

Silver Eagles Newsletter

March 2012

We have no new members this month. I apologize if anyone was offended by last month's attachment. However, I got no feedback positive or negative. I really enjoyed the aircraft interior shots and didn't know how to delete the one off-beat photo. The newsletter did get stuck in our TSA members' illegal email files and I had to send a newsletter without the attachment.

New Members:

None

Member News:

I've included a potentially less offensive attachment from Ron Battocchi that I read through and, well... it involves a lot of discussion of playing, partying and dancing and an awful lot of discussion of FOOD! – but it is about a mission that he and a group went on in Haiti. – And, after considerable searching I discovered discussion of a day or three of work:

“We were eager to start our physical labor. Having the young blood of Scott and Ned (an Eagle Scout) made the work more manageable for the rest of the team. The church was largely finished by prior teams. It was surrounded by a cinder block security wall and the skilled masons were covering the inside of the wall with a thin layer of cement. Another crew was building concrete steps in the back of the church to a second story which would become a residence with indoor plumbing. All the local builders we worked with were strong beyond their physical stature. We helped by sifting sand once for cement and concrete and twice for finer finish work. We used a bucket brigade and wheelbarrow to move concrete, cement, water, and stones. Our translators worked alongside us, providing much needed direction and instruction.”

It is a good article written by Ron with “adult supervision.”
<http://www.momissions.blogspot.com/>

This from Hector Casanova:

It is time to put the Costa "Concordia" out of your mind and take an eastbound cruise to Europe!! During the month of April most cruise companies reposition their fleets to Europe and there are bargains galore on most lines. Departures are scheduled from most US ports that handle cruise ships, but most are from either Miami or Fort Lauderdale. The transatlantic cruises take anywhere between 11 and 16 nights depending on destinations (Spain, Italy, UK, etc). The actual crossing of the Atlantic takes about 6 to 7 days. The weather on the Atlantic is great that time of the year. We have done it 3 times thus far and the ocean is like a great big lake. Several of those cruises could be had for as low as \$37 per day, per person (see RCCL's "Voyager of Seas" 16-night departing NEW 14 Apr, arriving Barcelona on 30 Apr, for only \$599. per person). It includes all you can eat and dance, but excludes adult refreshments. Needless to say it does not include air transportation back to the USA. Olivia and I are not doing the eastbound this year, as I am going to be on grand jury duty for 3 months; however, we are considering doing the westbound cruises (late October and November). Give me a call if you have any questions at 817-999-0990, or drop me a line on: casanova.hector045@gmail.com

Salud, Hector

Board News:

This from **David Mayer** – through our inside person, **Karen Bury**:

As you know, **Tom Haueter** has announced his decision to retire on June 1, 2012. Please join Chairman Hersman and me in sincerely thanking Tom for his 28 years of Federal service, all of which have been at the NTSB, and also on congratulating him on his much deserved retirement. Tom has built a reputation for impeccable investigative work on very difficult cases and he will be sorely missed. He has worked all over the world as both an investigator and senior representative of the NTSB. His investigative career has encompassed everything from general aviation aircraft to air carrier Boeing 747s. He has served the NTSB with the utmost distinction and has cultivated a high performing team in the Office of Aviation Safety; a team that is well poised to continue to embody his commitment to excellence. Please know that Tom has no intention of slowing down and will continue to function fully as the Director of AS until his departure in June. It has been an honor and a pleasure to work with Tom and we will miss his professional expertise and his friendship.

Turning to the matter of Tom's successor, Chairman Hersman and I are pleased to announce that **John DeLisi** will become the next Director of Aviation Safety effective upon Tom's retirement. John has served with distinction since joining the NTSB in 1992. For the past five years he has been the Deputy Director of AS, during which time he oversaw major investigations such as the investigation of the Colgan Air accident in Buffalo, New York, and the ditching of US Airways flight 1549 on the Hudson River. John began his career with the NTSB as an Aircraft Systems Engineer in the Aviation Engineering Division, and has served as an on-scene investigator for 20 major airline accidents and 6 international investigations. He later served as the Chief of the Major Investigations Division, which completed more than a dozen major airline accident investigations under his stewardship, including the investigation of the Comair flight 5191 accident in Lexington, Kentucky. In June 2011, he began a detail as the Acting Director of the Office of Marine Safety, where he oversaw the adoption of three major investigative reports

including the fatal collision of a towed barge with a sightseeing "duck" boat in Philadelphia, Pennsylvania, and the Eagle Otome tanker collision in Port Arthur, Texas. John is a recipient of the NTSB Managing Director's Award and has twice been nominated for the Dr. John Lauber Award for scientific and technical excellence. John is a cum laude graduate of the University of Michigan with a degree in Aerospace Engineering, and has done graduate work in Engineering Management at Washington University in St. Louis, Missouri. He holds a private pilot certificate and has multi-engine, instrument, and aerobatic flight experience. Please join the Chairman and me in congratulating John on his new position.

Over the next few months John will work with Tom very closely to make this a smooth transition for AS and for the agency. During this time, he will also continue in his role as the Acting Director of Marine Safety. However, this creates two opportunities for the selection of Senior Executives: the Deputy Director of Aviation Safety (AS-2M) and the Director of Marine Safety (MS-1). Vacancy announcements for each of these positions are planned for release very soon. The Chairman and I are committed to continuing the top quality leadership demonstrated by Tom and John as we recruit and select for these positions, and we encourage all interested candidates to apply for these important leadership positions. (Hmmm... any recent retirees of departees thinking about applying? That would be news!)

Thanks Hector for giving me something to send out and good luck on jury duty! Maybe a Silver Eagle Atlantic crossing in October or November. Also thanks to Ron and Karen! All of the rest of you need to provide some material for future newsletters! I'm sure that many of us would rather hear about your new sports car or grandchild than who the chairman appointed. Yes?

Jim Henderson