The Passing of a Legend

BY JIM CAVENDER

Eugene (Gene) Engledow was our oldest UFO member. Sadly, Gene passed away peacefully on November 12, 2019 at age 106 in Bolivar, MO. Gene's passing leaves us with only six centenarians in the UFO.

Gene celebrated his 106th birthday on October 7th last year at Citizens Memorial Healthcare Facility. Rather than a birthday party, our Area Representative for Missouri, Norm Beyer, suggested that we all send Gene a birthday card. Many did. Norm reports that Gene enjoyed receiving all the well wishes from his UFO brethren.

Truly, Gene Engledow was a legend in every sense of the word. The airport in Bolivar even bears his name and there is a parking spot reserved for him. His aviation memories are recorded at the museum in Oshkosh.

Gene had an aviation career that included aircraft maintenance during WWII and work with Rocketdyne until his retirement. He also managed the Neosho airport in the 60’s and ran an aviation service there.

Aside from his aviation career, Gene was an Amateur Radio Operator (Ham), he enjoyed traveling in his RV, he loved restoring golf carts and antique engines and he was often found at swap meets.

Gene knew the importance of making and nurturing lifetime friendships. In addition to his membership in the UFO (he joined us in January, 2015), he was also an active member of the QB’s, the Antique Airplane Tractor and Engine Associations, and the EAA.

Gene received the Wright Brothers Master Pilot Award and the Master Mechanic Award from the FAA. He maintained his medical certificate, maintained his aircraft, and flew it on his 100th birthday. What a role model! Gene will be sorely missed and long remembered.

Useful Links to Other Resources

Need a list of Area Representatives? Go to https://ufopilots.org/area-representatives/
Want a list of upcoming meetings? Go to https://ufopilots.org/ufo-event-calendar/
Want to look at photos of past events? Go to https://ufopilots.org/2019-ufo-events/
In his new book, Face to Face: The Art of Human Connection, the Hollywood producer and author Brian Grazer (A Beautiful Mind, American Gangster) points out the value of eye contact in our conversations. Only when we give the other person our undivided attention do we truly get to know that person and understand what interests him or her. He calls his meetings with Hollywood (and Washington DC) movers and shakers as his "curiosity conversations".

Now, in the UFO we rely heavily on email and telephone communications. Naturally it's impossible to maintain eye contact during those encounters, but we can nevertheless try to establish rapport in those situations and seek to empathize with the person on the other end of the conversation. The ideal situation, of course, would be a "Face to Face" meeting. That's where the UFO meetings which are held periodically around the country come in. At these gatherings we can lock our eyes on our peers during the meet and greet portion of the meeting. Now many of our members live in areas where there are few if any other UFO members. But whenever you travel why not do a little advance research and find one of these gatherings. Who knows, you may even make a lifetime friend!
Winter is a beautiful season and a wonderful time to fly. The heat, the haze and the humidity moderate in the southern states. The air turns crisp and cool. In the Northern states, the Earth sheds her green summer dress for a beautiful blanket of white and you, the pilot, are welcome to climb high in the sky to enjoy the sight. The airplane loves winter too. My engine told me it delights in the extra shot of oxygen that comes with every gulp of winter air. “It helps me give you a tad more power to help you climb faster.”, the engine said. When I spoke to the propeller the response was emphatic. “I love winter! It’s dramatic!”, said the prop. “Winter air has more substance for me to grab onto and pull the plane through the air to go where you want to. It is not like that thin soggy stuff I have to slice through in the summer heat.” I asked the wings and they echoed in unison, “We like it because we are not bothered as much by thunderstorms and tornados. We can give you greater comfort and a smoother ride.”, said the wings with pride.

Yes, it’s winter and it’s a good time to fly.
Stuart has been flying since he was 16 years old (1954). He eventually earned the CML, ASMEEL and CFI ratings as well as an instrument endorsement. His vast aviation career includes agricultural flying (AgWagons, Supercubs, Stearman etc.) for 17 years followed by aerial photography for the USDA and DEA for another 20 years. Stuart has owned a variety of aircraft, Most recently this Cessna TX Skyway 182. He plans to renew his CFI this month.

Stuart Bosarge (81)
Baton Rouge, LA

Frank soloed in 1957 and then in '58 bought one third interest in the Taylorcraft (shown in the background). He flew it out of a private grass strip. Frank achieved the IFR and MEL ratings in 1961. The last plane Frank owned was a Seneca II. He had flown the twin Beech as a "corporate" pilot, but the Seneca, although smaller was faster and more fuel efficient.

Frank Mouch (87)
Wesley Chapel, FL

Roger began flying in 1956 in Lawrence, MA. After moving to Florida, he added the CFI, CFH, AGII and ATP ratings to his ASEL. Roger owned and operated a flight school at Kissimmee while employed at the Osceola Sheriff’s Office as a pilot. He retired after a 42 year career in law enforcement. Roger owned a Cessna Cardinal for 19 years and still enjoys flying all over Florida.

Roger Frechette (80)
St Cloud, FL
Dr. Goran bought a brand new Cessna 172 in 2005 and because he bought it new, he had the right to select the N-number. He chose 634 to represent June, 1934 (his birth month/year) and his initials AG, thus N-634AG. Andrew has since then sold his Cessna and now rents a 172 to remain current. Those are his grand-nephews next to 634AG.

Andrew Goran (85)
Saatsburg, NY

Charlie soloed after only eight hours (at Will Rogers, OKC). He finished his private in 1966 but went on to get his CML and MEL ratings by 1969. Job requirements, shortly thereafter, put a hold on his flying activities until 2003 at which time he bought a Cherokee 140 the day after his BFR. Charlie sold the 140 and replaced it with an RV6A which he still flies regularly.

Charles Heathco (80)
Fayetteville, AR

Ken developed a love of airplanes at an early age, and as a teenager, began flying in a Cessna 140. Eventually he soloed in a Cessna 150 and attained a Private and Commercial certificate. A few years ago, Ken had an opportunity to obtain part ownership in an RV-9A from his late friend Darrel Todd.

Ken Hughes (80)
Pataskala, OH
As a teenager, Walt first soloed in a PT 19. He then went on to join an AF flying club operating out of Meacham Field in Fort Worth and qualified in everything from a J3 to a T-34. Then marriage and a family got in the way until 1969. At that time Walt returned to flying via flying clubs and was active until 1991. Then just last year he once again got his medical and started flying for pure pleasure.

Walt Kendall (82)
Lemoore, CA

When he was 82, Maurice started building this Onex. It now has 280 hours on the Hobbs, and he is still flying it regularly. Maurice attended a weekend seminar at Sonex and was hooked. He says that the satisfaction of completing such a project was such that he would have been happy even if it never flew. He says it's never too late to start.

Maurice Caudill (88)
Peoria, IL

L Thomas Norton (80)
N Ft Myers, FL

Tom had his first flying lesson on June 6, 1958 and just 18 days later made his first solo flight. He took his private check ride on January 10, 1959 in a J3 Cub. Tom has flown a total of 30,371 hours (and counting) primarily in the DC9 and MD80. Presently, Tom owns and flies a Cessna 180. A "snowbird", Tom spends May through December in Minnesota.
Early on, Keith hoped to earn his wings in the Air Force, but education priorities and money kept getting in the way. Finally in the 1960’s at the Lawrence Radiation Laboratory flying club in Livermore Keith earned his private pilot’s license. Since then he has flown in at least seven different aircraft. As a proud member of the International 180/185 Club, Keith now flies this Cessna Skywagon. He has flown over 5,000 hours as PIC.

Keith Peterman (80)
Fremont, CA

Anthony was born and raised in England, but immigrated to the US as an engineer in 1967. Not until 2008 did he take up flying as a hobby (it replaced horseback riding and golf). He is presently widowed and retired, but has a beautiful girlfriend, Linda, who shares his love of flying. Anthony has owned two Cirrus aircraft. His current one is a 2015 Cirrus SR22T.

Anthony Price (80)
San Dimas, CA

Born and educated in Switzerland (BBA), Peter served with the Swiss Air Force until taking early retirement (Major) in 1996. His first flying experience was at age 24 when he took up soaring. Then at age 60 Peter earned his PPL in Bar Harbor Maine where he and his wife Ursula maintain a summer home. He has served with the Maine Wing of CAP and is a partner in a Cessna Skyhawk.

Peter Schertenleib (80)
Bar Harbor, ME
Steve has been flying since 1959. He flew C135’s worldwide during his AF days. Following a stint with the FBI, he taught for 32 years as a professor of Aeronautics at ISU. Presently, Steve has a strip at his farm where he flies a Super Cub. (That Ford Tri-motor shown is a just fun picture the University used to pretend it was their new multi-engine trainer!)

Will started out as a USAF Navigator having graduated from the Undergraduate Navigator Training program. Later in his AF career, he completed an Aerospace Engineering Degree at Auburn. Will then saw service in Vietnam where he flew 255 combat missions in the F4. His GA career started in 1960 when he first soloed, however it wasn’t until May 1973 that Will earned his private ticket. Will currently flies with the CAP as a mission pilot and instructor.

Barry started flying when he was 18. After graduating with a BS in Aeronautical Engineering he began work on the B-747. Later he switched to Lockheed where he spent the next 35 years in their engineering flight test department. During his last twenty working years, Barry was at Edwards AFB doing F-16 Flight Test. Since the early 80’s he has owned and flown a Cessna 172B.
Dr. Harold Moore of Fairfield was awarded the Wright Brothers Master Pilot Award recently during a small ceremony that included his family and fellow pilots.

"This is the highest award the FAA has to offer," said Joseph Murphy, who travelled from Irving, Texas to present a certificate and pin to Dr. Moore.

"It represents fifty years of flying, or more, with no accidents, incidents, violations, or civil penalties."

Dr. Moore's daughter, Karen, pinned the veteran pilot as Murphy explained that only 6,000 in the whole country have received this honor.

"This award means a great deal to me," said Dr. Moore who began his aviation career in 1966.

Dr. Moore encouraged his fellow pilots to work toward earning the same award.
LOCAL PILOT RECEIVES WBMP AWARD

The Wright Brothers Master Pilot Award (WBMP) was recently awarded to two Green Valley pilots, Col. Gail Halvorsen, aka the Berlin Candy Bomber (left) and Dan Meyer (right). The ceremony was held at the FAA annual symposium at the Mesa Gateway Airport, AZ. The FAA resenter pointed out that most of Mr. Meyer's three thousand plus hours were all in General Aviation aircraft, and mostly in support of environmental protection.

MEMBERS RECEIVE AWARDS IN "FLY WA PASSPORT" PROGRAM

UFO pilots, Mary Ann and Jim McClellan, completed landings and getting passport stamps from 97 of the participating 103 airports in WA for the “Fly WA Passport Program”. Their landings were validated at Auburn. The McClellan's earned jackets for landing at over 90 percent of the 103 airports listed in the program. They were the 5th and 6th people to earn a jacket since the program began in April. Those jackets will be presented at the NW Trade show in February. They landed at 100 percent of the airports in four of the six regions and earned patches for those regions.
For our last story, While it's not exactly "news", UFO member Don Abbott has recently published two books. One is his autobiography while the other relates Don's flying career in myriad types of GA aircraft. Shown here is the cover photo of his latest opus. Also, here is his publisher's summary of the book:

Don Abbott’s childhood and early teen years were spent on his family's farm in a small town in Southeastern Ohio. When he first sat in a Piper Cub, at nine years old, he knew he wanted to fly. When he was 14, a part-time job at a local radio station led to a career in broadcasting. Don has always been an innovator and entrepreneur, founding nine businesses and creating several unique concepts and inventions along the way. Aviation has played an important part of his life and has created many unforgettable adventures along the way. In November of 2011, Don received the Federal Aviation Administration’s highest honor, The Wright Brothers Master Pilot Award. Although pages from his recent book may seem like recollections from a normal pilot’s logbook, in truth they tell a love story about a man and his lifelong affair with an angel called “Flight.”
Editor's note: This new feature for The Slipstream is the outgrowth of a couple of questions posed by UFO members. As a test feature, we will post those questions verbatim in this space. Due to legal ramifications we will NOT post answers to these questions nor will we offer endorsements or comments. We will be acting merely as a conduit between members. If you have a question for the membership, submit it to jimsufo@gmail.com Let us know how you like this new feature.

1. From Denzle Thompson, dctmet@att.net "Does anyone else in our organization have a Cessna Cardinal? If so, how are they addressing the carry thru spar issue? Thanks for your help. Denzle"

2. From Carleton Waldrop, cbrlwaldrop@cableone.net "The first airplane I got a ride in about 70 years ago was a red Stinson Voyager. I've been looking for a plastic model of this treasure for a long time without success. Does any member have an extra one on the shelf in their basement or anywhere? If I can find one, it will complete my model collection.

PS: The Spokane FSDO just approved my Wright Brothers Master Pilot application. It's a nice way to put a wrap on over 60 years of flying. Thanks for bringing the WBMP to my attention."

UPCOMING UFO EVENTS

February 26, 2020. 1130 – 1400 ROUNDUP XXI
See the details at www.ufopilots.org