



Aerie News

The Eagles Aerie Publication of the U•S Airways Soaring Eagles

September 2018

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Secretary	Joe Kernan
Past President	Gerald Milburn

PRESIDENT'S MESSAGE

(859) 268-1004

Captain John Davis

johndavislex@gmail.com

All Soaring Eagles and friends – I have (like other Board members) contacted several pilots urging them to join the Soaring Eagles annual Reunion in TPA, the last weekend in October (26-27-28). Joe Kernan and Gerry Milburn have been diligent in keeping the dates on the website and in emails. The Registration Form is on the website (<https://usairsoaringeagles.org/>). Click on the name (Reunion Registration), not the Adobe icon. The Form gives you an overview of the activities. **Friday evening** is the Poolside Meet & Greet. **Saturday morning** is a choice of golf with Mr. Schofield or the Tampa Aquarium. **Saturday evening** is the International Buffet. **Sunday morning** is the annual membership meeting which includes elections of Board members for the coming year. **Sunday evening** the Banquet concludes the Reunion. Joe Kernan was able to get Mr. Ed Colodny as our keynote speaker, which will be a special treat. The Soaring Eagles Hospitality Suite is open during many of the intervals between organized events. It is a sizeable room with many tables, beverages, and snacks. You can relax and reconnect with pilots, flight attendants, and other former colleagues and honorary members whom you may not have seen for a year (or many). I mention this overview to let you see that you can arrive Friday, Saturday, or even Sunday. If you are flying, attending the Sunday banquet will likely mean Monday morning as the first opportunity for a return flight. Of course, we hope that you will come for the full three days (2½ actually), but there are options for a shorter visit. It is about enriching the retirement experience. We have reached out to both the Piedmont Silver Eagles and the American Grey Eagles. Some of our pilots (and spouses) have taken advantage of the Grey Eagle reunion cruises.

We hope to see you in October in TPA. I think you will enjoy the experience. I am confident that on your return home you will find yourself saying, "I'm glad I came". Your old friends and coworkers will also be glad that you came.

Please email or phone me if you have any questions.

TREASURER'S REPORT
Captain Paul Sturpe

Summer is starting to wind down in Terrell, NC. That means that the Soaring Eagles Convention is not far ahead. I am looking forward to seeing many of you in Tampa.

Don't forget to send a note along with your dues (or send updates anytime) telling us what you have been up to. This is always one of the highlights for me as I read the Aerie. I can only believe it is one of the highlight for others as well.

I have just a little reminder, or perhaps it is a request. When you send me your dues or other checks, please don't make them out to me personally. All checks should just be made to "Soaring Eagles". Most of the deposits I make are "mobile" deposits done from my smart phone. The bank usually does not accept mobile deposits made to me personally even after I endorse them to Soaring Eagles. This is not a big deal but just a little reminder.

And remember what I told you in the last Aerie! Rumor has it that Captain and Mayor Al Mondell plans to attend, play golf with Mr. Schofield and has told Butch to bring lots of money. Watching that event unfold will be worth the price of the convention tickets even if you don't play golf!

See you in Tampa, Paul Sturpe, Treasurer

SECRETARY'S MESSAGE
Captain Joe Kernan

By the time you read this if you haven't made your hotel reservations you missed the opportunity to get last year's rate. Don't let that deter you from make your reservation to join us in Tampa for the 42nd Annual Soaring Eagles Reunion. This year's room rate is \$119.00 per night, and that rate is guaranteed until Oct. 4, 2018. After that date it is up to the discretion of the hotel whether to honor that rate or not. As previously reported we will have Mr. Ed Colodny as our guest speaker on Sunday night, and his successor Seth "Butch" Schofield will also be in attendance. An all-star cast to be sure. Don't miss the opportunity to come and visit with two men who did so much for the Airline and the employee group over the years.

Let the other Guy Do It! Ever hear that before, or pass an accident scene and assume that someone else called 911. The Soaring Eagles could use your help. As you know at the Reunion we elect officers for the upcoming year. This year we will be electing a President, First Vice President, Second Vice President, and Secretary. The Treasurer, having been elected last year is not up for election until next year. Please consider standing for election for one of these open positions. This would be a good opportunity for some of the new Flight Attendant members to take an active role in the organization. If you have any interest in getting involved in a more active way please contact one of the following: Capt. Bill Lee wleefe@comcast.net, Capt. Bob Knapp, summitgus@aol.com, or me joekernandc9@yahoo.com. We have several conference calls a year, and the main work is planning for next years Reunion and dealing with any issues that may arise during the year. Don't wait for the other Guy or Gal to do it. Get involved.

Challenge: I was in the New Hire Class of April 3, 1967 and I challenge all of my classmates in that class to attend this year's reunion. We haven't been together as a group since we met at Jimmy "The Kingfish" Walkers in 1997 to celebrate our thirtieth Anniversary. Come on Guy's let's make it happen. Actually this is a good opportunity to challenge all New Hire Classes to attend. Let's see who can muster the best turnout. Bring you memorabilia, See you in Tampa. **Joe**

We need "Hospitality Suite Ambassadors". If you are willing to volunteer and serve please contact President John Davis, [johndavislex@gmail.com](mailto: johndavislex@gmail.com) Telephone: (859) 268-1004

CHAIRMAN'S VIEW
Edwin I. Colodny

Dear Joe and Gerry:

Thank you for again extending an invite to share in the upcoming October Soaring Eagles reunion. It has been a few years since I last had a chance to break bread with this great group. Nancy and I are looking forward to sharing in the warmth of the gathering. Ed



N655US, the Edwin I. Colodny coming out of the Boeing paint shop at Everett Field.

Flight Attendant Advisor
Judy Schmidt Colbath

*I'm really looking forward to seeing all of you at the Soaring Eagles Reunion in Tampa. I am especially excited to hear Ed Colodny will be the keynote speaker at the Banquet Sunday night Oct. 28. I have been working very hard to solicit new members from the Flight Attendant group since the Soaring Eagles opened their membership to flight attendants. Not counting myself, we have eleven flight attendant members, and as of this date the following flight attendants are planning to be at the reunion: Shelvy Graybill, Gerry (Tarte) Olsen, Judi Todd, Mary Kay Kelly, Barbara Pressley, Blair Carter and myself. I urge everyone to spread the word to your flight attendant friends that they should join the Soaring Eagles so they (The Soaring Eagles) can soar on "Golden Wings", Get the connection? I thought you would. This is a golden opportunity to reconnect with those you worked all of those flights with. See you in Tampa, **Judy***

We need "Hospitality Suite Ambassadors". If you are willing to volunteer and serve please contact President John Davis, johndavislex@gmail.com Telephone: (859) 268-1004

FLOWN WEST

Captain Peter R Ransom:

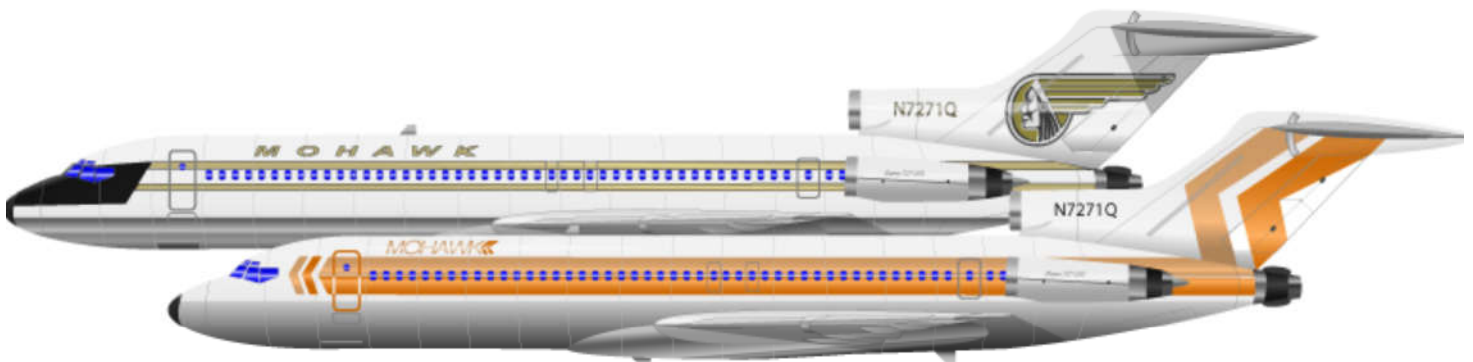
Captain Peter R Ransom, 85, of Little Compton, RI passed away peacefully at home on Friday, May 25, 2018 surrounded by his loving family. Born in Albany, NY to Julius C. and Virginia H. Ransom, he is survived by his wife of 63 years Anne W Ransom, his four children Peter R Ransom Jr, Hilary H. Ransom, Charles W Ransom and Virginia C. Heraghty and his four grandchildren Gabriel K. Ransom, Anne S. Ransom, Julia C Ransom and Elizabeth W. Ransom. Captain Ransom spent his early years in New Canaan, CT. He was a 1950 graduate of Pomfret School and he attended Princeton University. He served in the US Navy as a pilot during the Korean War. He later became a pilot for Mohawk Airlines ending his flying career with USAir. He retired from the airlines to run Ranhouse Corporation which offered financial planning and tax preparation in Little Compton, RI.

Robert W. Clifford: March 17, 1921 - July 26, 2018

The first employee and Vice President-Operations of Turner Airlines (later named Lake Central Airlines) in Indianapolis, Indiana. At Lake Central, he was a director and instrumental in the achievement of it's becoming the first employee owned scheduled airline. In 1968 he became Vice President-Operations of a relatively new airline, Air California headquartered in Newport Beach, California. Through the positions of General Manager, President and CEO, he guided the airline into a substantial position in the West. The airline was subsequently acquired by American Airlines.

Captain George Purcell:

1938-2018 George Richard Purcell, of Keller, TX, passed away on the evening of August 14, 2018. He was 80 years old. George was born July 4th, 1938, in Teaneck, NJ, to Thomas and Elsie Purcell of Tenaflly, NJ. Upon graduating from Tenaflly High School, George enlisted in the United States Marine Corps. He trained as an aircraft mechanic and enjoyed working in the exciting world of Marine Corps aviation. After military service, George pursued his pilot license while attending North Texas State University. Between shifts as a Braniff ramp and gate agent, George gained enough flight hours to successfully secure a pilot position with the airline. While flying for Braniff, George met his wife, Donna Lee Bennett, of Tullahoma, TN. Their marriage spanned 50 years together. The happy couple travelled extensively and enjoyed time with friends and relatives around the country. George went on to finish his flying career with Piedmont/USAir and retired as a USAir Captain in 1998. A private service will be held on Friday, August 17, 2018. Dear friend, Frank Tucker of Keller, TX, is an honorary pallbearer. In lieu of flowers, the family requests donations to the Union Gospel Mission of Tarrant County and the Humane Society of North Texas.



CONDOLENCE FUND DONORS

Seth "Butch" & Diane Schofield

Susan Ellsworth Shaw

Gerald E. Milburn

Loretta Daczkowski

Joe Kernan

Dave Engle

Jack Semenko

Marion Borek

Bill Leefe

John Gilbert

Richard and Jean Volkwein

Bob and Betty Jo Knapp

You are invited to support the Condolence fund by sending your donation to:
"Soaring Eagles Condolence Fund"

Mail to:

Captain Paul Sturpe, Treasurer

8860 Peninsula Drive

Terrell, NC 28682



“Soaring Eagles Write”

Captain Gene Schumacher:

Update on Retired Captain Eugene "Gene" Schumacher.

Gene is recovering from his last two strokes, one October 28, 2017 and one January 22, 2018. We are thankful that he has shown improvement in these past 7 months. Although he is on a walker for stability, he is doing well in outpatient therapy and uses a cane, can do steps, etc... Speech is hardest but, he is working hard and he improves each day. We get out and see friends and to Church as much as he can and went to a Lake Central/Allegheny Breakfast last month locally in Columbus, Ohio. Let's face it, we are none of us getting any younger. Better days are ahead and we think of all of you often. Please keep us in your prayers as well. Gene and I take things one day at a time. We get up, say I love you and take on the challenge, not easy but, after 22 1/2 years together, we don't give up. Keep the faith.

Best Regards, Maureen Schumacher 724-513-0765 gene692000@yahoo.com

Carol Loxtercamp:

Thank you Gerry. I like to know what's going on with our US Air family. Looking forward to the get-together in October. Carol

Captain Bob and Anne Klenke:

*Not much has happened over the last few years. But, we did manage to put our house on St. John back together after IRMA and MARIA came by. It's ready for the next Cat Five. We were planning a cruise on Silversea to the Greek Isles this September, but the storms took precedence. Charlie Rouse once told me that I should open myself to cruising, even though I said I had had enough of that with the USN. So, last September I read a brochure in the local AAA office about a cruise to St. Petersburg, not Florida, but Russia. Annie's cousin had just been cruising with Silversea. Annie checked their program where she found the same itinerary. It was a fantastic trip. Only seven days, but they were wonderful. On Russian Navy Day, we saw a parade of their aircraft go by overhead while the ship was docked in St. Pete. Very impressive, and very loud was the Russian Bear, the four engined turboprop with sweptback wings. We met great people in Tallinn. Saw the Hermitage, and Catherine's Castle, and spent a day with good friends in Copenhagen. The whole thing, including airfare was paid in advance. I left Dulles with 50 bucks in my pocket, and had most of it left after returning. Credit cards did the rest, which wasn't much. We've settled down for the off island times to a townhouse in Camp Hill, PA. PA doesn't tax your retirement earnings. Plus Annie has family here. It's also convenient to family visits from Richmond, Boston, and even Reno. It's also a perfect layout with a great man-cave, equipped with a piano and a HAM radio rig, plus this computer. So far this summer we've been road tripping to weddings and school reunions in New York State. It truly is a beautiful area of lush green hills, clean fresh water lakes, and interesting places to see. Of course we ex Mohawkers all know what lies ahead for these folks in a matter of four short months. Our grandson, JT, is fourteen and lives in Reno. He and his father, my son Tom, have taken up soaring. JT is good, knows how to get up and down. But needs some maturity before solo. We'll check things out in September with a visit. As the NYT says, that's all the news that fits. Ours is true, and not leaning left, however. Thanks to Bill Kingston for all the selfless work over the years. As well as to so many others who've kept the group together. We should do the reunion this fall.. **Bob Klenke***

Captain Frank Burns:

*Joe and Gerry, The June Aerie news was great. Enjoyed it a lot. I'm having problems with my good eye now so have not done much email lately. I have another Doctor appointment soon so maybe I can get some help. I am in Kentucky for the summer. Take care and hope to see you all back in Daytona Beach around the end of September. Old Buddies are hard to find. **Frank***

Captain Gary Skogebo:

*Gary writes to remind Joe Kernan of the untimely separation of the right engine from a relatively new Boeing 737-200A departing Philadelphia. Gary took care of the situation very well and became somewhat a celebrity. A real Single Engine Landing. Gary was thanking Joe for contacting his wife and briefing her on the incident, saying it meant a lot to his family to have the support. **Gary***

Captain Bern Primosch:

*Please update my email address to primowon1@gmail.com. Thank you. **Bern Primosch***

Captain John Gilbert:

*John is enjoying life again. If you get the opportunity give John a call and catch up with him. It is good to have him active and well again. **Eagles Update***

Captain Don Rhynalds:

***Don** has been in a rehab facility in Gainesville Virginia after two hospitalizations at local hospitals. He is taking calls on his cellphone 540-272-4575.*

Captain Richard Pfenninger writes:

*My first trip with Allegheny was with Bob Courten and my second trip was with Norm Rintoul. **Dick***

Captain Dan Friel:

*My flying days are about over. Sold the Super Cub and am selling the Cherokee. Health is good. Turning 80 isn't so bad. Barb and I will see you in Tampa. My best to all. **Dan Friel***

Captain Bill Abernethy:

*Freeda and I are doing fine. I can't think of a thing to complain about. I have not been on an airplane in many years. **Bill***

Captain James Van Vranken:

*Joe I found the info online . We are making our reservations soon. My daughter is going to help me send the PSA photos/pictures to Milburn. Amanda is really excited. I have told her so many times how much I enjoyed my time at USAir, the good friends I made and respected. Thank you, **Jim***

Captain Leon Young:

*Well my flying career came to an abrupt end on Feb 28, 2018. I flew my last trip from San Francisco to White Plains in a Citation X. After landing, I was stricken with vertigo and as a result have some balance problems. So ended 53 years of commercial flying, having hired on to Allegheny Airlines in June of 1965, retiring in July 1999. Then hiring on with Netjets in Feb 2000 and will now be on long term medical leave till Mar 2021. I plan to go to the Soaring Eagles reunion and seeing some long time friends. **Leon Young***

Captain Joeseeph Hall:

*We are "really" retired (except for a few more months of Challenger 601 Contract Flying) and 30 days at our retirement beach cottage on Cape San Blas (Port St Joe). Most of the boxes are gone, just some purchases via UPS/Fed Ex. I need to learn more about surf fishing, scalloping, and margaritas! We are on the Panhandle, about 120 miles east of Pensacola. Any fellow airline pilot (and companion) is welcome to stop by. Now, to stay healthy enough to enjoy retirement! Thanks to our leaders who take their free time to run this great organization! Cheers, **Joe and Carol Hall***

Captain Monte Jestes:

After ten years of keeping prostate cancer under control with diet, supplements etc. I finally had to have treatment. I elected to have CyberKnife at the Cancer Treatment Center of America. 5 thirty minute treatments, cancer appears to be gone and everything seems to still work. Helen had a serious attack of Hemorrhagic Pancreatitis. She spent 18 days in the hospital and I almost lost her. She seems to be doing OK now according to blood work etc. Still Flying my Experimental PA-11 and working on a Luscombe project. I was able to get my 3rd class back after the treatment. It took 18 years to do that. Traveling some in our Antique GMC Motorhome. God Bless You All, see Yow down the road.

John Privette:

*Hello all, I guess retirement is a good thing, but I'm not sure yet. I have been working harder getting things done here at home that I haven't had time to do. It's tough when you work Monday-Friday to get all the home projects done. Making progress so retirement is in the near future, I spoke with one of the ladies in the office a few weeks ago and asked her "if I could come back to work and get some rest". Hope all are well. **John***

Captain Lanny Money:

*Hope all is well with my many old friends. Patricia (wife of 59 years) is suffering thru arthritis but holding up tremendously well emotionally. Good Lord is keeping me in good health to take care of her and our 46 acre hay farm in Pilot Point, Texas where we have lived for 45 years and raised one girl (Lana) and one boy (Lance). After my retirement I enjoyed working 5 years for Boeing Training Center at DFW and 7 years for Southwest Training Center at Love Field in Dallas on the B737 simulators before calling it quits to spend more time with Pat, 2 kids, 8 grand kids and 4 great grand kids thus far. We also found time to travel extensively in our motorhome, learn to snow ski and enjoy time in our Colorado mountain condos. All of which says, we have been blessed even after my airline career. **Lanny Money***

Captain Andy Hudson:

*Moved from Pennsylvania to Cave Creek, Az in 2015 but after suffering the loss of a favorite horse we moved 20 miles West to Glendale. Horses are the land based equivalent of boats. Something into which one throws money! So after 25 years owning horses we thought we would go back to the traditional way of losing money and bought a boat. As one of the outliers who lost practically everything in the US Airways bankruptcy, I have for 14 years worked for Flight Safety teaching the Gulfstream -V and -550. At 74 I'm now part time and go to Long Beach, Ca about 5 days per month. However I keep a 1st class physical and do some contract flying in Gulfstreams. Cool stuff..Synthetic vision and lots of 21st century gizmos! So anyone for Golf or Boats, drinks included, come on down! Look for the Stars and Stripes not the Union Jack as this year I became an American citizen! **Andy Hudson.***

Captain Bob Santolla :

*I retired from American/ USAir August 10, 2018 after 37 years. I flew my last trip from Philadelphia to Rome and my wife Debie accompanied me. My last twelve years I was assigned international division and at last count I made over 1500 crossings of the North Atlantic. It was the most enjoyable flying to over 18 different cities in Europe. I was hired by USAir in 1981 and assigned the BAC-1-11 based in PIT. I upgraded to Captain in 1987 on the B-737 and then spent four years in the training department as a Check Airmen. I checked out on the B-767 and spent 16 years flying domestic and international. The last four years of my career I was assigned the Airbus 330 international. As I look back I can't believe how quickly the time has passed. I will spend time with my wife Debie (36 years) and our 6 grandchildren doing some traveling in our RV. We have our permanent residence in St. Augustine FL and our summer residence in Butler PA. I have two airplanes, Piper J-3 Cub and a Pitts S1T that I enjoy working on and flying. I want to thank Captains Jack Semenko and Tom Kessler who helped open the door for the Chautauqua Airline pilots who were hired by USAir. **Bob***

Captain John Davis:

*Still working seasonal as tax preparer for Jackson Hewitt. Getting less fun. Grandkids now 15 (Gabriella) and 17 (Blaise). With parental consent he could enlist in the military. Yikes! Wasn't it just last year we were leaving a snack for Santa? Competition for their time is intense but grateful we've had these many years with them. Our annual summer trip was to New York city. Other than a few airline overnights downtown, this was my first time to see the sights. We did the usual mix of the major attractions plus a show, Dear Evan Hanson. My favorite was the carrier Intrepid. We timed the Empire State Building to see day and night views. Pretty neat. On our return flight, Frontier posted three departure delays and then cancelled. Reaffirmed "If you have time to spare...." So, we drove back to Cincinnati, dropped kids, picked up our car at CVG and headed to LEX. Best to all, and try extra hard to make the October Soaring Eagles reunion in TPA. **John***

Captain Larry Schaefer:

*Well here it is Birthday time again, I will be 78 next week Sept. 2nd. I'm still on this side of the grass, still flying young kids thru the young eagle program in our local EAA chapter, 575 kids to date so far. I recently joined thousands of pilots on the basic med program. I still go to my long time AME and he gives me my physicals but I no longer have to deal with the FAA, if the good doctor says I can no longer fly then I'll hang up my wings but until then I'll keep on going. My wife Sharron and I have taken small short vacations one being the 3 mountain train rides in W.Va. two old steam locomotive trains and the other a diesel trip 4hr round trip up in the mountains. Next month we are going out west for a stay in Sedona then over to Williams to get on the Grand Canyon Railway up to the Grand Canyon, staying there at the Grand Canyon hotel then touring the various lookout sights that I have flown over so many times but never seen from the ground. My grandbaby Sara is a special needs child who can't walk or talk but she's growing beautifully and being told she would not live past 3 and is now 11 is a miracle in itself we just consider each day a blessing. My wife Sharron still is director of music at our church and is busy with her 3 choirs and a local concert series she started 9 years ago. **Larry***

Joe and Donna Kernan:

*Getting excited to see everyone at Tampa for the Soaring Eagles Reunion. I've n been busy along with Gerry Milburn and your board in making sure that we have a good turnout to hear Ed Colodny speak at the banquet. On a personal note, I'm fine, but Donna has had some health issues, aorta valve surgery early in 2017, and a coronary bypass ,followed by a near fatal encounter with aspirational pneumonia in July of 2017. Everything was fine until mid-July 2018 when a heart catheterization was done which indicated that the right coronary by-pass was now 100% blocked again. The good news is that the physician says were it not for the fact that she was having the aortic valve replaced in 2017, they would not have operated to do the coronary bypass. After the reunion we are planning a trip to Ireland so I can kiss the Blarney Stone to capture the Irish gift of gab that I must have missed. See you in Tampa, bring a friend. **Joe & Donna***

We need "Hospitality Suite Ambassadors". If you are willing to volunteer and serve please contact President John Davis, johndavislex@gmail.com Telephone: (859) 268-1004

My Hiring Story: Joe Henderson, Captain, A330, U•S Airways, Retired

Do you remember *your* hiring story—when and how you were hired by the airline? Each pilot's hiring story is as unique as each pilot. Here's mine. The "great airline pilot shortage" of 1966 was on, and I was a skinny twenty-three-year-old recent college graduate with about five hundred hours of total flight time. Additionally, I had about 250 hours of flight time as a flight instructor. Five days after graduation, I interviewed with United Airlines. In June 1966, UAL was hiring about thirty-five pilots every two weeks.

The interviewer couldn't figure out why I had five years of college with a BS in biology and a minor in chemistry. I replied, "I started flying at fifteen. I finished college so I could fly for United." Unfortunately (fortunately?), I didn't impress United. *If* I had gotten through the interview and the subsequent testing, I would have been sent to Clinton Aviation in Denver to get an instrument rating. *If* I had passed the instrument rating, UAL would have put me in the right seat of a DC-6 simulator. Then, *if* I had passed that, I would have gone back on the 727 flight engineer panel. And *if* I had passed the F/E training, I would have flown for United. It's easy now to look back and see that with my lack of confidence and experience, I would have "washed out" of the UAL program. Instead, my pilot friends strongly advised me to go back to my flying school (American Flyers in Ardmore, OK) to get both an instrument rating and additional experience. Once I got my instrument rating, I needed to find a flight instructor job. American Flyers had two hundred students and 19 flight instructors. I asked my long-time mentor and friend, J.J. Hamilton, director of training at Flyers, for a job. Having known me since I had started at the school in 1958, he hired me as a flight instructor.

Fast forward about a year. I had picked up an instrument instructor rating along with a total flying time of about 1,300 hours. The "biggie" experience factor came via two DC-3 trips I had as copilot to fly crews and mechanics around for the American Flyers non-sked airline. We operated Part 91 with an ATP DC-3 rated examiner as pilot in command. Every fifty hours of flight time, I would write letters to the airlines. Lake Central noticed the DC-3 copilot time on my application and sent me a telegram to interview for the July 5, 1967 pilot class. When flying from OKC to IND with a change of planes in STL, I was so "green" that I didn't even know what to tell the ticket agent in OKC when I showed up for my American Airlines 707 flight to STL! In fact, I even showed up an hour early at Lake Central's base in IND for the interview with VP Bob Collins because I didn't know about the time change! Bob Collins graciously asked me if I had flown "all the way from Oklahoma" for the interview. Imagine my delight when, after several questions and comments, he said, "I'm going to send you over to Harvey for hiring." That's how I wound up in Captain Harvey Goff's office in the basement of the Lake Central hangar in IND. Harvey looked over my application, and after several minutes of Q and A he said, "Well, I can put you in the class for July fifth, or we're thinking about having a pilot class in August. But I need to know today if you want in the class." I gulped and asked if I could call my present employer, American Flyers. I walked over to a payphone in the terminal building and called J.J. Hamilton. "J.J., they want me in the pilot class." He replied quickly and firmly, "Joe, get in the class!" I hesitated apologetically, knowing that I was giving him only seven days' notice to leave American Flyers. He repeated, "Joe, *get in the class!*" When I returned to Captain Goff's office to tell him that I would accept his offer, he said, "Good, that fills up the class!" Lake Central never had another pilot class. When I reported for training on July 5, 1967, about four others had slipped into the class, making our final total a class of nineteen.

I've often thought about these events with gratitude, because by the goodness and grace of God, along with the help of dear flying friends, I, an insecure and green "kid" who was in love with flying, got hired by the airlines!

SOARING EAGLES REUNION REGISTRATION FORM

****October 11, 2018 - Deadline****

Names of those attending 2018 REUNION _____

Registration Fee @\$25/per person (no fee for a surviving spouse): _____

Friday October 26, 4 PM – 6 PM Poolside Meet and Greet! Be our guest!

Enjoy Tapas and two complimentary beverages. Number Attending _____

Saturday, October 27th, 7:00 AM – 10:30 AM Breakfast

20% discount on the Buffet, or Breakfast menu. (tickets given at check-in)

08:00AM Depart hotel to Golf outing: Number Playing _____ Fees _____
\$135.00 golf fees must be paid and Received by Paul Sturpe by October 20th for the club count.

10:00 Bus departs for Tampa Aquarium tour: The Number attending _____
Aquarium tour fees are sponsored by your Soaring Eagles

7:30 – 10:30 PM “International Buffet” Chef’s choices around the globe. (two drinks included)

\$55.00 per person. Number attending : _____ TOTAL _____

Sunday, October 28th,

7:00 – 10:30 AM Breakfast

9:30AM Annual Membership Meeting

6:00PM - 10:00 PM Soaring Eagles Banquet \$55.00 each (price includes two drink tickets per person)

of Beef Tenderloin _____ @ \$55.00ea.

of Chicken Oscar _____ @ \$55.00ea.

of Grilled Mahi _____ @ \$55.00ea.

TOTAL: _____

TOTAL: ALL Reunion Registration Fees, Saturday and Sunday Banquets

TOTAL _____

Register with the Marriott PRIOR TO SEPTEMBER 1ST
TO GET LAST YEARS RATE OF \$115.00 PER NIGHT.
RATE INCREASES TO \$119.00 SEPTEMBER 2nd, 2018

Please print this form, fill it in and make your check payable to: “Soaring Eagles”

Mail to: Captain Paul Sturpe, Treasurer, 8860 Peninsula Dr, Terrell, NC 28682



WEBSITE ADDRESS: usairsoaringeagles.org

U•S Airways Soaring Eagles
Joe Kernan - Secretary
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