



# PRESIDENT'S NEWSLETTER

## June 2021

Kia ora koutou katoa

Where has the time gone?!?! As we enter the middle of 2021, I wonder where the two years since ANZSASI in June 2019 have gone. A global pandemic certainly made some of the time fly. My tenure has seen change on the personal as well as on the global fronts. Departing the CAA in March 2019 after eleven and a half years and entering consulting, gave me a refreshed view of our industry. The conversations with CEOs, pilots, engineers, and administration staff showed the realism of operating in the general aviation world. Managing business continuum versus regulatory requirements drew the rhetoric of a " ...safety business doing aviation, or an aviation business being safe..." On the face of it both comparable, however certainly different interpretation by some when the financial bottom line is being manged. I was glad to see that safety was not compromised by cost but is certainly involved in many conversations.

The arrival in my new role as Safety Team Manager for New Zealand's largest air transport helicopter operator immersed me into the realm of preparations for safety management certification. Sitting on the other side of the fence certainly gave me an appreciation of the work required for these activities and the effort that operators put into them. Certification went well and thanks to my former colleagues at CAA for their guidance and support.

### **Goal setting**

At the beginning of my tenure I identified four goals I wanted to achieve:

1. Move our banking system to online.
2. Develop a website.
3. Increase the membership.
4. Provide platforms for NZSASI members for interaction and development.

### **Banking changes**

This became a lot more complex than I had envisaged! Toing and froing with the bank for signatories, recovering past statements and cheque books, proof of ID etc., but we got there with Lou, Mike and I given authority to manage the accounts. This was timely as a component of this change was to make payments to ISASI more manageable, along with other required Society payments. It also makes managing transactions much simpler than cheques!



This also supported our move to having members pay directly to ISASI. As a refresher, fees were being paid on our Treasurer's (Russell) credit card. This was less than satisfactory even with the fees being slowly recovered from members. This change to member direct payment by NZSASI is becoming an adoptive state by other chapters including ASASI. ASASI has also been doing work around the membership processes which we have been highly supportive of.

### **NZSASI website-Collaboration with ASASI**

The Executive considered that for simplicity, financial prudence and engaging in a collaborative approach, that linking in with ASASI was an effective methodology. Discussion had with ASASI President John Guselli and the ASASI Executive resulted in an agreement for NZSASI to be a partner on the ASASI website. This was timely as the website was under review, with a web-designer being contracted and the design is under way.

This will become live following establishment of the NZSASI Executive 2021-2023.

### **Membership**

Pre-Covid, there was always a general attrition of membership but – losses were generally offset by new members joining. Adjustment in personal circumstances is natural, and affiliation to entities change. However, the attrition has been marked due to COVID. Notably our Treasurer and Secretary Mike Eastwood had to depart aviation due to the closure of L3 Harris training facility in Hamilton. Many others, including corporate members, have not renewed their memberships due to changes in roles away from aviation. The resultant is that membership has dropped from 77 individual members and 4 corporate members, to 42 (including 7 life members) and NZDF as the sole corporate. This is not what I was anticipating facing with my positive approach to increasing the membership.

### **Folded wings- John Goddard**

On a sad note, we lost a long-standing member, John Goddard, on 29 November 2020. Many of you will remember John for his 'quintessential English Gentleman' demeanour and his quick wit, among his many other attributes. One current member, Alister Buckingham (AB) had a long association with John (also known as 'JG') and has submitted his recollections here:

"My first encounter with JG was in March 1967, at the Canterbury Aero Club, when he took me on my initial PA-28 type rating flight. He struck me then as a man of few words, but a few words were all he needed to get the message across. I subsequently saw quite a bit of John at the CAC in his capacity as instructor, and later manager; also at various gliding championships and camps in the late 1960s and in my RNZAF years in the 1970s. He was an accomplished glider pilot, and at that time shared ownership in a Slingsby Dart with the late Eoin Coutts (another NZ gliding legend). According to TAIC sources, John joined the then Office of Air Accidents Investigation as an Inspector of Air Accidents in 1982, but my memory seems to place him there as early as 1977. I've been wrong before, though!



The functions of the OAI were taken over by TAIC in September 1990; I joined TAIC in March 1991 and had the privilege of working with John on several site investigations, most notably on a Britten-Norman Islander crash on Espiritu Santo in Vanuatu. The only changes I noticed on meeting John again was that his hair was slightly less 'ginger' and he had given up pipe-smoking. His wit, however, was, if anything, even keener than before! My last actual sighting of John was at another sad event, the send-off for Ron Chippindale in February 2008.

Dmitri Zotov recalls: JGG was the master of the short response. When Peter Button pranged, festooned in hawsers, (Bell 206, ZK-HKF, 1987) JGG was doing a stump-sit, smoking his pipe as was his wont. A journo thrust a microphone under his nose and said, "Tell me, Mr Goddard, have you discovered the cause of the crash?" To which (after a suck of said pipe) the response was "Well, it does appear that (suck) it may have struck a wire".

Lifetime commitment Ken Mathews

On a much brighter note, however, I'm happy to report that Ken Mathews has reached the exalted status of Life Member of ISASI. The criteria for life membership are currently attaining the ripe old age of 70 and having been an 'ISASI member in good standing' for the preceding five years. (These criteria are going to change soon, with a higher age and an initial fee.) Ken is one of the 'magnificent seven' mentioned above. AB has also had a long association with Ken, as follows:

"Ken (another Southlander, yay!) appeared on 3 Squadron fresh off his SNCO course as an Acting Sergeant, on his helicopter crewman course. My first logbook entry featuring Ken was 24 April 1974, when he was doing his initial winch training. Shortly after that, back to Wigram he went, this time as a trainee pilot – got a taste for this helicopter flying! Ken was posted to basic Sioux helicopter training on completion of his 'wings' course, and duly reappeared on 3 Squadron as a trainee Iroquois pilot. Ken reappears in my logbook in November 1976, when we were both on the 3 Squadron Detachment at Wigram. We flew numerous operational and training missions together between then and my leaving the RNZAF in May 1977. A bit of a gap ensues at this point, but I know that we were working for helicopter operators at opposite ends of Australia during the late 80s/early 90s. Ken joined TAIC in 1993 and accompanied me on several site investigations. Ken soldiered on there until he had had enough fun, and moved to the CAA as Manager, Helicopter and Agricultural, later becoming a Safety Education Adviser, authoring numerous articles in *Vector* magazine. From there, Ken disappeared to the Missionary Aviation Fellowship as safety manager, based in Cairns, North Queensland. Although now notionally retired, and happily ensconced in Tauranga, Ken still retains an interest in MAF, as evidenced by his current email address."



## **Membership, where to from here?**

As will be shown, the financial books are very good thanks to an historical ISASI seminar in Rotorua (in 1986). However, as a branch society of ISASI, the continued presence of NZSASI as a standalone is in jeopardy. Some contemplations for you ahead of the upcoming BGM are:

1. How can we resurrect an increase in membership?
2. As a potential member, what would you want from NZSASI?
3. Are we a society delivering to our membership in terms of interaction, and growth?
4. Is NZSASI viable or would an amalgamation secure the longevity i.e. combine with ASASI?

## **Interaction and growth, giving back to members.**

Unfortunately, I and the Executive have been constrained by COVID, workloads and the criticality of the membership stability, leaving this goal somewhat untouched. I strongly believe that the attributes of our membership are underutilised, and along with ISASI *Code of Ethics- 2. Principles:*

*Each Member shall:*

*2.1 Promote accident investigation as a fundamental element in accident prevention*

*2.7 Encourage uninhibited, informal interchange of views among Members (caveat to non-disclosure of sensitive information)*

*2.9 Encourage and participate in the education, training and indoctrination of personnel likely to become involved actively in accident investigation.*

We have capability to be able to carry out these Ethics and influence the safety personnel engaged within New Zealand and perhaps offshore. I urge you to interconnect with your peers and others of likeminded occupations, but also seek out those who are in aviation safety roles and encourage their joining this global organisation.

## **Mike Eastwood**

In June 2019 at the eleventh hour, Mike bravely volunteered to take on the mantle of Treasurer/ Secretary from longstanding stalwart, Russell Kennedy. This was never going to be an easy role to fulfil especially with changes to the banking system, membership payment changes and communications. Mike also volunteered just ahead of becoming a father, an already challenging full time role. Unfortunately, the effects of COVID on Mike's employer resulted in the closure of the training facility and Mike having to review his commitments.

I thank Mike for being, for a brief time, a member of the Executive, and wish him and his family all the very best for the future and hope to see him back in the aviation safety environs.



## **Your Society Needs You!**

As I mused earlier, the two-year tenure of your current Executive has come to an end. It is your opportunity to step-up to the roles or support a member you consider capable, willing, and available to fulfil the function. There is work to be done to manage the sustainability of the NZSASI or consider other pathways that can be forged. Voting information has been passed to you by our interim Secretary/Treasurer and VP Lou Child. Al Moselen has agreed to act as independent recipient of the nominations, so please submit ahead of the BGM for prior adjudication.

I have enjoyed the role as your President and thank you for your support to, Lou, Mike, and myself.

## **Some work by our colleagues- Celebrate success.**

Our very own VP Lou Child showing her skilled sleuthing capabilities in supporting a family's search for an old accident site. Lou filtered through the accident archives held at CAA, of Ministry of Transport reports (now TAIC) on loan from our illustrious AB.

## **Public sector goes the extra mile to locate 40-year-old crash site:**

*The CAA was not very hopeful of finding the exact crash site when it sent an email to its staff. However, the very next day safety investigator Lou Child found the hard copy report on the library shelves\* which gave grid references to old Lands and Survey maps, located in the Digital Heritage Archive Library. The reports dated back from before the time when the CAA was established in 1992.*

*The CAA decided rather than passing this technical information on; to go the extra mile and ask Land and Information New Zealand. LINZ in turn directed the request to cartographer Graeme Jupp to translate the grid references into GPS coordinates.*

*Graeme came back with: "The grid reference of 225 602 places the accident site in the valley of the Whirinaki River, southwest of Paewhakaratarata Ridge, 274 metres above sea level."*

*He then provided the GPS coordinates which could be punched into any cell phone. The CAA is also providing the original accident report to the family this week.*

<https://www.aviation.govt.nz/about-us/media-releases/show/Public%20sector%20goes%20the%20extra%20mile%20to%20locate%2040-year-old%20crash%20site>

## **New Zealander gains ASASI Scholarship**

Matt Harris, Chief Advisor Human Factors at CAANZ, embarked on a PhD a couple of years back with the challenging subject of 'The supervisors' role in influencing risk-taking in the context of nominal operations.' Following a conversation with John Guselli (ASASI President), I persuaded Matt to apply for the ASASI Macarthur Job scholarship.



This required the submission of an abstract of Matt's thesis plans and outcomes, the resultant of which was is attaining the scholarship. This has provided him with monetary support and hope that he will attend ANZSASI 2021 (Covid restrictions pending). A perfect segue to the events below!

### **Events-Date changes**

**ANZSASI Seminar "Improving Safety", Novotel, Surfers Paradise May 12-14 November 2021**

Call for papers: [www.asasi.org/seminar/2021\\_Call\\_for\\_Papers.pdf](http://www.asasi.org/seminar/2021_Call_for_Papers.pdf)

Registration Form: [www.asasi.org/seminar/Registration\\_Form\\_ANZSASI\\_2021\\_V1.pdf](http://www.asasi.org/seminar/Registration_Form_ANZSASI_2021_V1.pdf)

Event App will be available for both Apple and Android platforms.

ISASI seminar "Staying safe, moving forward" Virtual Annual Seminar 31 August-2 September 2021.

Preliminary agenda: [www.isasi.org/Documents/EventsAndAlerts/Preliminary%20Agenda%20June%208,%202021.pdf](http://www.isasi.org/Documents/EventsAndAlerts/Preliminary%20Agenda%20June%208,%202021.pdf)

Registration information: [www.isasi.org/Documents/EventsAndAlerts/Registration%20Open.pdf](http://www.isasi.org/Documents/EventsAndAlerts/Registration%20Open.pdf)

### **Reminder on reimbursement Policy**

Attached is also a reminder of the Executive Policy, *Section 5. Levels of Reimbursements for NZSASI members attending ANZSASI and ISASI Seminars*, provided in draft to Members in 2019 regarding the management of reimbursements. This Policy was considered carefully to ensure fairness to all member levels and a means to obtain information from those provided with financial support, back to the membership. This Policy will be ratified at the BGM.

Reminder!!!- BGM 9th July 2021 at Rydges Hotel, Featherston Street, Wellington. Commences 1630 hours and Ends 1930 hours. Personal attendance will include drinks and canapes post the meeting. Online attendance will be facilitated, and BYO will be the order of the day!!

Kind regards  
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## NZSASI Executive Policy

### Section 5. *Levels of Reimbursements for NZSASI members attending ANZSASI and ISASI Seminars*

1. All requests for reimbursement must be approved by the Executive with due regard to the available Society funds. The Treasurer will submit to the Executive a budget for each financial year and advise of the total funds available.
2. The requirement for a current (financial) NZSASI member to submit a business case for all reimbursement applications. Business cases must demonstrate:
  - a. the benefit to the wider membership of this member receiving NZSASI funds
  - b. that the individual is currently actively involved in aviation safety – whether through work/study /safety association involvement/ volunteering or that a retired individual has served as NZSASI Executive/International Councillor for more than 2 terms (i.e. 4 years plus).
  - c. The individual is not receiving financial support from another source e.g. employer, union, company business, university, or other scholarship.
  - d. Standing Executive/ International Councillor are exempt from providing a business case.
  - e. A report is provided back to the Executive with sufficient detail to provide information regarding emerging investigation methodologies, techniques, or other learnings to benefit the NZSASI.
3. No individual can receive reimbursement for:
  - a. more than a total of three International Seminars or four ANZSASI Seminars unless as an exceptional case demonstrated by way of the business case (e.g. a member is presenting at ISASI) and approved by the Executive.
4. The committee confirms the following levels of reimbursements:
  - a. For members attending an ANZSASI conference in New Zealand:  
No assistance.
  - b. For members attending an ANZSASI conference in Australia:  
a refund of up to a total of the cost of registration plus NZ\$500 to assist with other costs.
  - c. For members attending an ISASI international conference held outside Australasia  
a refund of up to a total of the cost of NZ\$2000.
  - d. For standing NZSASI Executives and NZ International Councillor attending an ANZSASI conference in Australia or New Zealand at their own expense, a refund of actual and reasonable expenses (expected to be cost of registration, travel, and 3 days accommodation).
  - e. For standing NZSASI Executives and NZ International Councillor to attend an ISASI Seminar, a refund of full seminar registration, 4 nights' accommodation plus NZ\$1000 to assist with other costs.
  - f. NOTE: The cost for the New Zealand Councillor to travel to ISASI International Council meetings is covered by ISASI.
5. If the applications received exceed the total amount of funds available, then the allocation of funds to the membership will be allocated in the following way:
  - a. For NZSASI Seminar held in Australia. The member cash “expenses” benefit (\$500) will be reduced to a level where all applicants can attend the applicable seminar. This may mean a zero expenses reimbursement but full registration reimbursement. If insufficient funds remain after reducing the cash benefit to zero, then the funds will be allocated by the Executive with reference to the submitted business cases.
  - b. For ISASI International Seminar the cash benefit will be reduced to the level of available funds and be shared equally amongst all applicants.
  - c. If a member subsequently withdraws their application, then remaining applicants will be reconsidered as per points a) and b) above.