



Aerie News

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

November 2018

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(540) 263-1516

PRESIDENT'S MESSAGE

Captain Joe Kernan

joekernandc9@yahoo.com

Fellow Eagles, For those of you that attended the 42nd Annual Soaring Eagles Reunion, I need not tell you what a success it was. For those of you that were unable to be with us, you really missed a good one. We had 81 folks in attendance, and Ed Colodny spoke at the banquet Sunday night, and he was vintage Ed Colodny. He was joined by Seth & Diane Schofield which was an added bonus. These two men are respected and revered by nearly all of the employees that they led. As is all too apparent, once they left the company, things went downhill.

It was especially gratifying to me to see so many new faces, and faces that haven't attended a Reunion for awhile. Sitting at the front of the room during the Business Meeting and seeing our newest members, (mostly Flight Attendants), I'm convinced that our future is good. When you see The Soaring Eagles banner beside the Golden Wings banner, you'll understand why I say, " The Soaring Eagles are soaring into the future on Golden Wings."

Plans are already in the works for next years Reunion which will be held the weekend of Oct. 25, 26, and 27. Standby for a surprise announcement later regarding our guest speaker. While negotiating for a room rate for the 2019 Reunion, I was made aware that the room rate has held constant at \$115.00 per night for the last three years. In the past we have seen increases of two to four dollars per night year to year. This year the room rate will be \$119.00 per night and that rate will be honored up until September 1, 2019. Watch for frequent Reunion updates as we get into the new year.

During the business meeting, I promised if elected to give 100 percent to the Soaring Eagles. Hold me to that promise. Heritage, legacy, family,

Joe

(828) 478-1133

TREASURER'S MESSAGE

Captain Paul Sturpe

Sturpe@charter.net

*As I write this Suzanne and I have just returned from the Soaring Eagles reunion in Tampa. What a great get together. If you were not there you missed a good one! I'm sure some of the other officers will be writing more about the details. Suzanne and I were pleased to be on the winning golf team this year with partners Doris Metzger and Rodney Neibauer, defeating the team of Seth Schofield, Diane Schofield, Patte Garofolo, Al Mondell and Joe Kernan. It was a great course with beautiful homes and wildlife just off the fairways. **I would be remiss as Treasurer if I didn't remind you that your dues for 2019 will be due in January.** This is a recent change from the old requirement of being due on your birthday. But if you somehow forgot about the change or didn't hear about the change, we will still happily accept your 2018 dues. Don't forget to send a note anytime telling us what you have been up to. We always enjoy adding your latest news to the Aerie.*

SECRETARY'S MESSAGE

(386) 265-5576

Captain Gerald Milburn

gmilburn1@cfl.rr.com

I regret I could not attend the reunion but physical issues prevented it. I want to thank everyone for coming and participating. All indications reflect a great reunion. Our two favorite Chairmen were attending. Mr. Colodny was our guest speaker and obviously he enjoyed the admiration of his friends and co-workers. The room was full of good will and good feeling. Mr. Colodny was honored with a Commission as a Kentucky Colonel from the Governor of Kentucky. This same recognition was given Chairman Schofield earlier in the year. Two Colonels in one year, now they can grow a goatee and wear a white suit. Our Flight Attendant members were welcomed and received their Soaring Eagles pins from Mr. Colodny with lots of photographs. Mr. Colodny and Mr. Schofield had a great time renewing old friendships and honoring our Flight Attendant members. I am happy you elected a solid Board of Directors who will work to benefit the Soaring Eagles.

SECOND VICE PRESIDENT

Flight Attendant Judy Schmidt Colbath

I want to thank everyone who attended the reunion in Tampa. We had a great time and the Flight Attendant members were welcomed by the Golden Wings Banner and a special pin ceremony from Mr. Colodny. We need to encourage all of our Flight Attendant friends to join the Soaring Eagles and participate. It is a great group and a wonderful way to maintain our friendships. Let's work to continue the legacy of USAir.

CHAIRMAN'S VIEW

Seth "Butch" Schofield

*Just returned from the recent Soaring Eagles Reunion and once again had a wonderful visit with fellow employees and long time friends. I will look forward to attend next year to once again enjoy our collective heritage and fond memories. Mark your Calendars now! to attend next year. **Seth "Butch" Schofield***

CHAIRMAN'S VIEW

Edwin I. Colodny

*The Eagles really SOARED last week! It was an honor to be part of the gathering which does so much to carry on the legacy of All American, Allegheny and all the rest. And there was a bonus for me--Seth Schofield at the banquet. Be in good health to continue your strong leadership of the group. **Ed***

FLOWN WEST



Captain Michael J. Solensky:

Age 79, of Treasure Lake, DuBois, PA died on Tuesday, October 30, 2018 at Penn Highlands DuBois. Born on October 9, 1939 in Philipsburg, PA, he was the son of the late Michael J. and Rose (Kauczka) Solensky, Sr. Michael was a veteran of the United States Navy. He was a retired pilot from USAir, where he served as captain. He was an active member of the Pennsylvania Wildlife Habitat Unlimited and a member of St. Catherine of Siena Roman Catholic Church. He was also a member of the Soaring Eagles of USAirways, was an avid outdoorsman and enjoyed hunting, fishing and woodworking. Michael is survived by 2 loving children Laura and Jeffrey and his special friend and faithful companion, Carol Beegle. He is also survived by a sister, Rosemary Moore. He was preceded in death by his sister (Genevieve Solensky) and brother (Jerome Solensky). Visitation will be held on Friday, November 2, 2018 from 2-4 & 6-8 PM at the Baronick Funeral Home & Crematorium, Inc. A Mass of Christian Burial will be celebrated on Saturday, November 3, 2018 at 10 AM from St. Catherine of Siena Roman Catholic Church with Msgr. Richard Siefer as celebrant. Burial will be in Sacred Heart Cemetery in Brisbin, PA. Memorials may be placed with Pennsylvania Wildlife Habitat Unlimited, 7760 Bennett's Valley Highway, P.O. Box 851, DuBois, PA 15801

Captain Dan Clark 1935 - 2018:

Dan passed away Wednesday October 11th, 2018. Services will be held at Lucas Funeral home in Hurst, TX 11:00 AM Saturday October 20th, 2018. Dan began his professional life in the Marine Corps then was hired by Braniff Airline in 1967. Post Braniff found Dan at Piedmont Airline then USAir following the merger. Dan Retired in 1995 and was living in Bedford, TX with his wife Trudy. Dan was 83 years old.

Captain Steve Evans:

Steve Evans age 77, of Providence Point, formerly of Mt. Lebanon on Monday, August 27, 2018 after a prolonged illness. Born on December 30, 1940 in Rochester, MN, the son of the late Raymond and Hazel Evans. He married Barbara Lou Erickson in 1963 and joined the US Navy becoming an officer and pilot. Steve went to work as a pilot for Mohawk Airlines, eventually settling in Pittsburgh when Allegheny Airlines (which became US Airways) purchased his employer. Beside his wife, Barbara and sons Mark, Eric and Christopher, Steve is survived by nine grandchildren. Burial will be private in the National Cemetery of The Alleghenies. A Memorial Service was held on Friday August 31 at 11:00 a.m., at Providence Point, Pittsburgh, PA. In lieu of flowers, the family asks that Memorial Contributions be directed to www.kidney.org.

Captain George Purcell:

Passed away in August. George was a Braniff, Piedmont, USAir pilot. He had an interesting and fortunate career. No other information.

Captain Rich Gutierrez:

Rich Gutierrez died in April 2018. He was living in Hampton New Hampshire. No other information.

Captain Harvey Horowitz:

Captain Harvey Horowitz passed away in July, 2018. No other information.

Captain Carl E. Halasy:

Born October 13, 1927 in Cleveland, Ohio, deceased August 21, 2018 in Maryville, TN. Devoted husband to Donna Lynn Halasy (Keeble) of Maryville, TN. Beloved father of 8 children and 9 grandchildren. World War II Veteran of the U.S. Navy and retired USAir airline pilot. To go west, my friend, is a trip we all must take for a final check. Go with God and soar with the angels. We miss you. Ceremony to honor life was held at 10:00 a.m. on Friday, August 24, 2018 at Smith's East Chapel.

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. Served 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 Richard Moran:

Virginia Beach - Richard "Dick" Moran, 69, died in his home on September 13, 2018 in Virginia Beach, VA after a courageous battle with melanoma cancer. Dick was born on February 16, 1949 in Rockville Centre, NY to his parents, William and Harriet Moran.

Captain James "Jim" Ray Garner:

Jim Garner 71, resident of High Point, died September 23, 2018 in Winston-Salem. Jim was born November 20, 1946 in Moore County, N.C., a son to the late Kenny and Emma Comer Garner. He was a veteran of the U.S. Air Force, and after attending Embry Riddle Aeronautical University, he worked many years as a commercial airline pilot with Piedmont Airlines then US Airways. He was also a graduate of North Carolina State University. In 1974, he married the former Margaret (Meg) Davis, and, in 1983 they moved to High Point.

Captain Don Rhynalds 12 February 1932 - October 21, 2018:

Don passed away peacefully October 21st at 4:40 pm in his home. There was a celebration of life at the Rhynalds farm, 5350 Savannah Branch Road, Bealton, VA. Friday October 26th from 5 PM until 9 PM. Don is survived by his wife Diane and sons Captain Tim Rhynalds and Captain Bill Rhynalds.

Captain Paul Joseph Abeln:

On October 26, 2018. Breinigsville, PA formerly of Southampton, NJ. Age 79. Beloved husband of Penny (nee Prendergast), father of Paul James, Patricia McGrainer-Iorio (Mark) and Jennifer Elwell (Charles). brother of the late James (Survived by his sister-in-law Lorraine). Grandfather of Jocelyn (Brian), Caitlin (Brett), Nicole (Scott), Alex and Paul Christopher. Great grandfather of Jaxon, Avery and Harper. Paul served proudly in the US Air Force over 28 years and after his service he continued to fly for USAir. He enjoyed playing golf but most of all he cherished the time he spent with his family. Relatives and friends are invited to his visitation on Thursday November 1st from 10 to 11:30 AM at The Parish of St. Isidore the Farmer- Church of the Assumption, 28 Monmouth Rd., Wrightstown, NJ 08562. Interment Brigadier Gen. W. C. Doyle Veteran Cemetery, Wrightstown, NJ. In lieu of flowers, memorial donations may be made in Paul's memory through In Memory Of for the benefit of the Yellow Ribbon Club or the Wounded Warrior Project.

Captain Rod Hoesman:

Captain Rod Hoesman Braniff/USAir passed away in early October as a result of Pancreatic Cancer. Rod is survived by his wife Diana, son Clark and daughter Michelle. All live in Austin TX.

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
John McCarthy
Judith Schmidt
Sali Burgard Dunkel

"Soaring Eagles Condolence Fund" Mail to:
Captain Paul Sturpe, Treasurer, 8860 Peninsula Drive, Terrell, NC 28682

"Soaring Eagles Write"

Flight Attendant Blair Carter:

*Blair remembers her first trip with Allegheny. Captain Joe Rahl and First Officer Jim McCoy out of DCA to MDT and return. Blair entered the cockpit to give them her employee number which was 3333. The two were silent for a bit then McCoy slapped his pencil against his clipboard and said "I asked for your employee number not your measurements". Well, in tears she insisted that was her employee number. When they got back to Washington Blair went to see her supervisor, Harriet Marsh and asked her if she could get a new employee number. Harriet asked why. Blair told her what happened and Harriet asked who the crew was. Blair told her the Captain was Joe Rahl and the First Officer was Jim McCoy. She said "Blair you will come to love those two". Boy, was she ever right. **Blair***

Captain Gerald Milburn:

*I remember, as a new First Officer, a Lake Central Nord 262 trip IND to SBN with Captain Larry Schmidt. Departed runway 04 at IND and about 400 feet the tower advised we had a steady stream of fuel coming out the top of the right wing. Captain Schmidt pushed the feather button and the right engine feathered immediately. Right turn, a 400 and 1 circle back to runway 31. We landed and taxied to the gate. Short trip, follow up showed the over wing fuel cap had not been properly seated and as soon as we generated lift it began sucking out fuel at a rapid rate. I had the opportunity to fly with and work beside Captain Larry Schmidt for many years after that incident. **GM***

Flight Attendant Peggy Payton Crocker:

*"I was called out of graduation to fly an extra section. The Vice President of Allegheny Airline was on the flight". During my first month we lost all hydraulics and had to return to PIT. The crew looked like they had a shower. Great CLE crew. **Peggy***

Captain Fred Badaracco:

*Maggie retired last February with 40+ years at Piedmont/USAir/American. We spend winters at our home in Palm City and a few months in the summer in Reading PA. Retirement agrees with us. **Fred and Maggie***

Captain Bill Knobloch:

*Thanks Gerry for keeping the news going for us all. Candace and I are living in Sun City Summerlin, Las Vegas, NV. Both of us doing very well health wise and in the words of Navy gallows humor, we are still vertical, thank you. This November I will be retired 23 years after flying 767 to Europe. I went back to earth one year early when it was age 60 FAA mandated. It has been busy for both us and living in Las Vegas and till now is the best kept secret for quality of life. Candace vested in PSA retirement and left to raise her daughter while also starting a business for major company's health care brokerage. Now working as founder for a non profit educating at risk elementary school kids for proper nutrition. Considering we both started at PSA and ended up where we are now; "What a ride." Thanks again from all of us. Bill, Captain PSA, USAir. **Bill***

Captain Joseph Hall:

*What a time! I broke my ankle in NY, flew to So. Cal and then "Delta'd my way back to Panama City. Hit a deer at midnight exiting the airport. Wait there's more: We evacuated before Hurricane Michael off of Cape San Blas/Port St Joe to Hattiesburg then Jacksonville. My ankle didn't heal so they rebroke it. Hopefully we'll get back into our home in a couple of weeks. It's all UP from here. Cheers to all. **Joe and Carol Hall***

Captain John Gainey:

*Hello Captain Milburn Just a quick update to share. I took a flying job based in the Sacramento area flying a G550 for Dynamic Healthcare Solutions on June 1, 2018. The aircraft is based at Mather/KMHR. My wife Dianna and I bought a small townhouse in Fair Oaks, CA. This is my first time to live in California and the state income tax alone is outrageous but there is a lot of great wine not too far away in Napa and Sonoma. Not too sure how these two are connected. Perhaps it is the reflection that, for this old east Texas country boy, it makes paying the taxes a little easier to swallow. Warm regards, **John Gainey***

Captain Dave Hutchins:

*Donna and I are both happy and in good health. The biggest adjustment for both of us 5 years into retirement has been learning to enjoy one another 24/7. It seems to be working pretty well. However, there are still moments when we wish the ringing phone is crew scheduling looking for coverage. I'm sure many of you have experienced the same situation. That said, we enjoy each others company more than ever, so I guess we're on the right track. We've managed to travel a bit, care for parents whose time was running out and help family members who needed our assistance. Retirement hasn't been what we imagined before the bankruptcies but we've dealt with the changing expectations and prospered because of them. I'm still fishing when the weather is agreeable and constantly upgrading our home which is a 5 minute walk to the ocean. Donna, likewise keeps busy. I hope to get to one of our annual reunions and rub shoulders with the fine men and women who had so much impact on my own career. It was a great privilege and honor to fly for US Air and also a great deal of fun! Best wishes, **Dave Hutchins***

Captain Tony Bruno:

*We are fully settled in Kitty Hawk NC but Sheri and I are still both working out of Philly/Wilmington. We have survived a couple of hurricanes, although our boat got loose and wound up in a neighbor's yard during Michael. A bunch of neighbors helped get it out with no damage. Sheri is still doing trans-Atlantic, starting her 40th year. I went part-time with Flight Safety in February, so I could fly more. I'm flying the Gulfstream 650 for a variety of companies with a couple of recent trips to South America and a couple to Anchorage. Also flying a Pilatus for a private owner in Virginia to a nice range of destinations including TEB, MDW and Grand Cayman. We also fly it into a little private 50' wide strip here in the Outer Banks. Challenging and fun. We are always happy to have visitors here in Kitty Hawk! **Tony & Sheri Bruno***

Captain Dave Johnson:

*Just got back from the meeting in Tampa. Great to see some of those I used to fly with. Great Hotel and location. Back to the horse rescue ranch tomorrow. The horses will be waiting for me. **Dave Johnson***

Captain Ron Metzger:

Hi Gerry. Ron and I enjoyed the Reunion very much. We missed you and hope you are doing better. Not much News from us. We are enjoying our little Condo in Venice. We have a beautiful Pool and a great Exercise facility that we use 2 to 3times a week and the Pool is a good workout for Ron. I get to play Golf once a week and am trying to improve. The Reunion was nice, because we had some Flight Attendants and a few new younger faces. We are hoping they will get some more young blood to come in the future, all the best for you, **Ron and Doris.**

Captain John Igoe:

I've been out on LTD since June 2015, fighting the effects of what is being treated as various symptoms of several autoimmune diseases. Several medicines, that lessen some of the symptoms prevent me from obtaining a first class medical. I won't turn 65 until June 2024, so I remain forever hopeful that I can return for a proper retirement. I miss all my colleagues from the A330 international operation, and secondly the paella in Barcelona. My best wishes to all who read this, especially to my classmates of 12/16/1985, the first B scale class at USAir. Great health and good spirits to all. **John F. Igoe Jr.**

Captain Doug Rice:

It has been some time since I have written so there is some catching up to do. I had the honor of flying the final flight of US Airways. With coordination through dispatch, we operated with the All American Airways call sign. Thinking about those who paved the way for all of us, from flying the mail through wide body 767's to international destinations, was thought provoking and heartening. Having Mr. Colodny on board the final flight was just icing on the cake. On the personal side, I have less than 2 years to retirement. Having already spent over 40 years as an airline pilot has been amazing. I have been enjoying flying the 321T on the transcon to JFK. It is amazing what happens to the performance of an airplane when you take 16,000 lbs. of payload off. It almost performs like a real aircraft. While traveling is what we do for a living, I look forward to traveling a bit more slowly in the future. Those plans have already seen trips up the Rhein, down the Danube, over the top of Iceland to Greenland, and above the North Cape into Murmansk and Archangel, Russia. The future plans include New Zealand, Australia, Portugal, Spain and Switzerland (yes, it's hard to cruise the Alps) and possibly a side trip to South Africa. Who knows but so long as my health holds I plan on continuing exploring our world. **Doug**

Captain Eric Paul:

Hard to believe nearly 15 years have passed since I retired. I'm flying for fun these days in a '60 Comanche 250 I've owned for 51 years. If I can find a cemetery willing, I'll use it as my headstone. I live in TX but my airplane is based in southern California where I grew up. My old airplane partner has made up a list of all the airports in the southwest with restaurants, their hours etc. Our job is to frequent each one. So far we've saturated southern California and are now branching out into Nevada, Arizona and Utah. Texas will come next. Being a former Braniff guy, I belonged to three pilot retirement clubs, Braniff, Piedmont and US Air. Sadly the Braniff International Silver Eagles have called it quits after 50 plus years in business. It's been 36 years since the bankruptcy and new faces were hard to find for their board seats so they elected to go out of business. The final Braniff annual fly-in reunion held on Memorial day 2018 at the Denton TX airport drew about 400. Sad that I won't be seeing many of those gentleman I once shared a cockpit with. I feel like a dinosaur now that my favorite airplane (727) are mostly in scrap yards or museums. I flew that airplane for 22 years in all three seats at three different airlines. If I won the lottery I'd buy one just for chasing down very expensive hamburgers. I remember fondly sitting in brand new 727's as late as 1980. I hope you're all enjoying your retirement. **Eric Paul**

Your update should be here

All American Stinson

I began trying as, presented in my power point show, to restore a Stinson from 1984-1989 with the help of Toby West and the '49ers alive at that time. Ed Colodny wanted to see it happen, but the Company just couldn't do it at the time. Dale Gustafson was instrumental helping us figure out what it would cost to buy a flying example and repaint it in AAA Colors. We would have needed a spare engine to campaign it for a year and estimated it would cost about 1.5M to pull it off.

Several years ago, Scott Woods who is a realtor in the Bay Area of SFO had heard about me and told me he had one of the originals s/n 5829-3 and I had all that information including the original NC18496. The airplane had been to Central America and Mexico since AAA and had been modified with a bigger engine and smooth cowl like the military version V-77 and the N number was now N3BU. We own it as N3BU, but the owner of N18496 is willing to let us have the number should we start a serious restoration. Gerry Milburn got me all the information about the airplane from the FAA while he was out there, so this bird is documented well except for aircraft and engine logs. I have a radio controlled model of the airplane that I showed in my presentation at the Soaring Eagles reunion with this same registration. The fellow who built it brought it to all the '49ers meetings I attended and when they had their last meeting, I contacted him and dogged him for about three years when he finally gave in and donated it.

I knew the surviving '49ers and called Kip Barraclough to see if he would interview with Scott. Kip did and Scott got really serious about the idea of restoring it. I helped him get documentation and stories about the '49ers. I didn't know Scott also had an SR-9 being restored by Rare. As the -9 got closer to flying, Scott decided to sell the Stinson and tried for 2 years without success. I then saw him offering it on Barnstormers for \$45,000.00 and in the ad he said he would donate it to his favorite museum if he had no takers. I had his cell on mine and I called and asked him if I was still his favorite museum. He said yes, go to Faribault and get it. I had been talking to Mike Solensky (Sad he just passed yesterday) and Mike sent me a thousand buck check and told me to go get it which I did. My museum operates on a shoestring and we've tried various things like GoFundMe where a fundraiser still exists, but needs updated. I have Gary Ell on the East Coast who still works for Magellan Aerospace (Formerly All American Engineering) who would approach the Company and perhaps get them interested. I know there is some Pick-up equipment to be found if we look hard enough so if by some happenstance, the Soaring Eagles wanted to participate.

If I had my way, I would take this airplane right back to Rare Aircraft in Minnesota where I picked it up and let them do the restoration. It almost scares me to think what it would cost though. I know Butch and Ed would both like to see this thing happen and I know this group could make it happen if they decide to help. There are all kinds of ways such as that minimum distribution every year and wills, trusts or other vehicles. The museum is a 501c3 corporation registered in Ohio. I am one of the Founding Members and treasurer of the Organization.

*Every time I'm in the hangar with the Stinson, I can feel Toby, Frank Petee, Vic Yesulaites, Johnny Harkin, Kip Barraclough and all the others looking over my shoulder. Before Toby died, He asked me to mention his name in any restoration effort because we (Jim Thompson and I) along with Toby worked that 5 years trying to make things happen. We were together at SCE the 1984 Air Mail Flyers Fly-in. **Charlie Pyles***



Secretary Joe Kernan, Ed Colodny, Colonel Seth Schofield, Colonel Frank Burns award Mr. Colodny his Commission as a Kentucky Colonel. Congratulations Mr. Colodny.

WEBSITE ADDRESS: usairsoaringeagles.org

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