

ISASI Update

Periodic News from the International Society of Air Safety Investigators
No. 4, November 1, 2013 Gary DiNunno, Editor

ISASI Continues to Seek Permanent Newsletter Title

A Note from the Editor: I am publishing this article again to continue seeking suggestions from ISASI members for a "permanent title" of this newsletter. ISASI President Frank Del Gandio, in his July-September "President's View" (see <http://www.isasi.org/Documents/ForumMagazines/Forum-July-Sept-2013-for-WEB.pdf>) announced the launch of this electronic newsletter and other electronic communication tools. He said members would be asked "to help provide a permanent title" for this publication. So, let us know what you would like as your electronic newsletter title. Suggestions should be forwarded to the editor, Gary DiNunno, at igdinunno@verizon.net. We are looking for something to reflect the up-to-date nature of electronic news from ISASI. We have received a number of good suggestions from ISASI members, but wish to garner more.

We again urge all ISASI members to ensure your contact information, especially your mailing and email addresses are correct in the ISASI database. Updates to your member contact information should be sent to isasi@erols.com.

A Note About Your ISASI Office Manager

"We are fortunate," ISASI President Frank Del Gandio declared, "to have a dedicated professional as our single employee – the ISASI Office Manager, Ms. Ann Schull." You may not know, however, the nature of her responsibilities. "We joke sometimes that Ann does a little bit of everything, but there really are some things that she has neither the time to do, nor are they part of the office manager's job," he said.

"For example," Del Gandio said, "if you're going to an ISASI meeting, it's generally your own responsibility to look after your hotel accommodations, whether it's through an established registration process (like for the ISASI Seminar) or just making your own reservation." He added "if you need messages sent to your chapter/society members, or minutes of a local meeting, it's best if you have one of your members be responsible for that task."

Del Gandio observed that Ann "does a great job handling 100 percent of ISASI correspondence (there's a lot more than you might think), every phone call from a member, someone in the general public, or the media, helping manage the budget, making sure all the office equipment is in top condition and on and on. In short, she's one busy lady." She's the one who's "hired to make sure ISASI headquarters is well run and has continuity, so please be aware of the limits of her job and the fact that her plate is perpetually full," he asked. He also said she "is the office manager and we need to let her manage the office and not take advantage of the fact that she's there every day." There is not a firm list of "dos and don'ts," he concluded, "but please be respectful of Ann's time and the fact that she's a solo act."

More Coverage of the ISASI 2013 Conference

For additional coverage of the ISASI 2013 Air Safety Accident Investigation Conference not summarized in this newsletter go to

http://www.isasi.org/Documents/ForumMagazines/ISASI_Forum_Oct-Dec_2013.pdf.

See:

President's View: Bringing Change to Our Industry Means Safer Flight

ISASI President Frank Del Gandio welcomed delegates to the ISASI 2013 Air Safety Accident Investigation Conference and set the theme for the gathering: Preparing the Next Generation of Investigators.

ISASI 2013: Preparing the Next Generation of Investigators

Forum Editor Esperison Martinez provides a roundup of events, speakers, presentations, awards, seminars, and other activities offered to conference delegates during the recent gathering in Vancouver, BC, Canada.

Two Receive ISASI 2013 Lederer Award

The prestigious ISASI Lederer Award was presented to two recipients who have gained the respect of ISASI membership throughout their careers for outstanding service in the interest of air safety accident investigation.

In addition, you may view **photographs** from the 2013 conference at

<http://www.isasi.org/Events/seminar-gallery-2013.aspx>

Looking Back and Moving Forward with Air Safety Investigation

Wendy Tadros, Chair, Transportation Safety Board of Canada, welcomed members and other participants to ISASI's 44th annual Air Safety Accident Investigation Conference held last August in Vancouver, Canada. As the keynote speaker on Aug. 20, Tadros looked at the past, present, and future of air safety investigation.

She noted that leading-edge technology and advances in flight recorder equipment have been at the forefront of changes in the last two decades (in air safety investigation). She added that there have also been advances in flight recorder technology. "These new tools, she suggested, "add a level of sophistication, a level that simply wasn't available to us before." Investigators can now pinpoint "what went wrong and what needs to be fixed," she declared.

Observing that new technology is a highly tangible change in the last 20 years, Tadros added that there also have been intangible changes. Investigators are learning more about why people make decisions--especially when they are under pressure to get the job done. (For more of this keynote address, go to

http://www.isasi.org/Documents/ForumMagazines/ISASI_Forum_Oct-Dec_2013.pdf.)

National Sovereignty and Air Safety Investigation

Addressing delegates to the ISASI 2013 Air Safety Accident Investigation Conference on Aug. 22, Jean-Paul Troadec, Director, Bureau d'Enquetes et d'Analyses pour la securite de l'aviation civile (BEA), France, discussed conducting air safety investigations

under the jurisdictions of different state authorities and stakeholders such as manufacturers.

He asked if the international law that governs air safety investigations, Appendix 13 to the Chicago Convention, is still effective. For this to be true, he answered, "an investigation would have to be conducted systematically by a relevant and motivated authority whenever the importance of the event justified it and that the international aviation community be duly informed of the safety lessons resulting from it."

This is not always true, he observed. "...All major accidents, or nearly all, are the subject of a safety investigation," he said, "but it is not always conducted effectively and diligently...." There are various reasons for this, he noted, such as "the investigation authority's lack of experience or lack of resources, the fear of raising questions awkward for national interests, lack of motivation, (and) various types of pressure...."

(For more coverage of this speech go to

http://www.isasi.org/Documents/ForumMagazines/ISASI_Forum_Oct-Dec_2013.pdf.

Learning from Accident Investigations while Transitioning to SMS

Southwest Airlines' Senior Director, Safety Risk Management, Timothy Logan and Senior Safety Investigator Dennis Post, presented a paper to conference delegates that discussed transformation from accident-based air safety investigation to risk-based investigations. The two authors were recognized with an ISASI Award for Excellence for providing the Best Seminar Paper among all of the papers presented during the 2013 ISASI Conference.

Logan and Post said, "the continuing adoption of Safety Management Systems (SMS) across the global aviation industry calls for the next generation of investigators to become proficient in tactical, risk-based investigation practices, while also staying skilled at participating in major--typically government-led-- investigations and able to respond to the catastrophic hull loss and multiple fatality events from which previous generations of investigators have learned."

They observed that new air safety investigators "are entering an industry in which operational safety risks are more often identified through safety data and voluntary reporting programs...than accidents." They described how the next generation of investigators will need to transition from accident investigations--that in some cases took years to complete--to quicker, tactical, risk-based investigations without sacrificing depth or quality. They concluded that "Blending old skills with new is an important aspect of an airline safety investigator's toolbox." (For coverage of this report, go to http://www.isasi.org/Documents/ForumMagazines/ISASI_Forum_Oct-Dec_2013.pdf. For full coverage text of this paper go to <http://www.isasi.org/Library/technical-papers.aspx>.)

Investigating a Lithium-Ion Battery Fire

The US NTSB's Joseph M. Kolly, Director, Office of Research and Engineering; Joseph Panagiotou, Fire and Explosion Investigator in the Materials Laboratory Division; and Barbara A. Czech, Associate Director, Program Management, presented a paper to the ISASI 2013 Conference participants examining the U.S. NTSB's incident investigation in January 2013, of a fire in an auxiliary power unit lithium-ion battery in the aft cabin of a Japan Airlines (JAL) Boeing 787-8.

They also discussed the challenges of investigating with “new and novel” technology, such as the formation of multidisciplinary and internationally diverse teams of experts and facilities and the use of unconventional testing techniques.

(Find more information about this presentation at

http://www.isasi.org/Documents/ForumMagazines/ISASI_Forum_Oct-Dec_2013.pdf.

For the complete text of this presentation, go to <http://www.isasi.org/Library/technical-papers.aspx>)

A New Investigator's Insight into Gaining a Profession

Brian C. Kuo, Ph.D., Aviation Safety Council, New Taipei City, Taiwan, (Chinese Taipei), addressed the ISASI 2013 Conference delegates about recruiting factors affecting new air safety investigators. He noted that with advances in innovative technologies, travelers today are able to fly in more efficient, more reliable, and, most importantly, safer airplanes.

"Such success is accomplished," he said, "by the progression in aircraft technologies themselves, and by improvement in air traffic management and airport infrastructure." He added that the "continuously lowering fatal accident rate in civil aviation in the modern world over past decades has to be partially credited to air safety investigators."

"However," he observed, "the improving record of global aviation safety implies that air safety investigators would receive less opportunity to make use of their specializations in a real investigative atmosphere." He said that this particularly affects young/junior investigators as they begin their careers during the unprecedented era of low aviation occurrences in civil aviation.

"Consequently, he observed, "on-the-job training and exercises to maintain their proficiencies become an important agenda for the new generation of investigators." Proactive practices to identify air safety hazards, assess risks, and put controls in place to prevent accidents from occurring have gradually evolved. He concluded that "investigators cannot rely simply on past techniques to perform investigations on modern and future occurrences." (For more about this presentation go to http://www.isasi.org/Documents/ForumMagazines/ISASI_Forum_Oct-Dec_2013.pdf. For the complete text of this presentation go to <http://www.isasi.org/Library/technical-papers.aspx>.)

Call for Papers for the 2014 Annual Seminar

ISASI has announced a call for presentation papers for the 2014 annual seminar to be held in Adelaide, Australia. Details for submission can be found on the ISASI website at <http://www.isasi.org> in the Events and Alerts box.