

Dear Fellow Members,

I would like to bring you up to date on the current happenings at SEQSAC.

As you would be aware the AGM took place on 10<sup>th</sup> August and a new Management Committee was selected/elected. I use that unusual way of describing the elevation of the Management Committee as at the time of the vote, there was only one nomination for each position. Perhaps in the future we could hope for a more competitive set of elections!

Election results for **Management Committee**:

President -John Adams

Vice-President- Evan Andrews

Secretary/Treasurer-Cathy McHugh

**Committee members** to assist Management Committee:

Safety Officer- Mike Horneman

Airfield Maintenance Officer-Geoff Carr

Ken Wright-RAA

Hans Van Santen -RAA

Andy Griffin

It is very pleasing to see some RAA persons on the Committee. The three genders are now all represented: RAA, VH and non-fliers. You don't have to be a voting member to be on the committee (excludes Management Committee), so please remember for future elections.

From my perspective it is a Committee with the various skills needed to run SEQSAC and I feel very fortunate to have these people to rely on to help get the job done. For those not familiar with these members, here is a brief bio:

John has worked in Aviation as a Pilot his entire working life.

Evan has an Engineering background and currently runs a multi million dollar complex.

Cathy has an Accounting background and has acted as Treasurer in previous clubs.

Mike has a background in aircraft maintenance and operated as flight crew on Boeing jets. He has worked for a Regulatory authority, has extensive knowledge of safety procedures and is the author of the Club's SMS.

Geoff is a heavy jet Pilot who would rather build and fly an aircraft that weighs less than the nose wheel leg on his last paying job. He has a natural ability for fixing all things mechanical.

Ken is an active RAA Pilot and long-term member of the Club, he has worked in the Construction industry previously.

Hans is an active RAA Pilot and was an aircraft maintenance officer in the Dutch Airforce. He is an expert on F104's if you ever need help with one.

Andy flies jets for a major airline and also has a strong working knowledge of the SMS. In his spare time he is a volunteer firefighter.

### **Committee Meeting 8 September 2019 Summary**

Treasurer's Report: There are several outgoings in the near future, insurance renewals and rates being the major ones. The overall position of the Club's finances are satisfactory. Further down the track are some major expenses like the Machinery shed and new tractor.

The discussions around the SMS took a considerable amount of time. The SMS is effectively the working document that the Club operates under. The SMS has resolved a number of issues for us, egs the Operator who decided that KCY would become a training base or the UAV's being operated in the vicinity of Mount Archer. It shows the system works and can get results and keeps a record of how things proceed.

There are ongoing issues that have been moving at a slow pace due to outside influences. Certification of the storm damaged hangars is not yet completed. Trying to get the current Certifier to return a call or email is proving difficult if not impossible. Changing Certifiers means going back and starting over again although this may end up being the quickest solution. Previous Committee have made themselves available to advise and assist on overlapping projects.

The fire trailer is finished and fully operational (thank you John Gilpin and others).

Several items are going to be followed up in the immediate future. One is these is solar panels especially those with greater than 500 watts or those with inverters supplying 240V AC. This is a major safety issue for us and you will be receiving an email to let you know what is required. You can have the satisfaction of saying "I've already done it" by going to the club website, filling out the form and sending it back to Cathy [treaseqsac@gmail.com](mailto:treaseqsac@gmail.com)

In early October the Committee is having a face to face meeting with SEQwater. The idea here is that we can all meet the people we need to work with. One of the main topics will be the 30 year lease option, a subject that we will all have an interest in.

#### **Who is competent to use what equipment?**

That might seem like a silly question but it will be one of the first questions asked by our insurance company and WHS inspectors if somebody gets hurt.

The Club now has an **Equipment Conditions of Use** policy which applies to all approved operators. Approved persons will be recorded so that the Club can demonstrate due diligence if requested.

As discussed at the AGM the Club has an

**Operating any Vehicles (incl. Mowers) on the runway Policy:**

Operator must be approved by the Club *and*

**MUST use VHF radio** (Club has purchased a portable radio for this) tuned to the airfield frequency of 126.7 to monitor aircraft traffic and de-conflict with other aircraft.

Alternatively, the Operator is to maintain contact with the other person who is monitoring 126.7 and can direct the operator to clear the runway for aircraft movements.

*Several of the members have come forward and offered to maintain the runway so it should be unusual for the runway to require mowing by the other members.*

That is about it for the moment. I'll try and keep everyone informed about what is happening and will let you know how things go with SEQwater.

Safe Flying,

Regards

John

[presseqsac@gmail.com](mailto:presseqsac@gmail.com)

0416323224