



Silver Eagles Newsletter

January 2016

Silver Eagles,

We have one new member this month and info from last month's member on the contact list. If you remember them, please welcome them, learn of their post-Board plans and share your knowledge! Oh, and share common interests – I believe that one of you mentioned being an avid fly-fisherman, correct? Anyway, that's what we are all about! I received a wealth of news this month so don't worry if you sent me something and it didn't make this newsletter. It will be in the next!

New Members:

Paul Misencik

(Nancy Mason's home email is on the attached contact list!)

Board News:

Nancy Mason, Ron Price, John Clark, Paul Misencik and Lisa Kleiner retire at the end of December. (I have sent invites to all of them.)

Paul Misencik - Colleagues:

There is an old pilot saying:

“One of two things will happen to a pilot;

1. One day he will walk out to his airplane knowing it is his last flight
2. One day he will walk out to his airplane not knowing it is his last flight.”

I've been fortunate that in 26,400 plus flight hours, I've had the same number of landings as takeoffs. I naively believed that luck as well as skill and cunning were a pilot's most valued assets. It wasn't until after leaving the cockpit and transitioning to the NTSB that I learned it was more than that: It was also due to the incredibly talented team of individuals here at the Safety Board who work tirelessly to ensure that everyone's takeoffs and landings equal out. I feel honored to have been a part of this organization, and I continue to be in awe of the people here with whom I've

worked. To paraphrase President John F. Kennedy, “This is the greatest concentration of talent assembled in one place with the possible exception of when Thomas Jefferson dined alone.” Bottom line: I can’t imagine spending the past 19 ½ years with a better group of individuals. Special appreciation to the incredible people of AS-30, to my boss Dana Schulze and my former Deputy Sandy Rowlett. Without them, it just wouldn’t have been as productive, rewarding or enjoyable.

My wife Sally and I plan to spend our newfound leisure time traveling, researching, writing, and even doing a bit of fly fishing. We hope to keep in touch and look forward to hearing the remarkable things you all continue to accomplish in the future.

Thanks for the lessons, the memories, and most of all, the camaraderie. With warm regards and best wishes for the New Year,

Paul and Sally Misencik (See Paul Misencik photo below.)



This from Sandy Rowlett, NTSB thru Karen Bury about **John Clark**:

Do you know where you were 34 years ago?

John Clark was walking through the doors of the NTSB to begin his career in the Bureau of Technology (RE) working on survivability and crashworthiness. He was the Chief of the Vehicle Performance Division; Senior Aerospace Engineer and National Resource Specialist in the Engineering Services Division; Deputy Director of Technical Investigations and Operations in the Office of Aviation Safety; Deputy Director in the Office of Research and Engineering; Director of the Office of Aviation Safety; and, finally, Technical Advisor (Aeronautical Engineering). When asked to account for his career path, John’s only explanation was, “I couldn’t hold a job.”

His first accident investigation with the Board was as the aircraft performance engineer for the 1982 Air Florida accident in Washington, D.C. Other notable investigations included the 1987 Northwest Airlines DC-9 accident in Detroit, Michigan; the 1988 Delta Air Lines Boeing 727 accident in Dallas, Texas; the 1990 United Airlines DC-10 accident in Sioux City, Iowa; the 1991 United Airlines Boeing 737 accident in Colorado Springs, Colorado; the 1994 USAir Boeing 737 accident in Aliquippa, Pennsylvania; the 1996 TWA Boeing 747 accident near East Moriches,

New York; and the 1999 EgyptAir Boeing 767 accident near Nantucket, Massachusetts, and hundreds of general aviation accidents. He has also influenced transportation safety with his work on special studies conducted at the Board, including a multi-phased general aviation crashworthiness project, investigations of DC-10 brakes and Piper Malibu in-flight breakups, and a wake turbulence study that resulted in the FAA revising aircraft separation standards. John earned the Chairman's Award TWICE!

Before joining the Safety Board, John designed simulators at Flight Safety International for 2 years, followed by 13 years as an engineer in the missile division of Beech Aircraft Corporation. Beech is where John got his first experience in accident investigation, working with Gene Sundeen on the May 14, 1975, crash of a Beech 18 in Salisbury, Maryland. (See attached John Clark photo below) John is the handsome fellow at the left end of the front row.



We will miss John's amazing talent, depth of investigation knowledge, and willingness to assist. Since he became the Chief Technical Advisor in 2006, he has worked with most of the regional investigators in some form providing outstanding assistance. He was always willing to lend a hand to help ensure a complete and thorough investigation and to teach his craft to the next generation of accident investigators.

Good luck in your future endeavors, John, you will be missed!

Sandy

From **John Clark** - time to hang it up - It has been a pleasure to work with each and every one of you. With some we did a lot together, with some not so much. But we were in it together. What a privilege to have been a part of this great organization. [John has not returned my invitation to the Silver Eagles. If he gets in touch with anyone, please let him know about us.]

I have heard nothing from **Ron Price** or **Lisa Kleiner**, but I heard rumors during a HAZWOPER course I took at the NTSB "Academy" that Lisa will be returning to the Board as a contractor.

Member News:

Don Chupp updated his contact information on the contact list.

Dwight Foster – I'm getting old! (me, Jim) See the attached (below) mountain pic! Last month's pic was wrong, AGAIN! Sheesh!



Misc:

50th Celebration: Nothing new this month. I spoke briefly with the attendees at the class and they didn't seem to believe that headquarters was a ghost town – except maybe Fridays – and they liked the idea of a 50th celebration. However, I got no volunteers to bring up the idea to the brass.

Have a wonderful ummm... MLK day! Oh! And Valentine's Day! This New Year's did see the Hendersons salsa-ing it in again! – although the next morning felt like I drank much more than I actually drank. Another wonder of aging...

Don't forget the Silver Eagle Website: www.precisionwrite.com/SilverEagles.html

Jim Henderson