



NEW ZEALAND SOCIETY  
OF AIR SAFETY INVESTIGATORS

# NEWSLETTER

NOVEMBER 2023

## President's Preamble

Tēnā koutou Ladies and Gentlemen

It is a privilege to take over as the new NZSASI President from Allister Buckingham. AB has been an excellent President (resurrected) for our Society and we all collectively owe him our gratitude (so shout him a beer or two at the bar!). He helped us out in our time of need to revive our executive committee, after Lou dug in hard in the trenches to keep our Society alive (thank you Lou!).

My vision for our Society is to become more connected with other likeminded professionals, which Mike has been doing a fabulous job with the monthly webinars. I also see connecting with young aviation safety minded professionals as a key part to our future. These are the people who will help the society grow and keep it running when we have all moved on. I am already in discussion with universities and potential sponsors to explore options to help support this goal. So, if you have any ideas or good contacts, please let me know.

Wow what a year it has been, there has been a lot going on. The first call out I have is for the Civil Aviation Authority (CAA) Safety Investigation team. What a stellar effort they have done in producing a dedicated Vector magazine about what they do to improve safety and the complexities of doing it.



(Credit CAA: CAA Vector magazine special issue 2023 cover page)

What an amazing bunch of super talented and good-looking investigators (you included Dan!). The key message I took away from reading the magazine is how complex the safety investigators profession is. You must be a genius to solve complex socio-technical problems, while working with people who may be grieving from losing a loved one. Then on top of that, you must maintain your mental health, while also looking out for those around you. I am forever grateful for the support from the CAA safety investigation team and the collective team at the Transport Accident Investigation Commission (TAIC) to help me maintain a positive mental health. As safety professionals we must act as a community to support each other.

Speaking of collaboration with other likeminded safety professionals and working as a community, it was my absolute pleasure and honour to present at this year's ISASI annual conference in Nashville with two Dutch Safety Board (DSB) investigators, Gijsbert Volegaar (the investigator in charge for the MH-17 investigation), and Marieke van Hijum (the project manager for the DSB follow-up investigation into the safety recommendations from the MH-17 investigation relating to flying over conflict zones).

We presented on the idea of the International Civil Aviation Organisation (ICAO) introducing a framework for follow-up Safety Recommendation Investigations, or FSRI's as we like to call them. Not all States have the legal mandate to follow-up on safety recommendations, New Zealand doesn't but the Netherlands do, so the presentation proposed ICAO should introduce a framework to conduct FSRI's so all States could conduct them. The paper and presentation are available on the ISASI website if you want to learn more about it.



(Gijsbert Volegaar, Marieke van Hijum and Jim Burtenshaw at ISASI 2023)

The conference was well attended with over 300 delegates, with a small New Zealand contingent. There were some very interesting presentations from a variety of high calibre speakers with the conference theme being "the current that lies beneath". The chair of the National Transportation



Safety Board (NTSB) Jennifer Homendy presented, as well as the Chief Commissioner of the Australian Transportation Safety Bureau (ATSB) Angus Mitchell. Conference papers and presentations are available on the ISASI website.



[ISASI 2023 Nashville – pictured left to right: Ian McClelland (TAIC), David Bacon (NZDF), Jim Burtenshaw (TAIC), David Oliver (CAA), Mike Zaytsoff (NZSASI VP)].

As an executive we are now focused on the 2024 ANZSASI conference, which Wayne has more information on below.

## Vice-President's Views

Hello friends

My section this time around will be on the long side to make up for no contribution in the last newsletter.

I'll start with the presentations that just wrapped up this past Saturday November 4 at the hall of the #4 Squadron of the Air Training Corps. at Ardmore Airport. Major Glenn Pinnuck of the Australian DFSB and Drew Donnelly of the Australian Defence Science & Technology Group (DSTG) gave an encore recital of the presentation that won them the Ron Chippindale Memorial Award at ANZSASI 2023. Then Dave Wiman, one of our longtime members and currently with Airways NZ, gave the second presentation. It was a personal recounting of a fatal accident from the all-too-common VFR into IMC that occurred in Cairns, QLD when he was an on-duty Tower Controller. I take my hat off to Dave for what was obviously a very difficult topic to discuss, even after 20+ years. It reminded me that as pilots or operators of other transportation equipment, poor decisions can have a lifelong impact on a wider range of people than we think.

I'm happy to report that the final count was 19 people in the audience as you'll see in the photo below. That was significantly up from the 4 people I had registered at the start of the week. In fact, the numbers were looking so bad we contemplated at the Executive level cancelling the event and

thus avoiding embarrassment to ourselves, Airways, and the Australians. So I thank those in the audience for taking the time out of their day to attend. I also deeply thank every one of you for the advertising effort you put in, whether it was internal notice boards, physical posters, emails to friends, and posts on social media. I deeply appreciate every effort you made. It is so difficult to cut through the noise on social media and get attention but through your efforts we were able to achieve that and put on a stellar event that was well-enjoyed by everyone who attended.



(Major Glenn Pinnuck of the Australian DFSB giving an encore recital of the presentation he and Drew Donnelly gave at ANZSASI 2023. This presentation claimed the Ron Chippindale Memorial Award at the Gold Coast conference.)

I'd also like to thank the presenters for, without them, the event could not have gone ahead. As well as the Australian DFSB/DSTG, and Airways NZ, for their financial contribution to travelling from out-of-town to give us these highly educational presentations.

On a personal note, the reason I wanted the Australian DFSB & DSTG to give their talk about the lost Vampire again was for the benefit of all those in NZ involved in the restoration of historical aircraft. When I moved to NZ in January 2017, one thing I immediately noticed was the sheer number of Kiwis I met who were involved in restoring aircraft, trains, cars, trams, boats, etc. Where I'm originally from, people do restore historical transportation equipment. But not at the per capita level I saw in NZ. Glenn and Drew's presentation reminded me of a documentary about a B-29 called the *Kee Bird*. It was tragically lost on its first flight following a lengthy restoration, similar to what occurred to the De Havilland Vampire Glenn and Drew were talking about. (That documentary is found here: [https://www.youtube.com/watch?v=joskNz\\_7qY4](https://www.youtube.com/watch?v=joskNz_7qY4). I'll caution you ahead of time, it's heart-breaking to watch.) After seeing Glenn and Drew's presentation at ANZSASI 2023 in Gold

Coast, I thought of all these lovely people I had met involved in restoration here in NZ. I thought of how awful it would be for them to watch their restoration projects be destroyed, just as they approached the finish line. I knew we had to bring Glenn and Drew over to NZ to give their presentation to NZ's restoration community so they could hopefully prevent their work from being lost in the same way the *Kee Bird* and De Havilland Vampire were lost. Some of the people in the audience were from NZ Warbirds, based at Ardmore Airport. They too are restoring a Vampire and thus I think it was "mission accomplished" in that we were able to pass along the knowledge of the lost Vampire to assist with their restoration project.

Dave Wiman kindly offered to give his presentation too, which really helped out with the point I'll make in the next paragraph. Also in the audience was the head of the Honourable Company of Air Pilots, (officially referred to as the Master), visiting NZ from London, UK. He will take back to headquarters and the greater membership the lessons learned from the lost Vampire and Dave's talk about continuing VFR into IMC from Air Traffic Control's perspective.

One thing I did do when MC-ing the Ardmore event was tell people about our ANZSASI 2024 conference that will be in the Auckland CBD on Saturday June 8 and Sunday June 9. More specifically I told them you've just seen 2 fascinating presentations but at the conference you will get to see 2 full days of fascinating presentations. Wayne will discuss ANZSASI 2024 in further detail later on. I have secured Air NZ's Auditorium at the head office (internally referred to as *The Hub*), also in the Auckland CBD, for the all-day meeting of the Asia Pacific Cabin Safety Working Group. That meeting precedes the conference on Friday, June 7 and our NZSASI member Mary Wallis has been putting in some great effort to already line up speakers. Some Americans I met at ISASI 2023 in Nashville expressed interest in travelling to NZ for our conference and then take some vacation time to explore this country's incredible physical beauty.

On the topic of ISASI 2023 in Nashville, I attended the International Council Meeting (ICM) that traditionally occurs on the Sunday preceding the start of the conference with Tutorials on Monday. Obviously as our International Councillor, Alister is the one with the authority to report from NZSASI to the international organization. He did submit a report ahead of time as he always does, but I was there to answer questions in person, as Alister was unable to attend. From the ICM I can report on the following:

- ISASI 2024 will be in Lisbon, Portugal from September 30 to October 4 at the Marriot hotel.
- ISASI 2025 will be in Boston, USA, from September 26 to October 3 at the Royal Sonesta hotel.
- ISASI 2026 will likely be in the UAE as their representative expressed strong interest in hosting another ISASI Conference. The last time they hosted it was in Dubai so they said this time it would likely be in Abu Dhabi.
- On the topic of Corporate Members, the ISASI leadership reminded us if a Corporate Member renews for 2 years, then NZSASI would get 1/3rd of the \$500 they pay. So this is a good incentive for us to work on signing up those Corporate Members.
- The Promotions Working Group has been disbanded so that means each Regional or National Society (such as NZSASI) and grass roots members are responsible for recruiting new members.
- The ISASI leadership also pointed out they are aware the *Forum* magazine reads as a USA-only publication. That is because they often don't get articles from outside the USA. So I would encourage anyone who wants to write an article to do so. You do not need journalism credentials to write an article as our new editor, Jim McKenna, has an extensive journalism background. He can assist with polishing and perfecting your articles.

- At the meeting I sat next to our ASASI colleague, Paul Mayes, which was beneficial because it allowed us to jointly voice our strong opposition to any increase in membership dues from the Australasian part of the world. Paul Mayes mentioned the \$80 US annual membership dues equates to \$125 AUS per year. I echoed his sentiments, pointing out that ours in NZ is worse at \$130 per year. I'm happy to report that there has been no increase in membership dues.
- Also from our ASASI colleagues, John Guselli has resigned as most people know already. Alf Jonas, who was their VP, has now moved up to President. Clare Fry from their DFSB (Defence Flight Safety Bureau – the same organization that kindly gave us their Vampire accident presentation at Ardmore Airport) has become their new VP. I congratulate Alf and Clare for taking on their new roles and wish John Guselli a well-earned retirement.
- When it came to our NZSASI Report, I mentioned we have a few people interested in participating on the ISASI Space Committee. I made contact with the chair of that committee, Professor Mark Jahanbin, but have not had a chance to discuss it yet. I regret not moving that ball along further but have been on some well-needed annual leave as the worsening pilot shortage has greatly added to my workload. (At the regional level we hand out overtime to pilots like we hand out lollies to our passengers. If we don't it's cancelled flights and that means important people like our NZSASI members not getting to where they need to go and do what they need to do). Further on the topic of space, I mentioned I would like to see our TAIC eventually be given the authority to investigate space mishaps. After I said that, Tony Flint of the ISASI HF Working Group, said the UK's AAIB have now been given the authority to investigate space mishaps. She connected me with Geraint Herbert, Principal Inspector of Air Accidents at the AAIB to discuss the matter further. We had a very enlightening conversation that I will share with our NZSASI members who were interested in assisting the ISASI Space Committee once it is up and running.

I'll finish by expressing my gratitude to our NZSASI members Lou Child and Sam Stephenson. I did not even have a chance to download the nomination document to serve another term as your VP, when Lou and Sam already filled it out and signed it. I don't think I've ever received such a kind endorsement for any of my previous volunteer work so I appreciate their kind support.

Thanks for your time. Safe travels.

Mike

## Sec/Treas Section

Planning has begun for the 2024 ANZSASI conference, which will be held over the period **07-09 June 2024**. I have booked the Crowne Plaza in Auckland CBD. You may remember we held our 2015 conference there as well.

For those not familiar with the Crowne Plaza, their website is <https://auckland.crowneplaza.com/>. It is located at 128 Albert St, in the heart of Auckland's CBD, so there's plenty of scope for things to do & see for those visiting from outside Auckland, as well as plenty of quality options nearby for eating, drinking, and socialising. (Mike lives in the Auckland CBD so hit him up for more suggestions.) We have got a Conference rate for room bookings, for \$260 per night for a king standard room. A link for early booking will be available soon.

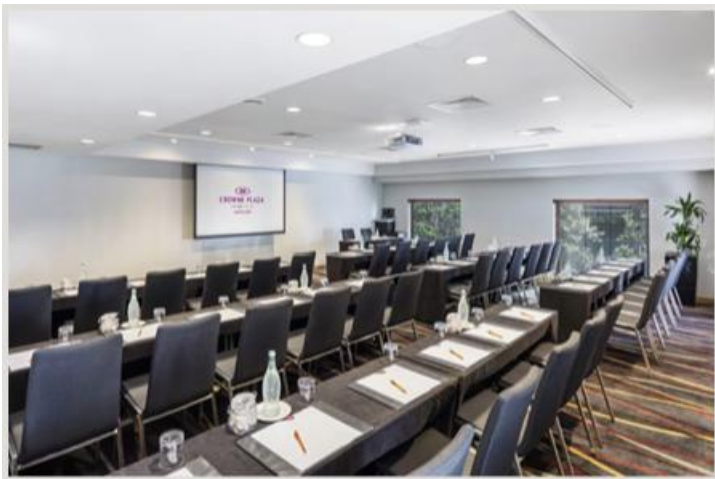
It is intended that the conference will follow the traditional format – there will be a cocktail reception on Friday night, followed by two full days of presentations. A banquet dinner, with an



after-dinner speaker will be held at the hotel on the Saturday evening. I'm sure the usual suspects will also be intent on ruining a perfectly good walk by playing some golf on Friday as well...



(Banquet Room)



(Conference Room)



(King Standard Room)

We will be standing up a Seminar Committee shortly, but for us to make this conference a success we need your support. A formal Call for Papers will come out soon, but please start considering making a

presentation. Also, if your organisation is willing to become a sponsor – or if you have any ideas for sponsorship - then please get in touch.

A couple of admin points:

- please let me know if any of your contact details change. Just send me an email at [nzsasi.sec@gmail.com](mailto:nzsasi.sec@gmail.com)
- There is now an NZSASI LinkedIn group. This has been set up as another way for aviation safety professionals to network and share ideas and experiences. Feel free to join at <https://www.linkedin.com/groups/14333161/>

Safe aviating!  
Wayne

## Membership

Yes, it's AB again, can't stay away! Just the one new (or rather, resurrected) member to welcome this time – Pauline Leech has returned to the fold, along with an upgrade to Full Member status. Welcome back, Pleech!

As a member of the ISASI Membership Committee (the others are Rob Carter, retired UK AAIB Inspector of air Accidents, and Frank Hildrup, NTSB investigator), I have admin access to the ISASI Wild Apricot website, mainly to check the credentials of new member applicants and approve as appropriate. I see that some NZSASI members have yet to log into the site, where you can update your contact details directly as well as paying your annual dues. A few newsletters ago, I included details instructions on how to log in – for anyone who hasn't retained those, here they are again:

### Membership administration

Members can now edit their own details on the new(ish) website, <https://isasi.wildapricot.org/>; alternatively, if already working in the original ISASI website. [www.isasi.org](http://www.isasi.org), just clicking on the scrolling banner:



The image shows a screenshot of the ISASI website. At the top left is the ISASI logo, a gold circular emblem with a blue ribbon. To its right is the text "INTERNATIONAL SOCIETY OF AIR SAFETY INVESTIGATORS". On the far right of the header are links: "Corporate Members >", "Forum Magazine >", and "Login >". Below the header is a dark grey navigation bar with buttons for "ISASI", "About", "Events", "Awards", "Guidelines", "Library", "Store", "Memberships", "Contact", and "Admin". Below the navigation bar is a large banner with a dark red and black background. On the left of the banner is a large, stylized black arrow pointing upwards and to the right. To the right of the arrow, the text reads: "New Membership Application Process" in large white font, followed by "Now Available! Click here to Join!" in a smaller white font.

will take you to the new site:



INTERNATIONAL SOCIETY OF AIR SAFETY INVESTIGATORS (ISASI)

Join us

Select membership level \* Mandatory fields

\* Membership level  Associate Member - \$80.00 (USD)  
 Subscription period: 1 year, on: January 1st  
 Automatic renewal (recurring payments)  
 An Air Safety Investigator who is, or has been actively engaged in aircraft accident investigation or prevention activities, but who at this time fails to meet the requirements of FULL Membership outlined above shall be eligible for consideration for ASSOCIATE membership in The International Society of Air Safety Investigators. Aircraft accident litigation is not qualifying experience for this classification of membership.  
 Annual dues of \$80.00, plus a one-time application processing fee of \$45.00.

Full Member - \$80.00 (USD)

For those who have not yet logged in, the username is your email address, then click on the 'Forgot password' link. You will receive a random password by email almost immediately, and it can be edited at your leisure. Note that the email address needs to be the same as the one stored in the WA database, otherwise the system won't recognise you. If you do run into this problem, possibly because your email address was changed since your first joined ISASI, let me know, as I can look up (as a system administrator) the email address recorded in the system.

While logged into the system please also check and acknowledge the Privacy Policy under the Contact Details tab.

Annual dues payment can be made through the WA system, and this (by credit card) is now the preferred method – the payment link will be quite obvious once you've opened your personal details page. The system will automatically generate an invoice and send it to your stored email address each year at 0001 hours 1 January Eastern Standard Time, give or take a minute or two. There may be an earlier mailout, but I haven't confirmed that.

Further to Wayne's plea, if you do edit your contact details, please also notify Wayne so that he can keep our local records current.

With the ripening of the Wild Apricot, the previous method of logging into the ISASI is now no longer valid (it was membership number and first name) as access has been aligned with the WA system, i.e., the password you set up with WA is common to both sites.

Note that although the home page of the WA site appears at first sight to cater for new memberships only, there are links at the bottom of the page for upgrade and reinstatement forms.

Another task awaiting completion is the updating of the NZSASI page on the ASASI site; now that things are settling down after the big move (to NZPP), I can get on with that,

Cheers  
 AB

## President's Postscript

Having had a shout out for the CAA safety investigators earlier in the newsletter, it is only fair I give a shout out to the team at TAIC I work with. We have had one new member join the team recently, Captain Graham Thomas an ex-British Airways pilot. Dr Tahlia Fisher began at TAIC as our human factors expert and has recently moved to a new role as the Manager Specialist Services, congratulations Tahlia!



(Pictured left to right: Ian McClelland (TAICs longest serving air investigator), Jim Burtenshaw (Manager Air Investigation team), Graham Thomas (air investigator), Dr Tahlia Fisher (Manager Specialist Services), Hamish Johnstone (air investigator), Penglin Song (forensic data expert), Jeffrey Shearer (air investigator), Barry Stephenson (air investigator))

I am keen to get your input for future newsletters, it could be something you or your team have been up to, or a bio on a NZSASI member. I'm interested in getting your thoughts on what you want to get out of being a member of the Society and any ideas you may have for improving it for the future. So please drop me a line. As you can see, I enjoy using photos in our newsletter, so if you have any interesting photos or stories you want to share send them to me.

Lastly, I want to acknowledge and thank the efforts and dedication of your NZSASI Executive team, Wayne, Mike, and AB are busy behind the scenes running our society and preparing for the ANZSASI 2024 conference.

Kia haumaru te noho (stay safe)

Ngā mihi

Jim Burtenshaw

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