

Vrbacky Gustav

Brno, Czechia

Friend of UFO Alois Langasek of Davenport, IA.

Has flown a glider in -24C weather.



Upgrade from Auxiliary Wing

Grenville Sutcliffe

gsutcliffe@husky.com

As of May 27th I am an official Octogenarian. As I was working in India that day, I couldn't fly, but shortly after my return I made my first flight in "Quetzalcoatl", my '46 Taylorcraft, as an Octogenarian. My wife and I got the T-Craft out of one of the garages of one of her elderly relatives 50 or so years ago, literally in bushel baskets. We spent 5 years restoring it. I've taught 3 of our 6 kids to fly in it. One went on to become a Marine Corps Harrier pilot and after retiring is flying people around in Citations. I'm a commercial instrument rated pilot with time in lots of aircraft including an aerobatic Hiperbipe that another guy and I built, but the T-Craft is my favorite.





New Membership Gets Local News Coverage

John Alcott

Russelville, KY

From the Democrat Leader:

John Alcott recently joined the United Flying Octogenarians pilot organization. There are around 1,750 members of this club worldwide.

The qualification to belong to this organization is to legally fly an airplane as “pilot in command” after reaching the age of eighty years old. The Federal Aviation Administration has strict rules and regulations for all aspects of aviation including pilot eligibility to fly an airplane.

“The Russelville-Logan County Airport is a state-of-the-art modern airport with a beautiful terminal building, hangars, great asphalt runway, avgas, jet fuel, and a new LED runway/taxiway lighting system,” said the veteran pilot. “Thanks go out to the Airport board members for the many volunteer hours they have put in through the years to make the airport the great asset to Logan County that it is.”

Alcott added there are plans for more upgrades to the airport in the future.

“I was privileged to serve on the airport board for nine years and enjoyed my time of service. Cassie Sobey does a great job managing the airport. If you have not been to the airport, put this on your bucket list to do so. The airport is a ‘jewel’ of Logan County and a great asset for business and pleasure flying.”



“All associated with the airport and many others appreciate the support we receive from these sources. It has been said that a mile of highway will take you a mile, and a mile of runway will take you anywhere in the world. Former Kentucky governor Matt Bevin mentioned at a state aviation conference that an airport is a community’s front door to business,” said Alcott.

Chris Cooper can be reached by emailing ccooper@newsdemocratleader.com



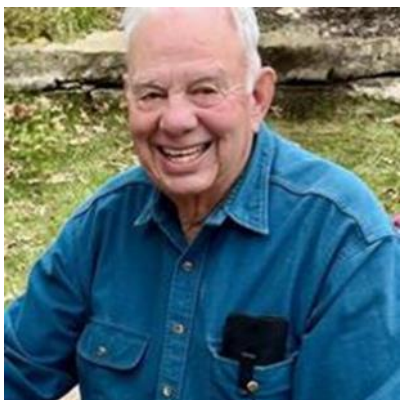
Final flight plan filed and completed

Thomas M. Rourke

Leavenworth, KS

No one keeps track of the exact time of an event unless it is a birth, death, or athletic marvel. Air Force Lt Col (Ret) Thomas M. Rourke, callsign "Catfish", passed away the 1st of September 2024 at 12:29 am.

He flew two combat tours as an F-4 pilot in Vietnam, successfully helped raise 3 kids, and was an amazing husband and father. His wife was lucky enough to be with him when he went to a place of peace.



Born October 15th, 1942, to Albert and Martha Rourke in Alexandria, LA, Tom was an avid pilot and upon graduation from University of Southwestern Louisiana was commissioned in the Air Force and flew fighters for more than 20 years. After retiring from the Air Force he continued to fly his own aircraft, to include a Cessna -172, until he was 81 years old. For more than 50 years, Tom had unparalleled airmanship, for which he earned the FAA's, Wright Brothers "Master Pilot" Award in 2017. In 2022, he joined a select international group of Senior Experienced Pilots, the United Flying Octogenarians. He was an active member of the Leavenworth Lion's Club, and the prestigious "Old Bastards Club."

Tom is survived by his wife of 57 years, Mary Beth, his three children, Sean, married to Danielle (grandchild Ian); Cathy, married to Andrew (grandchild Luke); and Karen, married to Jon (grandchildren Isaac and Roman).

In lieu of flowers, a donation towards either Lions Club Book Scholarship fund or the "Old Bastards" Back Pack Buddies project, would be appreciated.

Larry Wright

Naperville, IL

I am Ernest DiBenedetto, Larry Wright's trustee. Larry recently passed away and would you please cancel his membership for UFO and any other account for your organization.



Final flight plan filed and completed

Herb Bishop

Reno, NV

Yesterday, Sunday 8-18-24, my very long time friend and fellow UFO, Herb Bishop, passed away and took his final flight west. I have known Herb for 60+ years and he was my best man when Carmen and I were married 42 years ago. Herb was the FBO and airport manager at O02 (Beckwourth, California airport, about 30 miles north west of Reno, Nevada) and held a multi engine ATP certificate and all flight instructor certificates as well as A&P/IA. There are many people who will miss Herb not being at the airport, and his passing will be a big loss for the aviation community in general. Herb did not want any memorial service but we will have a remembrance of him at our next UFO lunch gathering.

Regards,

Lew Gage, Northern Nevada UFO representative.