



Aerie News

The Eagles Aerie News of the *USAir* Soaring Eagles

First Quarter 2019

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President	Joe Kernan
1 st V P	Dan Friel
2 nd V P	Judy Schmidt
Treasurer	Paul Sturpe
Secretary	Gerald Milburn
Past President	John Davis

PRESIDENT'S MESSAGE

(540) 263-1516

Captain Joe Kernan

joekernandc9@yahoo.com

Fellow Soaring Eagles: By now everyone should have received their beautiful *USAir* Soaring Eagles membership cards. The project began in earnest shortly after the Tampa reunion was concluded, but the idea had been germinating since mid-October. I want to take this opportunity to thank a number of folks that were instrumental in the success of the project. Early on Charlie "Gomer" Pyles, Gerry Milburn, and I worked on the overall design of the card. The Eagles Board was quick to endorse the project, and Gerry Milburn and Paul Sturpe worked tirelessly in co-ordinating with the card manufacturer, and the company that embossed the cards to complete the project. After the cards were shipped to me, my wife Donna and I took about a day to affix address labels to the envelopes, insert the cards and mail them. Actually we enjoyed it, and wish we could have seen the member's reactions on receipt of the cards. This was truly a team effort, and demonstrates what can be done when everyone pulls together. After mailing nearly 600 cards, only a half a dozen were returned for incorrect addresses. Some we were able to correct and resend, but there are some members listed on the website whose addresses are not correct. If you change your address with the Post Office please change your address with Gerry Milburn. Doing so will make our job so much easier. Last year was one of our better recruiting years. We welcomed thirteen new Flight Attendant members and three new Pilot members to the Soaring Eagles Family. It was a special treat to witness the new members receive their lapel pins from Mr. Colodny. Our Second Vice President Judy Schmidt, along with Captain Jack Semenko are responsible for most of the recruiting success, and we hope they will continue the effort. I urge all of our newest members to reach out to folks in your circle of friends to join the Soaring Eagles so that we can continue to be a viable organization continuing to preserve the Legacy, and Heritage of the Airline that we all helped to build. Come to think of it I urge all members to reach out to at least one other person and urge them to join the Soaring Eagles and if they are members to join us in Tampa at the Reunion. It is never too early to make plans for the 2019 Soaring Eagle's Reunion to be held at Tampa Westshore Marriott October 25, 26, 27. The 2018 Reunion was great success, and the 2019 Reunion has the potential to be even better. If some of the things that I have in mind pan out, I guarantee that those who attend will not be disappointed. I urge all members to try in get in the habit of checking the website frequently for the latest news, and Reunion updates. usairsoaringeagles.org **Joe Kernan**

(828) 478-1133

TREASURER'S MESSAGE

Captain Paul Sturpe

Sturpe@gmail.com

I'm writing this in early January. Dues checks and PayPal payments are coming in. Yes I said PayPal payments. If you haven't heard before we can now accept PayPal for your dues. Have PayPal send them to SoaringEaglesTreas@gmail.com (not case sensitive.) We still have a few members who are sending checks to our former Treasurers. In some cases this is because the members have their banks programed to send their checks automatically on a certain date. If you are one of those please remember to have your bank change the mailing address to: Soaring Eagles, 8860 Peninsula Dr, Terrell, NC 28682. Captain Leefe gets a little upset when he has to spend 50 cents (soon to be 55 cents) to forward those payments to me but he is too nice to ask for reimbursement! Just kidding Bill. I hope you all had a nice holiday season and I hope to see some new faces along with the familiar faces at the reunion this year. So long until next quarter. Paul Sturpe, Treasurer

(386) 265-5576

SECRETARY'S MESSAGE

Captain Gerald Milburn

gmilburn1@cfl.rr.com

Thanks to everyone for renewing memberships and continuing your support of the Soaring Eagles of **USAir**. This issue of the Aerie has a new section we are calling "**Hangar Flying**". It was a suggestion of Captain Sharon Menear and so far we have been able to get stories from members with unusual, and interesting content. We will continue to present this section if you will continue to support it. I also hope you enjoy your new membership cards. This card is a project the Board and Board Advisors felt strongly about pursuing in an effort to recognize the members who are supporting our Soaring Eagles and helping maintain the legacy of a great group of people who built a great airline company, **USAir**.

SECOND VICE PRESIDENT

Flight Attendant Judy Schmidt Colbath

Soaring Eagle Members: I am so proud to write to you as a full-fledged member of the Soaring Eagles Board. I am not just a token female member of the Board but an active fully engaged officer. The recent reunion was a success on several levels, and my election to 2nd Vice President of course was a highlight for me personally. The other exciting aspect of the reunion was watching as twelve of my sister members; formerly Golden Wings members received their Soaring Eagle Lapel pins from none other than Mr. Colodny. Opening the membership in the Soaring Eagles to Flight Attendants was not just an empty gesture, but rather recognizes the substantial contribution that the flight attendants made to **USAir** and its constituent Airlines. I urge all of the flight attendants that have not yet joined, go to the Soaring Eagles website and download an application. If you have difficulty doing that we can send you an application. I look forward to seeing all of you at the 2019 Soaring Eagles Reunion in Tampa. October 25, 26 and 27. It should be a great time if last year is any indication. **Judy (Schmidt) Colbath**

CHAIRMAN - BOARD ADVISOR'S VIEW

Seth "Butch" Schofield

Really like our new Soaring Eagles ID card! Perfect reminder of our heritage! Looking forward to seeing everyone in Tampa in October. **Butch**

USAir Soaring Eagles Website available with current daily information.

usairsoaringeagles.org

Our New “HANGAR FLYING” Section

Captain Jim Gaveraux writes: On landing at Ogdensburg, N.Y., with passengers there were no agents, the doors were locked, etc. Tough one to explain. The passengers remained in Ogdensburg. We took off. Strange. **Jim G.**

Captain Fred Deckwitz writes:

This occurred in the 60s – Fred, a former Flight Attendant for Pan American, had just been made Captsain at Mohawk and flew the Convair 240 and 440 JFK – ALB – JFK, mostly VFR. Approaching Long Island from the north it was procedure to call in overhead the Creedmore State Hospital about 9 mles north of Idewild at which time he was told to proceed overhead the JFK tower and he would be given a sequence at that time (everybody lined up for landing on 31 Right). He makes his requested call and the tower says Mohawk do you see the Speedbird (the Britts) Answer: yes I do. Mohawk do you see the Cli[pper (Pan Am) Answer: yes I do. OK you are in between, that is your sequence. On a second look it just seems to Fred there is not enough room between the two and he states so, then the towering voice of the Clipper Captain comes on the air: “Freddy baby, there is plenty of room for you because you are one of us now.” Another cup of coffee Captain? **Fred**

Captain Tom Kreamer: Flying on a North Track over Greenland en-route to London we felt as if we were in the middle of the Northern Lights. **Tom**

BAC 1-11 Training: This story was told to me by Captain Jim Simmons who was a commuting roommate of Frank Burns and myself for a time in PIT. Jim said Mohawk was bringing the BAC 1-11 online but had not acquired their flight simulator yet. Jim was a Fairchild FH-227 check airman and was in the process of becoming a BAC 1-11 Check Airman. He was assigned to occupy the jump seat and observe training being conducted by Captain Barney Fairbanks for Mohawk’s number one seniority pilot, Captain Robert “Bob” Hancock. Following a series of warmup maneuvers Captain Fairbanks began demonstrating stall approaches and the complicated stall warning systems in the BAC 1-11. They were at altitude on top of an overcast when the airplane actually entered a stall condition. Fortunately for them the airplane rolled over and entered a sort of split “S” maneuver. They came out the bottom of a 2500’ overcast, basically upright and approaching 400 Knots. Power levers at flight idle, “VERY” straight and level for a few miles until the airplane finally slowed down. In the range of 250 Knots Captain Fairbanks set enough power to maintain a normal speed. Jim says there was absolute disbelief and total silence in the cockpit. Captain Hancock finally broke the silence when he turned and said “Barney, how many of those do I have to do?” Bob Hancock was a class act. As told to **Gerry Milburn**

Captain Ed “Buddy” Counts Update: When the **USAir** and Piedmont merger process started I was the on-site merge coordinator for the flight department Mirror Image Project. One of the first people I met in Winston-Salem was Captain Buddy Counts. He introduced himself and promptly said he would help me any way he could. We became lifelong friends. Buddy, later on, introduced me to his wife Connie who was an International Flight Attendant and his eight year old son Zach. Zach has always been a focused young man who grew up and graduated from the Air Force Academy. Following his very interesting active duty service Zach is now Major Zach Counts, F-16 Instructor in the South Carolina Air Guard. Zach is also a Delta First Officer on the A-320. Buddy would be so proud of Zach but unfortunately Buddy passed away some 7 years ago from Pancreatic cancer and never got to see Zach embark on his airline career. So many of our people have great stories and we would really like to make them available. **Gerry M**

N655US Boeing 767-200ER, The "Edwin I. Colodny"



*This **USAir** airplane has lots of interesting history. A **USAir** Boeing 767-200ER, Mfg Serial No. VE151, GE CF-6 Engines, MTOW 354,000# registration N655US. This was the "Edwin I. Colodny". The airplane rolled out of Boeing's Everett Washington paint shop at 09:30 July 24, 1991, Customer acceptance test flight July 29, 1991, Purchase Conference July 30, 1991 and ferry flight home July 31, 1991. The ferry crew was Captain Bob Knapp and Captain Phillip Beeson. Flight Attendants Connie Counts, Jackie Thurman, Rose Miller, Dana Knapp and Patricia Stephens. Passengers were Mr. Colodny, his wife Nancy, his daughter Elizabeth, his sons Mark and David, Vice President Pat Goldman, Mr. Goldman, Betty Jo Knapp, Gerry Milburn and several dignitaries. Everyone shined with pride for Mr. Colodny and this beautiful airplane. The airplane has lots of **USAir** history and is a wonderful part of our **USAir** heritage.*

Captain Robert (Bob) Thompson:

I graduated from College in 1953 and served 2 years as a 2nd Lieutenant at Fort Dix, NJ, while there I became aware of the Air National Guard unit at McGuire AFB next to Fort Dix. When my 2 years were finished I transferred to the NJANG to go to USAF Pilot Training under the ANG program. I achieved my Life long dream of flying when I received my USAF Wings in April 1957 and returned to New Jersey and McGuire AFB where I trained in the North American F-86-E, which I flew for about 5 months. In the fall of 1957 the NJANG began receiving Republic F-84-F's and once again I trained in and transitioned into the F-84-F. While working as a salesman for a saw and machine distributor I continued my aviation career by flying on weekends as a member of the 108th Tactical Fighter Wing of the NJANG. By 1961 world tension was building with the Berlin Wall being built by Russia and the Communist East Germany and in September 1961 the NJANG and many other National Guard units Country wide were recalled to active duty. We received orders to prepare to deploy to a closed

USAF base in Chaumont, France. Although we were qualified to fly air to air refueling missions we would be routed from McGuire AFB to Harmon Air Base in Newfoundland, Canada, then on the Lajes AB in the Azores to Moron AB in Seville Spain to Chaumont in France, our F-84-F's were all fitted with 430 gallon drop tanks in place of the 230 gallon tanks that were on the aircraft at that time to give us the necessary range to fly these long legs. Our mission in France would be Ground attack supporting NATO. In addition to the F-86-H units several ANG units from around the Country would fly to Europe, with their much shorter range they would go from Maine to Harmon AB, to Iceland, on the England and on to France. Their mission would be Air to Air superiority. The Operation was called Operation Stair Step, leg from Harmon AB to Lajes AB was something over 1400 nautical miles, depending on direction of take off at Harmon and landing at Lajes, well beyond the range of the F-84-F's, leaving the F-84's with very little or zero fuel at the Azores, even with 430 gallon tanks. The Air Force consequently decided that the leg from Harmon to Lajes would require a minimum tail wind component of 15 knots with forecast weather at Lajes AB to be 2000 feet and 2 miles or better. Also to marginally increase the fuel capacity of the F-84's 430 gallon drop tanks the ANG maintenance people built several ramps about 2 feet high to be used at Harmon AB, each F-84-F would be towed up on to the ramp, leaving the nose gear wheels on the ground, thus raising the 430 gallon drop tank level with the fuel filler cap now about 2 feet higher and level. This allowed about an extra 50 gallons per drop tank to be put in the tanks. In addition, each flight of four F-84-Fs would be towed with the pilot in the cockpit into take off position on the runway and be started there. On 29 October 1961 the 141 Tactical Fighter Squadron of the NJANG departed McGuire AFB on a 1100 nautical mile leg to for Harmon AB in Newfoundland with Brigadier General Donald Strait the Commander of the NJANG leading, the Squadron Commander was leading the second flight and the Operations Officer led the third flight, I was element lead in the 3rd flight, the 11th man in the deployment. Upon landing at Harmon AB in 1500 feet overcast. I was struck by the apparent desolation of the area around the base. Harmon AB was of course used as a stop over for A/C being flown to Europe as well as returning flights. We attended several briefings over the next 2 days on procedures, rescue capabilities, separation of each four A/C flights etc as we rose every morning began our preparation to man our A/C as we watched the weather until we would be canceled and return to our room in the BOQ's, Bachelor Officer Quarters. Finally on 1 November 1961 we were told we had the necessary weather and wind conditions and began to prepare to launch the A/C, we were all to be dressed in rubberized exposure suits, which required 2-3 men to help each pilot don his suit. Each flight of 4 A/C was towed into T/O position and departed, about 10 minutes apart into an overcast sky with about 2 miles visibility in light drizzle. Each flight of 4 would join up under the cloud deck and turn about 150 degrees to the left and began to climb to 30,000 feet, our final altitude. After about 25-30 minutes or so the SAC KC-35's flying the route as weather A/C determined that the winds at altitude were not 15 knots of tail wind but were 12-15 knots of headwinds, after several more minutes the Air Force decided to order a return to Harmon AB, those flights that had passed the point of no return, including my flight of 4 and about 5 other flights. We were told to begin a slow cruise climb to a higher altitude in hopes to decrease our fuel consumption, which we did. After a slow climb we eventually reached 33,700 feet with our fuel flows now showing 200-300 pounds per hour less. After about another hour and thirty minutes the lead flight was approaching the Azores and Lajes AB and began a slow reduced power descent as they began taking separation of about 500 feet in trail. We 4 in the 3rd flight decided we would stay a little higher than normal until we were closed into the runway at Lajes AB. Fortunately the weather was perfect, clear skies with 10 mile visibility or more and light winds, allowing us to land straight in to the runway. After landing we had about a 2 mile taxi back to the very large parking ramp where would park our A/C, a few A/C ran out of fuel and the engine died as they taxied, my wing man being one of them. Wing men always used more fuel in a formation, one pilot flamed out about 1 mile from the runway but had stayed high until he did and managed to land dead stick successfully; I shut down the J-65 engine on my A/C with just under 400 pounds of fuel on the fuel gauges; much too close. Those pilots landing at Lajes that day, there were 24-30 as I remember remained over night in a BOQ at Lajes that night and departed the next morning under sunny skies and warm temperatures for the 1000 mile leg to Moron AB in Seville, Spain. Again, we stayed the night at Moron AB and departed the next morning on our final 1000 mile leg to Chaumont AB, France, the weather requires a TACAN penetration descent and a GCA to landing in a 500 foot overcast sky with 2 mile visibility in light drizzle, little did we know this type of weather would be the norm for most of our stay in France. We did not fly again for several days as maintenance did major post flight checks on all the A/C

as they arrived in Chaumont, it would be 3-4 days until all of our F-84-F's were together again. After getting settled into our new quarters we sat through several briefings from 17 Air Force personnel, the Major USAF Command in Europe at the time. We learned that our major mission, indeed all of the F-84-F Squadrons while in France would be having 4 Aircraft per day on alert to take off in 10 minutes or less, loaded with 2 750 pound bombs and fully 50 caliber ammunition, with the balance of the Squadron A/C to be loaded and launched as they became available. Our initial targets were railroad and roadway bridges in Communist area of Europe. Other USAF units of F-100 C and D A/c plus F-105-D's along with NATO Air Force units would target air fields, Surface to Air missile sites and enemy A/C. The ANG F-86-H units would share the air superiority mission with many NATO units, as did we in F-84-F units, our initial plans called for the F-84-F to fly a high flight to entering Communist areas, then going low to avoid Anti-Aircraft fire to our target which we would then dive bomb, returning at high altitude to home if we survived. We also would fly several missions to the Fulda, Germany area where we would orbit to support those convoys into Berlin at the time in the event the Communist would try to prevent the convoys from entering east Germany. The Communist Air Forces would make several attempts to lure A/C across the border into anti aircraft traps. As tensions cooled we would have an opportunity to take four F-84-F's to Wheelis AB in Libya, North Africa for gunnery training and practice in assured good weather, an interesting trip across the Alps, down the length of Italy and across the Mediterranean Sea to Libya. By late August 1962 tensions had cooled, the USAF decided to keep the F-84-F's in Europe and organized a new Fighter wing to remain in France, some pilot decided to remain on active duty, I personally, along with thousands of other ANG personnel returned home, I returned back to the US once again by way of Harmon AB to McGuire AFB in a Douglas C-118 aircraft, remaining on active duty until the end of October 1962. I was hired by Mohawk Airlines in April 1964. The year of our recall to active duty and service in France proved to be the most interesting, challenging and some times frightening experiences of my life.

Robert (Bob) Thompson Captain USAir/Major USAF/NJANG (Retired)



Shiny New Boeing 737-300

FLOWN WEST



Captain Elmo Torres:

Elmo Torres Jr., 72, of Bradenton, died October 10, 2018. He was born December 7, 1945, in Santurce, Puerto Rico, and was lover of all things in life. He greatly enjoyed his "toys" (cars and boats) and his true joy and life's purpose was flying. A graduate of Embry-Riddle Aeronautical University, Mr. Torres was a pilot for Piedmont Airlines and later **USAir**, enjoying a 26-plus year career as a commercial airline pilot until his retirement in the late 1990s. He lived on Anna Maria Island 1982-2004 and always loved the island. A celebration of life was held December 7. He is survived by his children, Elmo III, Jose, Damaris and Mario; sister Madeleine; several nieces and nephews; and his grandchildren.

Captain Theodore M. McEwen:

Ted McEwen passed away December 12, 2018 after a long battle with Dementia. No other information.



Captain Tom Weidlich:

Tom passed away February 14, 2018. He had Parkinson's and Alzheimer's. He is survived by his wife Ann. The Stearman pilots in Scottsdale area did a missing man formation at his funeral. Enclosing Ann's address: 7525 E. Larkspur Dr., Scottsdale, AZ 85260-4736

Captain Gerard "Rod" Donovan:

Gerard MJ Donovan, 72, of Fountain Hills, AZ passed away on October 23, 2018 after being diagnosed with prostate cancer almost 24 years ago. We were blessed to have him as long as we did thanks to the wonderful care of Dr. Susan Slovin at Memorial Sloan Kettering. Rod was born in San Diego, CA to Gerard and Alyce Donovan. For over nine years, he was in the USN and a combat carrier pilot in Vietnam. Next, Rod went on to be an airline pilot at Pacific Southwest Airlines and retired 27 years later at **USAir**. While living in Lake Tahoe, he really enjoyed mountain biking, skiing and water skiing with family and friends. Later in Arizona, he played tennis and was very engaged with his son, Morgan's tennis. Morgan is a sophomore in high school and is the #1 sophomore tennis player in Arizona thanks to Rod's involvement. He is survived by his wife of 23 years, Kimberly and their son, Morgan. Gerard's oldest son, Barrett and wife Dawn live in Reno, NV with his two grandchildren Caleb and Acacia. His middle son, Taylor and wife Jen also live in Reno, NV. He was a wonderful man and will truly be missed. **KIM**

CONDOLENCE FUND DONORS

Seth "Butch" & Diane Schofield
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Judith Schmidt
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John C. Farrell
David C. Purcell
Mike Cranson

“Soaring Eagles Write”

Captain Tom Kreamer:

*Hi Gerry, It's been too many years! I have been retired since 2004 and never did join Soaring Eagles. Just had too much on my plate, can I get an application. Thanks! Best regards to everyone. **Tom***

Captain Mike Grinnan:

*Hi, Michael Grinnan class May/1986 **USAir**. I'd like to become a member and continue our legacy. Can you send me an application? Thanks **Mike***

Captain Gene Schumacher:

*Captain Gene Schumacher had a stent placed in his Popliteal Artery for an Aneurysm (behind his knee). Gene was transferred to Mother Angeline McCrory Manor for rehab, 5199 East Broad Street Columbus, OH 43213 Room 2238 **Gene***

Mike Conroy Former Director, Labor Relations – **USAir writes:**

*Recently, Judy Schmidt, Soaring Eagles Second Vice President, called to let me know that Flight Attendants are now members of the Soaring Eagles and that she is the 2nd Vice President. That's great. As Joe Kernan noted in his November message: "The Soaring Eagles are soaring into the future on Golden Wings". Judy and I go back nearly forty years to the time she represented the Flight Attendants and I was the Director, Labor Relations. Although we might have been on opposite sides of a negotiation table and may have disagreed from time to time, we were never disagreeable toward each other. We made an agreement from the start, we would never lie to each other and we never did. We made it work because we listened to each other and trusted one another. We were both doing our respective jobs without rancor, keeping in mind that the relationship was a key component for both sides. It is terrific that both groups, pilots and flight attendants, are still "flying" together and have their memories to share. As I looked at the web site, I recognized some names and faces which brought back memories of what once was and through the Soaring Eagles continues to be. All the best, **Mike Conroy***

Captain Jack Semenko:

*I've been back in the hospital. Just finished the November Aerie and really enjoyed it. Good to keep track of our old friends. Our Soaring Eagles are a great fellowship. Nice job. **Jack***

Captain Sharon Menear:

*My Flight Training in the BAC 1-11. I was the only woman in the first new-hire class of ten pilots October 1, 1980, and most of the men were captains' sons. We were all trained to be BAC 1-11 copilots, which involved some exciting late-night training in the airplane. That was because the simulator was too primitive, using visuals from a video recorder that operated above a toy train board with model towns, rivers, hills, and an airport to give us a view out the cockpit window. My training partner had been a Navy fighter pilot, and our instructor had been an Air Force fighter pilot—absolutely fearless, until we practiced the stalls. At 15,000 feet, the instructor's voice filled with tension as he reminded me our jet would lose 15,000 feet in the first turn if it entered a spin. Translation: If you screw this up, Sharon, we're all gonna die! Everyone survived. **Sharon***

Captain Art Hiatt:

*Just celebrated my 75th birthday and still in excellent health. I am still instructing on the B757/767 at FEDEX in Memphis. Will retire for the second and final time on July 31, 2019. This will give me over 50 years working in aviation. Last year I received the FAA's Wright Brothers Master Pilot Award for having been involved in promoting aviation safety for over 50 years. Carol and I now reside in Blue Ridge GA, as we sold the house in Punta Gorda FL in 2015 and moved to the mountains. We plan on doing some traveling and will be attending the reunion next October in TPA. My two Granddaughters are now in their Freshmen and Senior year at Brebuf High School in INDY. Time does fly. **Art & Carol Hiatt***

Captain Bob Moore:

*We still live on the farm in Maryland and enjoy the space although it's been a struggle to keep up the last two years due to health issues. We no longer have horses but we do have some chickens and make hay on 14 acres plus take care of the 5 acres of trees we planted in order to help improve the water quality of the stream on our property that will also help the quality of the water flowing into the Chesapeake Bay. Due to the health issues we haven't done any traveling but did enjoy a visit from our son, daughter in law and our grand daughter this summer. Our daughter lives nearby in Shepherdstown WV and works for American Military University in Charlestown WV. so we get to see her fairly often. Betti is still doing her sewing and other crafty things and is always involved in something. I belong to the Burkittsville Md. Ruritan Club and enjoy the company of the other members. We have a yearly carnival, three country pork butcherings and three country breakfasts. The club gives money to local people in need, scholarships to local kids plus help out other charitable organizations with labor and/or money. Betti and I wish all good health and happy holidays. **Bob and Betti Moore***

Captain Al Mondell:

*Paul, Had a great time at the Tampa reunion. All is well here, my very best to everyone. It was great to see all the old timers "and ME". Still think of my friends at PBGC. **Al** *note – we hear Al gave a few golf lessons*

Captain Joe LoVecchio:

*Hello Gerry, Rapidly approaching my birthday in January and have mailed the dues check to Paul. Sorry to have missed the reunion but hopefully next year. There were lots of changes for me this last year. I resigned my position as Airbus A-320 Instructor at JetBlue after a few minor surgeries but all is well now. Back to golf and working out. Life is good. Quickly got bored and interviewed for an Adjunct Professor position at a local university. They recently initiated a degree program in Leadership Development with an Aviation concentration which is right up my alley. Looking forward to getting started next semester. I still miss all of my old friends, especially in PHL and still proud (and lucky) to have retired after 31 years with a great airline. All the best and keep the blue side up. **Joe - Joseph LoVecchio** deucedrvr@comcast.net 717.380.8114*

Captain Leo Hansen:

*Gerry, I just paid my annual dues (\$40.00) via Paypal. A much easier method than mailing it in. All my info is unchanged. Pam and I are doing well in the bay area keeping busy with grandkids, traveling, and hunting. Life is good! **Leo***

Captain Bill Leefe:

*Gerry, I received my membership card yesterday and it is great. Nice job. **Bill Leefe***

Captain J. H. Smith:

*PayPal - Nice Christmas present for the members and for the Soaring Eagles. What has long worked for me, however, is a standing order to my bank to automatically send the Soaring Eagles a check every January. That way, if I'm traveling or am forgetful, my dues gets in on time anyway. As an added bonus, it saves the Eagles the cost paid to PayPal. Cheers. **Smitty***

Captain Jerome Clark:

*Gerry Got the card, it's very well done and appreciated. Thanks, **Jerry Clark***

Captain Tom Kreamer:

*Have always been proud! Love the card!! Merry Christmas. **Tom***

Captain Bob Inscoe:

*Merry Christmas all. Can I pay more than one year of Soaring Eagles dues at a time? What address and who to make it out to? **Bob***

Linda Defurio:

Membership Card - Got mine and was pleasantly surprised! Thank you. **Linda**

Judi Todd:

Got my membership card today. Thank you, Merry Christmas and a happy, healthy 2019. **Judi**

Peggy Crocker:

I love the Member Card and I'm showing it to my friends. Thanks. **Peggy**

Charlie Pyles:

Gerry, the card turned out much better than I expected. Glad I was able to help with the project. **Charlie**

Seth "Butch" Schofield

Hi Gerry, I hope you have a Merry Christmas! Got my Membership Card today, it is beautiful and filled with great memories! **Butch**

Captain Jerry Borchin:

Hi Gerry, I received my card. Thanks to those that are responsible. "MERRY CHRISTMAS." **Jerry Borchin**

Sophia Payton:

I received the member card. Thanks **Sophia**

Captain Frank Burns:

I got my membership card 2 days ago. Nice. **Frank**

Captain Dennis Hoffman:

Thank you for the dues reminder. Sold my airplane, it was a Lake seaplane. I hated to see it go. **Dennis**

Captain Michael Ryan:

Blessed with good health as I enter 9th year of retirement. Still have a small "lifestyle" financial planning firm, but starting to think about retiring the second time. Best wishes to all. **Mike**

Captain Don Brewster:

Hey Capt. Gerry, good move with the money saving plan of electronic communications. By the way, I think I am delinquent with my dues, how may I submit same? God bless you and the staff. **DKB**

Captain Joe Kernan:

Two weeks after returning from the excellent 2018 Soaring Eagles Reunion, Donna I had found ourselves in the first class cabin of an AA A-330-200 en route PHL to Dublin. Ireland. Originally we had planned on making the trip as part of our sixtieth wedding anniversary, but the availability of space positive passes caused us to move it up to the fifty eighth year of our marriage. Yes Donna is a Saint. We got the first class treatment going over, and arrived Dublin early in the morning. It didn't take very long to master driving the car from the right side on the left side of the roadway. Since Donna was seated on the left side of the car, she might have different story to tell. We spent one night in Cork where my ancestors are from. Went to the nearby Blarney Castle, and kissed the stone which is supposed to give one the gift of eloquence (BS or hot air). I have no idea why people laugh when I tell them that I needed to kiss that stone? We relocated to near Dublin for the duration of our visit, and ended up in Saggart Ireland, a suburb of Dublin. Drove to Belfast to visit the Titanic Museum, and told the young lady selling souvenir photos that it would be foolish to buy a photo boarding a ship that was going to sink. She didn't think that was very funny, but what the hell I bought the picture anyway. We only spent six days in Ireland, but it was a fun and interesting trip. One more thing off of the bucket list, but we'll do it again. Hope to see you in Tampa for the gathering of Eagles. **Joe & Donna**

Gail Prentice:

Hi Gerry, I've been a member of Soaring Eagles for several years but have never sent any information about myself. Attached is a picture of Ron Agosti and me (Gail Prentice) in a BAC 1-11 about 1980. Also attached is a picture of me now (age 71) with my doggie, Maggie. I have sent my \$40 annual dues and a copy of this email to Paul Sturpe. Here is a story of my life: I began working at Mohawk Airlines in March 1967 in Utica, NY (UCA). I worked in the Pilot Training Dept. and kept the Pilot Records and also helped schedule Ground, Simulator and A/C Training. I was transferred to PIT in 1972 when we merged with Allegheny Airlines. I stayed in that Dept. keeping Pilot Records etc. until 1977 when I became a Crew Scheduler in BOS and then back in PIT. In 1979, I became a Flight Attendant in PIT until 1998 when I transferred to PHL to fly International until I retired in Sept. of 2004. Total of 37 1/2 years with the Airline (25 years as a F/A). Back in the Utica area, I worked as a Medical Assistant for 2 years, then as a Waitress in a beautiful Restaurant in Waterville, NY and then worked in the dining room at Brookdale Senior Living in Clinton, NY. In Nov. 2015 at age 68, I finally retired. I live in Waterville, NY near my brother and sister and live with my doggie, Maggie – she's a 6 year old Havanese. I've always been an active Singer in Operas, Singing Groups, and Church Choirs. I started voice lessons at age 16 and have been singing ever since. Now I am very active at my Episcopal Church. I'm on the Vestry, I'm the Worship Server Scheduler and of course, I sing in the Choir. I am so happy that I worked for Mohawk, Allegheny, USAir and was able to travel all around the US and then Europe. I feel so lucky to have such good Pilot and Flight Attendants friends! Thanks, Gerry for all of your good work! **Gail**



Gail and Maggie Gail on BAC 1-11- Captain Ron Agosti

Captain Denny Stoops"

Dear Captain Sturpe, I received a wonderful card the other day from Joe Kernan. I am guilty of not keeping up with the dues changes. Hopefully this will catch me up. **Denny**

Captain John Gray:

Hello Paul, Thank you for your service to the Soaring Eagles. You were always a dependable worker. Mary Frances and I are now in an assisted living facility. She needs it although I do not. I am sorry to miss the reunion and all the good people there. **John**

Captain Gary Swanson:

Hello Paul, here are my dues for 2019. Please update my address. Hope you are well and thanks for all you do for the Soaring Eagles. **Gary**

Captain Joe Hall:

Hi Paul, Thank you for your efforts for the Soaring Eagles. Find enclosed my check for \$40.00. We are now back in our house following hurricane Michael. Lots of things to fix but its getting better every day. Hope my ankle repair boot gets removed in January. Thank you officers for your time and effort. **Joe & Carol**

Captain Lou Mulsand:

*Just a short note to express our appreciation for the continued good information by email. Thanks to everyone who volunteers. Wishing everyone a healthy and blessed 2019. **Sandie and Lou***

Captain Charles Wood:

*Hi Paul, enclosed are my 2019 dues. Thank you for all your efforts and work you do for the Soaring Eagles. I retired August 13, 2017. I am enjoying retirement, traveling with my wife Susie visiting kids and grandkids. The freedom of retirement is great but I miss flying the jets, the views and the people. I fly light aircraft out of Lincolnton Airport to get my flying fix. Just VFR, IFR is too much work. I look forward to joining all of you at convention in the future. **Woody***

Remember to check the Soaring Eagles website frequently for current information.

usairsoaringeagles.org



Boeing 727-200 in new livery



PSA Lockheed L-188, Thanks to Captain (V2) VanVranken

WEBSITE ADDRESS: usairsoaringeagles.org

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