



AUSTRALIAN SOCIETY OF AIR SAFETY INVESTIGATORS

QUARTERLY JOURNAL

Autumn 2021

This is the New Normal ?

Getting on with it Together

In this Issue

2 - President's Message

3 - State of Play

4 - Preventing Runway Excursions by Flight Safety Foundation

6 - Changes to Transport Safety Investigation Regulations

7 - Sixty Years Ago in Queensland: How we ended up with flight recorders

9 - Changes at CASA

10 - Out of this World Investigations! Where will investigation sites be in the future?

11 - Laura Taber Barbour Award

12 - Asian Pacific Cabin Safety Working Group

14 - Unusual Aircraft that Flew!

15 - Meet our new Members

16 - Announcement

17 - The Student Perspective

19- Our Sponsors

20 - Scholarships

21 - Announcements

22 - ANZSASI 2021

24 - ISASI 2021 A Virtual Conference

25 - Brisbane 2022

26 - Contacts

Autumn 2021



Ladies and Gentlemen,

Well that's another season of COVID out of the way! We've all become cautious about where we go and how close we get to others outside of our immediate families. We're also fortunate in our part of the world for many things, but this relative isolation has been a double edged sword. Our industry, despite the uptick in domestic activity, is still struggling to stay afloat from an international perspective. The old adage of 'bums in seats' has never been required more than now; but there is currently no target date for normality that we can bank on yet.

General aviation, including thousands of instructors, students and maintenance staff are suffering badly. So too are those who in turn, depend on them for their livelihoods. We are unable to halt the virus on our own, but we can look up those affected that we know and check on their welfare. Give it a try, and help them look forward to the good times that will eventually come once the borders reopen.

Our safety focussed organisations move on though in spite of pandemics. ASASI is pleased to welcome the new CASA CEO and Director of Aviation Safety, Pip Spence, to her new role, in company with incoming CASA Chairman ACM Mark Binskin. They arrive at a time when the maintenance of standards will be just as necessary as the exercise of compassion, wherever possible, to a suffering industry.

A great start to this relationship going forward is the provision by CASA of a new student initiative titled the ***Flight Safety Australia Scholarship***. This scholarship, focussed on the management of aviation safety, will further encourage our future aviation specialists. It underpins our ASASI objective of developing the student membership. More on this scholarship soon.

The new ASASI website is about to be unveiled. This has taken a lot of time to reach fruition and like most interpretive visual things, will be subject to member preference. We aim to tailor it according to your feedback following the launch. Stay tuned.

The month of June will see the retirement of Chief Commissioner, Greg Hood, from the ATSB. Greg has held this position since July 2016 and during that time he has been a good friend to ASASI and overseen a number of progressive enhancements to the transport safety investigation sphere.

We wish him well for his future, and most likely, colourful endeavours.

Until next time, stay safe.

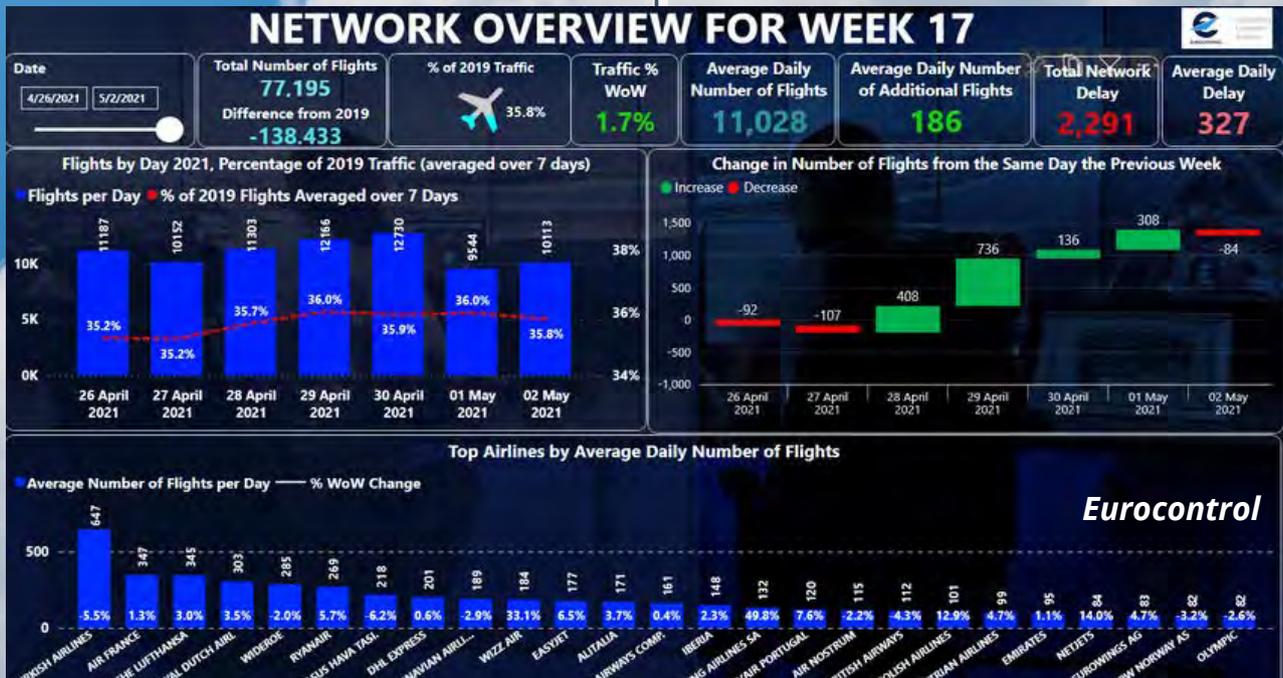
John Guselli
ASASI President

The State of Play

It's good to deal in real numbers as we assess the state of our industry, both at home and internationally. The following tables represent recent data from Australia as well as Europe.

Our own Bureau of Infrastructure and Transport Research Economics (BITRE) demonstrates what we have all felt in the table below. The Eurocontrol data, at the bottom shows an interesting pattern, particularly with respect to the carriers listed.

<i>BITRE</i> (released 22 April 2021)	YE February 2020	YE February 2021	Growth
Total passengers carried	61.28 million	13.25 million	-78.4 %
Revenue passenger kilometres	71.39 billion	15.07 billion	-78.9 %
Available seats	77.52 million	22.50 million	-71.0 %
Available seat kilometres	88.26 billion	25.26 billion	-71.4 %
Load factor	80.9 %	59.7 %	-21.2 *
Aircraft trips	635.0 (000s)	235.8 (000s)	-62.9 %



Preventing Runway Excursions by FSF

Our friends at Flight Safety Foundation have produced a valuable tool for the prevention of runway excursions. This comprehensive document consolidates world's best practice and is worthy of review and implementation as appropriate.



The Flight Safety Foundation has recently released new guidance and industry best practices aimed at preventing runway excursions – the most frequent type of aviation accident and a continuing risk for large and small aircraft.

The guidance, best practices and explanatory material are contained in an expanded version of the Global Action Plan for the Prevention of Runway Excursions (GAPPRE), which was developed by an international team of more than 100 aviation professionals from around the world. The document, published today on the Foundation's website, includes more than 100 recommendations to stakeholders across the industry as well guidance material and best practices that support those recommendations.

"Our focus on preventing runway excursions in regions around the world has a heightened urgency, especially in light of increases in air travel toward pre-pandemic levels. Our global campaign is to proactively raise awareness on this issue," said Dr. Hassan Shahidi, Foundation president and CEO. "We want to thank our partners across the industry for all of the work and resources that went into developing this comprehensive plan."

The development of GAPPRE was coordinated by the Foundation and EUROCONTROL. The recommendations and supporting material were developed by six working groups and validated by the Airports Council International (ACI), the Civil Air Navigation Services Organisation (CANSO), the European Union Aviation Safety Agency (EASA) and the International Air Transport Association (IATA).

The recommendations and appendixes containing the guidance and explanatory material are divided into separate sections targeting aircraft operators, aerodrome operators, air navigation service providers, aircraft manufacturers, regulators, states, international organizations and others in the industry.

The expanded GAPPRE can be downloaded from the Foundation website at:
<https://flightsafety.org/wp-content/uploads/2021/05/GAPPRE-Parts-1-2-2021-FINAL.pdf>

INTRODUCTION AND BACKGROUND

This document contains Part 1 and Part 2 of the Global Action Plan for the Prevention of Runway Excursions (GAPPRE).

Part I contains the agreed recommendations to the following civil aviation organisations: aerodrome operators, air navigation service providers (ANSPs), aircraft operators, aircraft manufacturers, regulators, the International Civil Aviation Organization (ICAO) and addressees of the research and development (R&D) recommendations (States, international organisations and the industry).

Part 2 provides explanatory and guidance material, and related best practices for the recommendations listed in this document. The guidance and explanatory material (GEM) are provided as appendixes to this document.

The recommendations and the (GEM) were developed by six dedicated working groups and were extensively reviewed and validated by:

- Airports Council International — World (ACI World);
- The Civil Air Navigation Services Organisation (CANSO);
- The European Union Aviation Safety Agency (EAA); and,
- The International Air Transport Association (IATA).

The development of the GAPPRE recommendations is based on the following principles:

- Provide recommendations that address actions beyond regulatory compliance — the recommendations in this action plan are not exhaustive in managing the runway excursion risk and resilience. It is fundamental that organisations shall be compliant to international, regional and national rules and regulations.
- Base recommendations on consensus — a recommendation is included in the action plan only if there was a consensus for it during the drafting and the subsequent validation process.
- Embrace further data analytics — suggest to actors that they make better use of existing data and fuse and analyse larger volumes of heterogeneous data.
- Address both longitudinal and lateral runway excursions.
- Include runway excursion mitigations.
- Promote technology embedded in systemic solutions — promote technological solutions that are clearly integrated with the respective training, procedures, standardisation, certification and oversight.
- Provide R&D recommendations for issues with clear potential high-risk mitigation benefits but without the maturity to be implemented within the next 10 years.

- Promote a set of selected proven efficient solutions, which are not yet standard (still not used by all actors) but that have been proven to be efficient in reducing the risk of runway excursions, based on data analysis and lessons learnt.
- Provide functional recommendations — leave the design of specific implementation solutions to the industry.
- The verb “should” is used to signify that, while a recommendation does not have the force of a mandatory provision, its content has to be appropriately transposed at the local level to ensure its implementation.

The development of the GEM is based on the following principles:

- Provide further context to the targeted audience in order to facilitate the implementation of the recommendations contained in Part 1.
- Provide explanation, wherever possible, of the recommendation drivers.
- Incorporate advice for both normal and non-normal operation within the GEM targeted at the operational actors.
- Use the principles of conservatism and defence in depth.
- Address organisations such as aircraft operators, airports and ANSPs rather than individuals like pilots and air traffic controllers.

The GEM content should not be seen as limiting or prescriptive. It is based on best practices and materials shared by the industry in support for GAPPRE implementation. The boundaries set by national regulators and internationally accepted provisions should be respected.

The GEM will be continually updated and made available through the safety knowledge management process of SKYbrary (www.skybrary.aero).

The organisations to which this action plan is addressed should:

- Organise a review of the respective recommendations and assess their relevance against their local conditions and specific context.
- Consult the best practices for implementing the selected recommendations and seek support, if needed, from the GAPPRE coordinating partners.
- Conduct an appropriate impact assessment (including safety assessment) when deciding on the specific action to implement the recommendations.
- Implement the specific action/change and monitor its effectiveness.
- Share the lessons learnt with the industry.



EXPOSURE DRAFT

Transport Safety Investigation Regulations 2021

The Australian Transport Safety Bureau has recently undertaken consultation on the proposed Transport Safety Investigation Regulations 2021 (TSI Regulations 2021) which will replace the existing Transport Safety Investigation Regulations 2003.

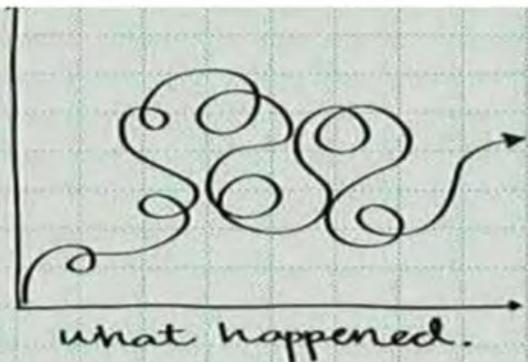
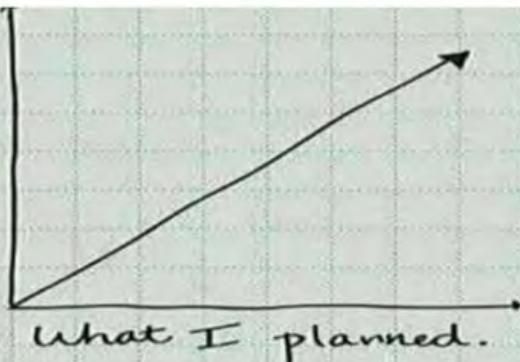
These regulations reflect changes to current drafting practices to ensure consistency with legislation administered by the Civil Aviation Safety Authority (CASA), the Australian Maritime Safety Authority (AMSA) and the Office of the National Rail Safety Regulator (ONRSR). This will also include clarifying requirements for the reporting of transport safety occurrences for certain categories of remotely piloted aircraft, including immediate reports where there is a serious risk of harm to people or significant damage to property.

The proposed regulations include a number of changes to marine terminology and definitions to align with the requirements of the Navigation Act 2012, including the adoption of the types of marine incidents that must be reported to AMSA as immediately reportable matters for the purposes of the TSI Regulations 2021.

A copy of the exposure draft and draft explanatory memorandum is available at

https://www.atsb.gov.au/about_atsb/legislation/tsi-regulations-2021-exposure-draft/

Life



Sixty Years Ago in Queensland: How we ended up with flight recorders

Twenty-nine people died on June 10, 1960 when the Fokker F27 aircraft they were in, crashed into waters off Far Beach in north Queensland.

The Federal Government made it compulsory for all commercial airliners to have flight recorders on board after an enquiry failed to pinpoint the cause of the tragedy.

Date: Friday 10 June 1960 - Time: 22:05

Type: Fokker F-27 Friendship 100

Operator: Trans Australia Airlines - TAA - Registration: VH-TFB MSN: 10112

Crew: Fatalities: 4 / Occupants: 4

Passengers: Fatalities: 25 / Occupants: 25

Fatalities: 29 / Occupants: 29

Aircraft damage: Damaged beyond repair

Location: 12 km off Mackay, QLD (Australia)

Phase: Approach (APR)

Nature: Domestic Scheduled Passenger

Departure airport: Rockhampton Airport, QLD (ROK/YBRK)

Destination airport: Mackay Airport, QLD (MKY/YBMK)

Narrative:

The Fokker F-27 aircraft was on a regular passenger flight from Brisbane (BNE) to Mackay (MKY) via Maryborough (MBH) and Rockhampton (ROK). The aircraft departed Brisbane at 17:11 and arrived at Maryborough at 17:52. It then took off at 18:12 on the next portion of the trip to Rockhampton where it landed without incident one hour later.

Just prior to the landing at Rockhampton, the aircraft was advised of a special weather report which indicated shallow ground fog at Mackay to a height of 20 ft with a visibility of 880 yd, and also that an alternate aerodrome would be required for the rest of the flight.

The flight departed Rockhampton at 19:52. On departure the air traffic controller at Mackay was advised that the expected flight time to Mackay was 52 minutes at an altitude of 13000 ft, that Townsville had been selected as the alternate. At 20:17 the aircraft reported at the prescribed reporting point, Charon Point, 80 miles south of Mackay at 13000 ft and gave its estimated time of arrival at Mackay as 20:40. It was advised that Mackay Airport was closed to landings at that time, and the situation remained the same when the aircraft reached the point at which it would normally have commenced its descent to Mackay. The captain indicated that he would continue the flight at 13000 ft and would hold over Mackay at that altitude. At 20:45 the ATC Officer advised the pilot that visibility was fluctuating between 2 and 2-1/2 miles along runway 14/32. The pilot replied that the airport lighting, the city area, and the surrounding country could be clearly seen, but that a belt of fog extending about 10 miles was situated to the southwest of the airport and was moving in a slightly northeasterly direction across the airport. The pilot then requested landing instructions. The aircraft was cleared to make a visual approach with a view to landing on runway 14. He reported on final approach, and at 20:55 the aircraft was cleared to land.

Sixty Years Ago in Queensland: How we ended up with flight recorders



As the aircraft approached close to the runway threshold at a height of about 50ft, the pilot advised that a small patch of fog had suddenly appeared on the approach to the runway. It then flew along the runway at a height of approximately 50 ft and commenced to climb away. The pilot advised that he would look at the approach to runway 32.

The investigation was not able to determine a probable cause of this accident. No evidence was found of material or structural defects, fire or an explosion on board, or any commotion or unusual act by any person in the aircraft. It is possible that something happened within the last 2-3 minutes as a result of which the pilot was unaware of his actual rate of descent. This could have been either caused by the instruments not accurately recording the altitude, or by the pilot relying on visual observation of his surroundings without paying (sufficient) attention to the instruments. The accident happened at night with very few visual clues.

Cause undetermined
Controlled Flight Into Terrain (CFIT) - Water
Sources: » ICAO Circular 64-AN/58 (p.184-196)

Follow-up / safety actions

One of the recommendation issued was the installation of flight recorders in aircraft.

On 24 April, the Hon. Michael McCormack MP, Minister for Infrastructure, Transport and Regional Development made the following announcement. CASA leadership represents a vital component in aviation safety in Australia.

ASASI wishes the Director of Aviation Safety and the Board Chair every success in their future roles.



The Australian Government has announced the appointment of a new Chief Executive Officer (CEO) and Director of Aviation Safety (DAS), and a new Chair of the Board of the Civil Aviation Safety Authority (CASA) – the statutory authority that regulates aviation safety in Australia.

*Deputy Prime Minister and Minister for Infrastructure, Transport and Regional Development Michael McCormack said **Ms Pip Spence** (CEO and DAS) and former Air Chief Marshal **Mark Binskin, AC** (Board Chair) would bring vast experience to these critical roles.*

“These appointments are a critical part of shaping the makeup of the CASA Board and the culture of the organisation more broadly,” the Deputy Prime Minister said.

“The depth and breadth of experience that Ms Spence and Air Chief Marshal Binskin bring to bear show the Government is serious about ensuring CASA performs its critical role effectively.

“Their combined skills and experience will be essential for leading this critical regulator in keeping Australians safe while flying, as well as supporting an efficient, effective and reliable aviation industry – which is economically crucial for communities right across the nation.

“Ms. Spence comes to CASA from a senior leadership position within the Department of Infrastructure, Transport, Regional Development and Communications. She offers substantial experience in aviation policy and regulation, as well as government administration and public policy – including a strong track record of leading organisational change.

“Air Chief Marshal Binskin brings outstanding leadership and expertise in both aviation and defence, including significant experience within general aviation.

“These appointments send a strong message about our commitment to high-quality leadership for Australia’s aviation safety regulator, while providing certainty to CASA personnel and industry.”

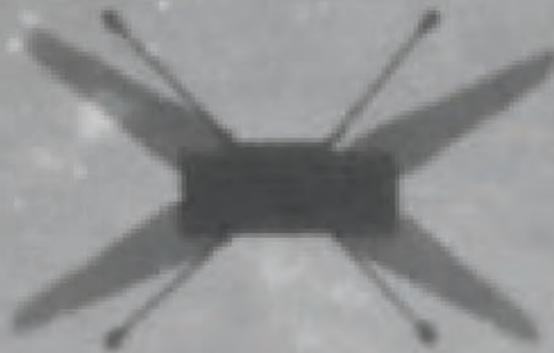
Ms Spence will commence in her new role in the coming weeks for a period of up to five years. Air Chief Marshal Binskin will commence in August for a period of three years, when the term of the current Chair concludes.



NASA's Ingenuity Mars Helicopter continues to set records, flying faster and farther on Sunday, April 25, 2021 than in any tests it went through on Earth. The helicopter took off at 4:31 a.m. EDT (1:31 a.m. PDT), or 12:33 p.m. local Mars time, rising 5 metres – the same altitude as its second flight. Then it zipped downrange 50 metres), just over half the length of a football field, reaching a top speed of 2 meters per second.

After data came back from Mars starting at 10:16 a.m. EDT, Ingenuity's team at NASA's Jet Propulsion Laboratory in Southern California was ecstatic to see the helicopter soaring out of view. They're already digging through a trove of information gathered during this third flight that will inform not just additional Ingenuity flights but possible Mars rotorcraft in the future.

"Today's flight was what we planned for, and yet it was nothing short of amazing," said Dave Lavery, the project's program executive for Ingenuity Mars Helicopter at NASA Headquarters in Washington. "With this flight, we are demonstrating critical capabilities that will enable the addition of an aerial dimension to future Mars missions."



The Ingenuity Mars Helicopter was built by JPL, which also manages this technology demonstration project for NASA Headquarters. It is supported by NASA's Science Mission Directorate, Aeronautics Research Mission Directorate, and Space Technology Mission Directorate. NASA's Ames Research Center and Langley Research Center provided significant flight performance analysis and technical assistance during Ingenuity's development. AeroVironment Inc., Qualcomm, Snapdragon, and SolAero also provided design assistance and major vehicle components. The Mars Helicopter Delivery System was designed and manufactured by Lockheed Space Systems, Denver.



The Laura Taber Barbour Air Safety Award

On April 14, 1945, Laura Taber Barbour was aboard a Pennsylvania Central Airlines DC-3 passing through the turbulent West Virginia skies as electrical storms ripped through Cooper's Rock State Forest near Morgantown. She was among 17 passengers and a crew of three when the plane crashed into Cheat Mountain. All on board were killed.

In 1956, her husband, the late Dr. Clifford E. Barbour and their son Cliff augmented the unprompted insurance settlement and through collaboration with Flight Safety Foundation's Jerome Lederer and Gloria Heath, established the Laura Taber Barbour Air Safety Award in her honor.

The Laura Taber Barbour Air Safety Award "recognizes notable achievement in the field of aviation safety — civil or military — in method, design, invention, study or other improvement." Each year, the Award recipients are selected for "significant individual or group effort contributing to improving aviation safety, with emphasis on original contributions," and a "significant individual or group effort performed above and beyond normal responsibilities." Mechanics, engineers and others outside of top administrative or research positions should be especially considered. The contribution need not be recent, especially if the nominee has not received adequate recognition.

Nominations for the 2021 award are now open. Please help us name worthy nominees for this prestigious award by visiting the Laura Taber Barbour Award website and completing and submitting the online nomination form. Please limit your nominee's support documentation to one or two pages and include the nominee's name and contact information. Indicate the reasons why the nominee is worthy of the Award, his or her accomplishments and any previous recognition received. As well, please include your name and contact information, and be sure to provide an email address.

The deadline for submitting the nomination form and any accompanying materials is June 4, 2021. This recipient of this year's award will be announced at the Foundation's International Air Safety Summit later this year.

The members of the Award Board along with the Barbour family gratefully acknowledge your support and generosity of time.

Recent recipients of The Laura Taber Barbour Air Safety Award include; **2020** *John Goglia*, U.S. National Transportation Safety Board with an honorary award to *Sir Stuart Matthews*, Flight Safety Foundation and in **2019**, our own, *Cameron Ross* of BHP Billiton.

Once again we are fortunate to have an update on the depth and breadth of our ASASI cabin safety specialists.

Sue Rice provides us with the latest developments in this critical component of our aviation industry. She writes:



Recent months have seen signs of industry emerging from the depths of the despair of 2020. Although here in Australia and our Region, we have been shielded from the very worst of circumstances, which continue to affect some countries. Nonetheless for some, 2020 was still devastating with the loss of jobs across the board, whether voluntary or involuntary. All indications now show that domestic operations are increasing and moving forward at a rate which sees interstate travel back to figures rivalling pre COVID operations.

However, an operational element possibly needing attention as frequency of flights increase, is the maintenance of Cabin Crew theoretical and practical proficiency in both their standard and emergency procedures. It's the old saying "If you don't use it – you lose it"! In addition, there is recruitment of new Cabin Crew recruits occurring so it could follow there will be some onboard who are a bit 'rusty', and those who upon completion of initial training will be inexperienced. There are a number of additional techniques that could be introduced in the early stages of getting back in the air that will provide a refreshing of procedures and enable minds to focus back on the task at hand. It is anticipated operators have addressed these anomalies but it is worth mentioning, in the rush to get back up and running some elements can slip through the cracks.

In the recent past both locally and internationally, with less frequency there have obviously been less incidents. In review of previous incident and accident reports there are always lessons to be learned. Effective communication is, and always has been, a key to ensuring safe operations and the avoidance of mishaps which can have unforeseen outcomes. It may be helpful to review an accident report that looks at and analyses number of Human Factors elements.

AAIB Accident Report 1/2015

Report on the accident to *Airbus A319-131, G-EUOE London Heathrow Airport 24 May 2013*

<https://www.gov.uk/aaib-reports/s3-2013-airbus-a319-131-g-euoe-24-may-2013>

In brief, there was an evacuation upon landing at Heathrow, no injuries incurred. The report focuses on maintenance issues, inclusive of human factors. Together with pilot procedures and actions.

From the Cabin Crew perspective there were a number of procedural aspects and actions worthy of documentation and subsequent recommendation.

Factual Information

Personnel Information – reference to the three (3) Cabin Crew, years of service and when last having undertaken training, indicated all had completed recent training programs and were compliant with regulatory requirements.

Analysis

2.6 In flight emergency procedures

2.6.1 Initial handling of the emergency

Senior Cabin Crew member (SCCM) contacted flight deck almost immediately after take-off. This call was ignored by the pilots. She did not attempt contact again until 7 minutes into the flight.

2.6.2 SCCM acquiring information

Although the SCCM made her way to the right side of the cabin at the over wing exit area, she failed to take in the extent of the damage to the engine cowling and the fuel leakage. In her apparent haste to report to the flight deck she was unable to pass on information that would have provided pilots with a more complete understanding of the engine cowling damage and fuel situation.

Hence – Safety Recommendation 2015-004

“It is recommended that British Airways Plc review, and amends as appropriate, it’s pilot and cabin crew training, policies and procedures regarding in-flight damage assessment and reporting by cabin crew in light of lessons learned from G-EUOE fan cowl door loss event.”

2.6.7 Evacuation

Subsequent to landing the ARFF were on scene, there was dialogue between the Fire Chief and the Captain, as a result it appears the left hand engine was shut down, the ARFF began immediately fighting the fire on the right hand side. The aircraft was evacuated expeditiously and without incident.

Hence – Safety Recommendation 2015-005

“It is recommended that British Airways Plc reviews its evacuation procedures and training and take into account of the potential risks of leaving engines running during on-ground emergencies”

Definitions

Carry Off: A passenger can be seen to have a bag, coat or other large item held in one or both hands

Jump: The passenger can be seen to jump directly onto the down section of the slide in the briefed manner

Sit: The passenger pauses to a crouch or sit at the top of the slide

Fall: The passenger makes a tumbling uncontrolled descent of the slide

Hybrid: (o/wing only) A number of passengers went into a sitting position on a horizontal section of the overwing slide.

Some passengers “jumped” to this seated position and were bounced onto the downward section to the slide. One of those passengers made an uncontrolled entry to the downward slide segment and was very close to falling clear of the slide.

In summary, we are safe to conclude that although this accident was seven (7) years ago there are many aspects that are equally as relevant today.

I am bound to comment that passenger behaviour is an almost unknown factor when analysing from one incident/accident to the next. However, we continue to train and educate our Cabin Crew to be assertive, clear in their actions, consistent, loud and unambiguous in their directions and commands. That passengers continue to insist upon removing personal items with them during an evacuation is a topic worthy of deep and probing research, I doubt we, as an industry will completely solve the problem. That discussion is for another day! Possibly a whole conference could be dedicated that subject?



A MOST UNUSUAL AIRCRAFT

Bartini-Beriev was part of the Cold War arms race, the opposing states supported the implementation of incredible and ambitious design ideas. Combating threats from the depths of the sea to prevent nuclear missile strikes became one of the priorities facing the Soviet Navy. In the 1970s, a unique amphibian aircraft Bartini-Beriev VVA-14 was created for the defence of the borders of the Soviet Union. It was created for vertical take-off and landing but had the ability to take off and land both on water and like an ordinary aircraft. Its main task was to detect American submarines in case of their approach to the borders of the USSR.

Bartini-Beriev VVA-14 is named in honour of its creator Robert Bartini, the famous Italian-born designer in the Soviet Union, nicknamed the Red Baron. He served in the Austro-Hungarian Army during the First World War, until he was captured by the Russians and sent to a prisoner of war camp in June 1916. Bartini was passionately fond of aviation all his life.

Following his release in 1920, Bartini relocated to Italy, where he studied aerospace engineering at the Milan Polytechnic Institute, graduating in 1922. He also trained as a pilot.

In 1972, the first test copy was developed under the name VVA-14M1. Soon, on September 4, 1972, the amphibian made its first flight. Watching from the ground for an unusual aircraft, which impressed with its dimensions, the designers gave it the unofficial name "Zmey Gorynych" (A Slavic dragon).

During the first flight, a number of shortcomings were revealed, which Bartini began to correct. In 1974, changes were made to the design, along with the installation of inflatable pontoons, which were later replaced by rigid pontoons. In addition, there was a problem with the installation of a lifting engine for vertical take-off.

The crew of the VVA-14 consisted of three people. The power plant included two cruising and 12 lift turbofan engines due to which the aircraft developed a maximum speed of 472 miles per hour (760 km/h).

The flight range reached 1,522 miles (2,450 km), and the service ceiling was 26,250–32,800 feet (8,000–10,000 m). The armament consisted of two aircraft torpedoes, eight aircraft mines, or 16 aircraft bombs.

The aircraft designer was waiting for the engines for vertical take-off, but the work on the creation of a lifting engine was never completed.

Meet our New Members

In each edition we will demonstrate the diversity of practical and academic expertise within our Society. For this Autumn Bulletin, ASASI is delighted to introduce four of our newest members.

Each brings a different facet of specialisation to ASASI and we look forward to meeting them and sharing their experiences. Please make them welcome as we look forward to their individual contributions.



Ellena Papadopoulos is a Graduate Engineer (Space Systems) in electrical and aerospace engineering at Northrop Grumman. With qualifications in forensic science she is based in Brisbane.

Nat Nagy is a Senior Executive, Transformation and Strategy, with Summit Consulting Australia. He is based in Canberra and is a former Executive Director at ATSB.



Kate Munari is a Senior Transport Safety Investigator with ATSB. A former Royal Australian Navy helicopter pilot, she is based in Canberra.

Associate Professor Yvonne Toft is the Head of Department: Transport, Emergency & Safety Sciences, Human Factors & Systems Safety at Central Queensland University.



Sarah Rosier is an aviation safety investigator with the Australian Army. A former Blackhawk helicopter pilot, she is based in Brisbane.

Position Vacant New Webmaster for a New Website

ASASI is pleased to announce that our new website is almost ready for release. It will deliver a much more contemporary look and feel, with a cleaner and less complicated look.

After years of great support, our webmaster Neil Campbell is packing up his keyboard and stepping back from the role. This means that ASASI is looking for somebody unique to fill this important vacancy, critical to getting our message out around the world.

There is no payment, but there is a lot of appreciation for the successful applicant! We can assure applicants that this will be a relatively simple task. All that's needed is a little imagination.

Please form an orderly queue and advise of your willingness to try by contacting Paul at:

asasiexecutive@gmail.com



The Student Perspective

Our student contribution this month is from Aanchal Bharambe. Aanchal graduated in May 2021 with Distinction in Aviation Management, and a recipient of the Sydney Airport Graduate Prize. Her story is indicative of the issues fresh aviation graduates face.

A year ago, I had written a piece for the Autumn 2020 Newsletter sharing a student's perspective being in lockdown. At that time, the lockdown was a novel concept as was not being able to freely jump on a plane to cross international borders. A year later, snap lockdown has become a ubiquitous and anticipated measure and many of our passports still have not seen the light of day.

While laments of dusty passports are associated with "travel-hungry" individuals looking for the next escape, this is a misnomer because for many international students, not being able to cross international borders means not having access to their education. According to the Australian Bureau of Statistics, the number of international students arriving in Australia in January 2021 had decreased by 99.6% compared to 2020. A course mate with whom I had started my aviation undergraduate with was unable to return to Australia and had since elected to continue his studies in the United Kingdom.

Managing deviations from education and career plans is one of the many effects of COVID-19 that students and recent graduates face. I met Aanchal in aviation school and had the opportunity to work together with her for a few modules including one that involves operations and scheduling where she wore the CEO hat for the entire twelve weeks of our simulation.

Just this month, Aanchal attended her graduation where she was awarded Bachelor of Aviation in Management with Distinction and the Sydney Airport Graduate Prize for the best performance in aviation. Below is her account of graduating at a time of pandemic:

This pandemic is nothing like we have experienced before -- it was capable of almost shutting down the industry in its entirety. Graduating with an Aviation degree during this time affected me mentally and physically. From a very young age, I had a dream to work in the industry; not in the operations side but as a pilot. However, while pursuing my degree, I was exposed to the multi-faceted environment of aviation management that I fell in love with it completely. I made it my goal to manage airline operations one day.

After completing my degree, I decided to start applying for jobs in the airport and different airlines. I was excited to make my career plan a reality but I was rejected from almost everything. I had never expected this to happen and I definitely did not expect to see all aviation-related job postings to disappear.

Near the end of March, as the first wave of COVID hit Australia, I lost my part time job in hospitality. This reduced my income and consequently, my confidence wavered and I started questioning my worth. During this time as well, my mum was made redundant after working for Emirates for 13 years. Her whole finance team was let go with one zoom call. It was difficult watching her cry for days. The income for our home had reduced drastically and I was at my wits end.

The Student Perspective

I had spent three years studying aviation management but there were no job openings for me.

I applied for several entry level jobs outside of the industry but was turned away for most of them. In my opinion, this could be due to the stiff competition brought about by a growing unemployed population. I wondered too if it could be due to my specialisation in aviation.

It felt like I wasn't given a chance to prove what I could do. A specialisation in aviation also meant that I had learnt concepts found in Economics or Marketing degrees. Eventually, it took me about 3 months to find an entry level job in this climate.

Another difficulty I experienced during this pandemic was communicating with friends and family. I remembered talking to some of my close friends about potential jobs and our future. We had never imagined not working for the airlines. I had never imagined I would be applying for companies that don't have flight operations.

We all are holding out hope that the aviation industry will make a full recovery soon but with new waves starting in various countries, multiple lockdowns and the government pushing the border openings year after year, it feels like we need to accept that this will not happen any time soon.

Should any organisation be able to utilise Aanchal in any role, please contact her via asasiexecutive@gmail.com

Amalina Jumary is our ASASI Student Editor. She was the recipient of the prestigious Rudolf Kapustin Award at ISASI 2019 at The Hague. Since graduating from UNSW, she is currently employed as the Deputy Audit Program Manager at Avlaw Aviation Consulting in Sydney.



Sponsors

We would like to thank our generous sponsors who have supported us despite the impact of COVID-19 on their organisations:



Scholarships



**APPLICATIONS
CLOSING
9 SEPTEMBER 2021**

Macarthur Job Scholarship 2021

ASASI continues its partnership with the Flight Safety Foundation to encourage and assist tertiary-level students involved in the field of aviation safety and aircraft occurrence investigation. The Flight Safety Foundation remains 'Independent, International and Impartial' in championing the cause of aviation safety.

The ASASI - Flight Safety Foundation Macarthur Job Scholarship will provide an annual allocation of up to AUD\$2000 to support return travel, accommodation and registration at the annual ANZSASI Seminars held in Australia or New Zealand. (Details on the student area of the ASASI website)



Flight Safety Australia Scholarship 2021

ASASI commends CASA in awarding a scholarship to encourage and assist tertiary-level students involved in the field of aviation safety and aircraft occurrence investigation. The CASA mission is to promote a positive and collaborative safety culture through a fair, effective and efficient aviation safety regulatory system, supporting our aviation community. This award provides another means to that end.

The *ASASI - Flight Safety Australia Scholarship* will provide an annual allocation of up to AUD\$2000 to support return travel, accommodation and registration at the annual ANZSASI Seminars held in Australia or New Zealand. (Details and the application process will appear soon on the student area of the ASASI website)

Engineers get the job done!

Anywhere, anytime.



If you are not already a member of LinkedIn then simply search for this **ASASI** group and click on 'Request to Join'. Our group administrator (currently Neil Campbell) will approve the request (in due course!). Alternatively, simply click the LinkedIn icon to be directed to our ASASI group. The current policy is that non-members of ASASI are allowed to join the group as this will allow us to reach out to more people with an interest in air safety and to better promote the society and events such as conferences.



Yes it's still on!

12 - 14
November
2021



Despite border closures, politics and scare campaigns, we remain optimistic that we can remain open for business again in time for our rescheduled ANZSASI conference.

We will continue to keep you informed with progress in the planning and hope we will be able to make definite plans before this date.

Speakers who had agreed to deliver presentations in May 2020 have all been contacted and offered the opportunity of presenting in November 2021.

The information on the website will be updated with any new information. If you have already registered, your registration will automatically be transferred to the new dates unless you wish to cancel. The hotel booking information will be updated to reflect the new dates.

Seminar Registration can be made at <https://www.trybooking.com/BRJOK>

To make hotel reservations or to move existing reservations please contact:

Ann-Marie Kansky
Group Reservations Agent
Novotel Surfers Paradise
3105 Surfers Paradise Blvd
Surfers Paradise QLD 4217 Australia
Tel: +61 (0) 7 5579 3499 Direct Tel: +61 7 5579 3400

2021 Seminar Registration

Our ASASI 2021 Seminar registration is now open.
The application form below provides multiple means of joining
us at the Gold Coast.
We hope to see you there.



Australian and New Zealand Societies of Air Safety Investigators

Registration – 2021 Regional Air Safety Seminar

Novotel Hotel Surfers Paradise Gold Coast

Friday 12 November to Sunday 14 November 2021

Please email completed form to asasiexecutive@gmail.com
Book accommodation directly with the hotel quoting ANZSASI2021

Family name		First name				
Organisation						
Email address						
Street address, Suburb						
City, Post code						
ISASI member #						
Spouse/partner's name (if attending)						
Dietary allergies/ special requests						
Payment	Early-bird special up to 20 Oct 2021			Fee if paid after 20 Oct 2021		
AUD \$	ISASI Member	Non-member	Student member	ISASI Member	Non-member	Student member
Full package**	380*	450	100	420*	500	100
Spouse/partner	100	100	100	100	100	100
Single day	200	250	20	200	250	20
*Fellows and Life Members pay \$200. Members presenting pay only \$200 (early bird) or \$250 (after 20 October); non-members presenting pay \$250 or \$380 respectively (one discount per presentation).						
** includes Friday APCSWG and Main program, and Friday and Saturday evening events.						
Total paid: (direct credit / cheque / cash) (please circle the relevant boxes)						AUD\$

Spouse/partner functions are the Friday "Welcome" cocktails and Saturday night banquet only. Single day attendance includes seminar and lunch, but not the banquet. The welcome reception and the banquet can be paid for separately if required, at \$40 and/or \$60 respectively. Payment can be made by:

1/ Bank transfer to the ASASI Bank Account

Name ASASI BSB 112-908
Account No. 050115113

2/ Try Booking for credit card payments

Credit card payments can be made using "Trybooking"
You can either go to the Trybooking website and search for ANZSASI rescheduled or use the following link
<https://www.trybooking.com/BRJOK>

3/ Cheque, payable to ASASI, mailed to

ASASI Secretary
PO Box 399
Bowral NSW 2576

Save the Date

ISASI 2021

A Virtual Conference



August 31 – September 2, 2021

ISASI is pleased to announce that registration is now open for ISASI 2021 and can be accessed through the ISASI website or by using the link below.

<https://cvent.me/348zY9>

Delegate fees are
\$89.00 US for ISASI members
and
\$99.00 US for non-members

If you work for a company that is a Corporate Member of ISASI, please choose the member price when registering.

The full seminar agenda will be posted on the ISASI website – www.isasi.org – and should be available by the last week of May.

Please note that we will not be offering tutorials this year.

Every effort will be made to stagger the presentations each day to facilitate attendance from different time zones.

Sponsorship and Exhibitor opportunities are available and detailed information can be obtained by contacting Ron Schleede at RonSchleede@aol.com or Barb Dunn at avsafes@shaw.ca

We look forward to your support and participation.

ISASI 2021 Seminar Committee



ISASI 2022 Conference – Brisbane

The Pullman Hotel Brisbane will be our venue for the international conference between **29 August and 1 September 2022**.

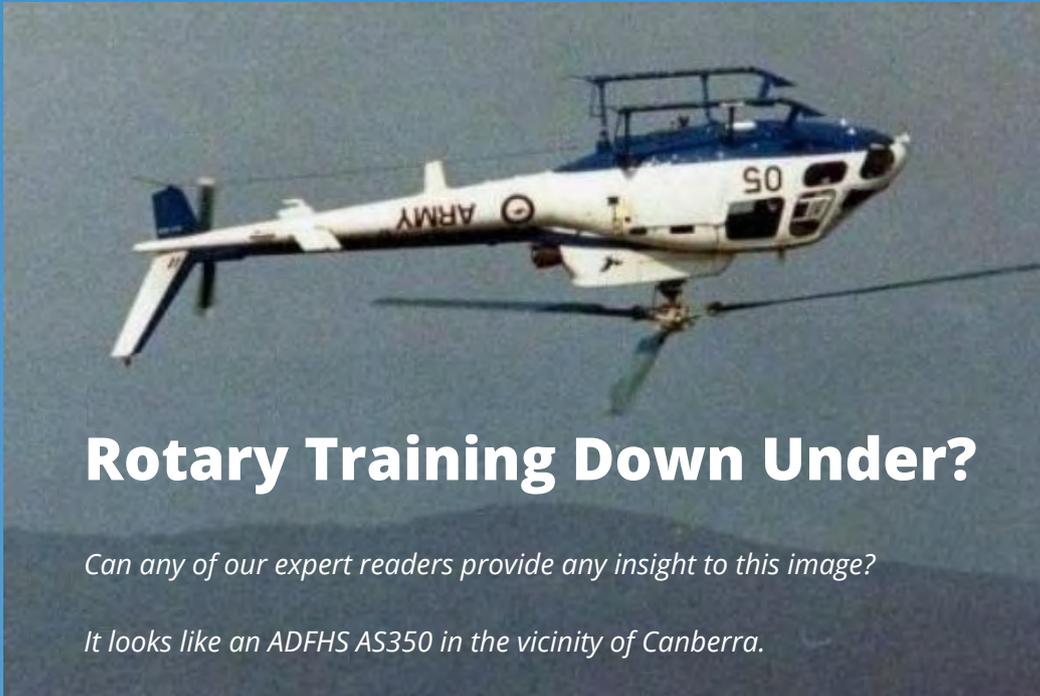
The conference will follow the standard ISASI format of Tutorial on the Monday followed by three days of technical programs.

Brisbane is a great venue and there are many options for social activities for partners. More details will be provided in the new year.

Things to do in Brisbane

- Moreton Island
- Story Bridge Climb
- Brisbane River Cruise
- Stradbroke Island
- Wheel of Brisbane
- Lone Pine Koala Sanctuary
- Tangalooma





Rotary Training Down Under?

Can any of our expert readers provide any insight to this image?

It looks like an ADFHS AS350 in the vicinity of Canberra.



ASASI Contact Details

www.asasi.org

log on: news

password: aviator



www.isasi.org

log on: membership number

password: your Christian name
(all lower case)

President:	John Guselli	0419 015684
Vice President:	Alf Jonas	
Secretary/Treasurer:	Paul Mayes	asasiexecutive@gmail.com
Email:	contactasasi@asasi.org	
Post:	P.O. BOX 399 Bowral NSW 2576	

Disclaimer: ASASI News does not endorse or guarantee the veracity of any items supplied from external sources to this journal.