



NEW ZEALAND SOCIETY
OF AIR SAFETY INVESTIGATORS

NEWSLETTER

SEPTEMBER 2022

President's Preamble



Ladies and Gentlemen

Yeah, I know it's October, but I did start this in September – an eventful month, as it turned out, but with all overshadowed by the passing of our Queen and the subsequent solemn formalities.

We did, however, start the month on a bright note with the first ISASI seminar held since the 2019 event in The Hague – and right on our doorstep. Thus, a goodly contingent from New Zealand – 22 in-person delegates and four 'virtual'. I doubt if any other regional society could better that, at least on a per-capita basis. (I counted Matt Harris, still an NZSASI member, although working in Oz.)

High-quality presentations, great social events, and the usual networking (new and catch-up) defined the seminar – and for those 'first-timers', a taste of things to come. COVID and warring nations permitting, of course.

Mid-month saw a different type of get-together – the first RNZAF 3 Squadron reunion in many years, held at the Air Force Museum and at the Wigram Hotel (formerly No 1 Officers' Mess). Although the event was not directly related to NZSASI, it is worth mentioning that there were eight current and former NZSASI members (or reps from Corporate Member RNZAF) in attendance. And we had a good time too! I also ran into Viti Flanagan, albeit in life-size free-standing photographic format.

On future events, see Mike's VP Views below; also the Postscript.

VP's Views

I hope you are all doing well. It was nice to meet several of you in person at the ISASI conference in Brisbane. First I would like to tell you that on Monday, November 28, **ALL** NZSASI members are invited to an evening cocktail reception in Wellington. It will be held at the Wellington Club, stand by for the start time and dress code. This cocktail reception is put on by the Honourable Co. of Air Pilots

(HCAP) to coincide with a week-long visit to NZ by the head of the organization from London. The NZ Chairperson, Capt. Allan Boyce, has kindly extended that invitation to all NZSASI members. This will be a good opportunity for pilots to meet safety investigators and vice versa. I think it's important that pilots connect with safety investigators to learn about trends and occurrences BEFORE they have one themselves. Conversely if safety investigators come from an engineering/maintenance background I think it's important for them to connect with pilots to understand why pilots do the things they do. Although the format for this event is a relaxed, social setting not a formal meeting.

For those of you in Auckland, please do not feel left out. On Wednesday, November 30, at the Museum of Transport & Technology (MOTAT), Captain Ian Sloan, retired from the UK Royal Navy, will be speaking about his flying experiences. In addition to flying the Sea Harrier, Capt. Sloan did an exchange with the French Navy and flew their aircraft from their aircraft carrier. The event starts at 1900 and everyone is welcome. The audience will be allowed to walk through the aircraft collection before the lecture begins.

Regarding the webinar series, it will be returning on Wednesday, October 12 at 10am NZ Time. Alister, Wayne, and I made the decision to cancel the September webinar due to several logistical issues. The main one being our presenter had some flights of his rescheduled such that he would be flying during the time he was supposed to be presenting. We also figured after many of our members just spent 3 days over the beginning of the month immersed in presentations at the annual conference that to run the September webinar so soon after might induce a form of 'presentation fatigue'. So the decision to cancel and reschedule our speaker to October was made.

On that note, our October speaker will be Anthony MacKay, the Director of Operational Safety with NAV Canada, the equivalent of Airways NZ in that country. He will be supported by Simon Gaskin from the HCAP's Magnetic to True Technical Group. They will be discussing the movement to change worldwide navigation from being based off Magnetic north to True north instead. If you did not know, navigation based off True North is currently done by the RNZAF and RAAF aircraft operating in Antarctica, so experience with this navigation format does exist in this part of the world. The question being posed is should we pursue navigating in this format on a global basis and if so, what work is then required to achieve that safely?

I don't have any speakers set in stone after the October webinar. But fear not, Alister, Wayne, and I did our best to speak to as many guests as possible at ISASI 2022 in Brisbane. I have a pile of business cards to go through and ask if those individuals or teams would kindly present to us during our webinar series. I'm really excited about the connections we made and the interesting topics they can bring to us.

Regarding ISASI 2022, those of you present will recall we had a short meeting of all NZSASI members during one of the breaks. Alister advised we begin thinking about locations and themes for when NZ hosts the ANZSASI conference in 2024. During that meeting I said I was going to suggest to our Australian colleagues that they use a space theme for when they host the ANZSASI conference next year in 2023. A few NZSASI members asked me to reconsider and keep the space topic for ourselves in NZ when we host in 2024. I'm happy to tell you I have reconsidered and my intention is to keep the space theme for our conference in 2024. To elaborate further, we all know an important component of a successful aviation industry is the ability to investigate mishaps and direct corrections for the future. This is also true of the space industry. This country has a phenomenal space industry on the world stage considering it is supported by a population of only 5 million. Yet currently space mishaps require us to ask agencies of other countries to investigate and provide us with recommendations. My feeling is if the expertise exists within NZ to put satellites into orbit,

surely we should be able to achieve the ability to investigate our own mishaps. IMO, aviation safety investigators are best positioned to achieve that because the initial stage of any space mission operates within the atmosphere we currently have jurisdiction over. So that will be the topic I'm going to propose for when the ANZSASI conference comes to NZ in 2024. But this is only my suggested topic for now and I am certainly open to hearing the suggestions that others may have.

Sec/Treas Section

Nothing of note from Wayne this time round, but I can confirm that he enjoyed the seminar too! And the usual plea – if you update your contact details on the ISASI Wild Apricot site, remember to notify Wayne as well for our local records.

Membership

No new members to welcome this time, or any departures. ISASI saw a surge in membership applications following the seminar – any submitted in that time frame are exempted from the joining fee. And on the ISASI membership committee – I just happen to have photo ID of the three members:



Rob Carter, Chairman (and VP ISASI)

AB and Frank Hilldrup (NTSB)

Rob has recently retired after 37 years as an Inspector of Air Accidents at the UK AAIB; Frank is also President of the Mid-Atlantic Chapter of the US Society – and we worked together on the ICAO AIG Panel for several years.

ISASI Council

The pre-seminar (virtual) meeting was held at the usual ungodly hour on 23 August, with Mike and I both participating. The main outcome from the meeting is the announcement of the new ISASI Executive (and not a drop of blood was spilt – only one candidate presented for each role). The new incumbents are (with effect from the close of the Brisbane seminar):

- President: Barbara Dunn (replacing Frank del Gandio)
- Vice-President: Rob Carter (re-elected)
- Secretary: Chad Balentine (re-elected)
- Treasurer: Eric Prince (replacing Bob MacIntosh)
- Executive Advisor: Frank del Gandio (replacing Dick Stone)

Frank's EA role equates to the more familiar title of Immediate Past President.

Although Barb has yet to send her inaugural communique to the membership, we can give you a pretty good idea of what it might contain. There's a fair chance it will read along these lines:

Greetings from Canada

I am thrilled to be the first female and the first flight attendant to hold the position of International ISASI President. It is an honour and a privilege that I will not take lightly. Your Executive is now truly international in nature, with representation from ESASI, USSASI and CSASI and we will do our best to ensure that all National Societies are represented equally in everything ISASI does.

I have big shoes to fill. Frank Del Gandio has led ISASI through many years of growth, and we were fortunate to have him in the position of President when many others would not step up. Frank will continue to advise us as Executive Advisor, and I am grateful for his continuing support. Others like Ron Schleede, Bob MacIntosh and Dick Stone have always been there to keep the Society on the right track, and they deserve our thanks for their many years of service. It is important to remember that your Executive Officers are volunteers, working for ISASI with no financial remuneration. I now look forward to working with Rob Carter and Chad Balentine along with the Society Presidents and Working Group Chairs, to ensure that ISASI remains at the forefront of the investigation community.

Unfortunately, I have not had the opportunity to meet all of you, so I thought it would be appropriate to provide you with bit of my background. I joined Air Canada in 1971 as a cabin crew member and very quickly became interested in cabin safety. The Flight Attendant union persuaded me to take on the role of Cabin Safety Committee Chair and the rest as they say is history. I soon realized that cabin safety was not receiving the attention it deserved from the regulatory and investigation community, so I made it my mission to bring about change.

I joined ISASI in 1990, and in 2003 I was appointed to the position of International Seminar Chair, a role I continue to hold to this day. In this position, I have been involved in the coordination and execution of all Annual Seminars to date, ensuring that ISASI's goals and objectives were met each year.

It was also my privilege to hold the position of CSASI President from 1994 until I stepped down in 2020.

Fatal accidents are becoming fewer in number, due in large part to the work of ISASI members worldwide. Improvements in cabin crew training, design features such as floor level lighting, fire retardant cabin materials, increased seat strength, to name just a few, have all gone a long way towards increasing survivability.

It is my hope that ISASI will continue to grow. The aviation industry has changed a great deal over the past years and ISASI must keep up. Covid has taken its toll and we must think of new ways to keep the organization current while meeting the needs of our members. ISASI 2022 is a huge success with over 300 in person and virtual attendees - many coming from New Zealand. I will not be there in person but will join virtually for all the presentations. While it is obvious that many of you are still exercising caution when it comes to travel, it is my hope that we will be able to meet in person in Nashville at ISASI 2023.

Until then, stay safe and healthy.

Barbara

(Good onya, Barb!)

President's Postscript

Looking ahead

As well as the 28 November HCAP evening announced by Mike, another event that may be of interest to members is the Royal Aeronautical Society (NZ Division) Symposium to be held in Wellington on Friday 4 November. It's a one-day event, followed by the (optional) Awards Dinner in the evening. Don't be shy – you're bound to recognise friends and colleagues there! See details on the link <https://www.aerospacenz.com/events/symposia.htm>. (You don't have to be an RAeS member to attend.)

Early in the new year, we'll have to start work on planning the 2024 ANZSASI regional seminar. We had a quick get-together of the NZ delegates in Brisbane to see if we could get a feel for preferred location – inconclusive, but I did detect a slight leaning towards Auckland (last one there was in 2015). Two of our current Executive are based there, as well as a reasonable pool of able bodies who could be press-ganged on to the organising committee.

An on ANZSASI, the 2023 seminar will be held (after many postponements) at the Novotel Surfers Paradise on the weekend of 2-4 June (our King's Birthday weekend). Let's hope we can get a good crowd together for that one – and a crack golf team, as the Aussies will be looking for revenge after their 2019 flogging.

We'll probably have our BGM the week after that, as it looks a bit easier to have it on our home turf, virtual attendance notwithstanding. And running up to ANZSASI and BGM, our Executive elections. More on that in the new year (probably in the March newsletter).

I had hoped to have the draft amendments to the By-laws ready to go with this newsletter, but a few things got in the way. Soon, is the best I can say at the moment.

This must be getting near the end, apart from the 'happy snaps' on the last page. No incriminating evidence, I hope!

All the best.

Kind regards

Alister Buckingham

Contacts

Alister Buckingham
President
alpha-bravo@xtra.co.nz

Mike Zaytsoff
Vice-President
zaytsoffm@gmail.com

Wayne Jones
Secretary/Treasurer
nzsasi.sec@gmail.com

