



SAAA e-news 22 July 2014

Announcement



**SPORT AIRCRAFT ASSOCIATION
OF AUSTRALIA**

Sport Aircraft Association of Australia

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Monday, 21 July 2014

Dear SAAA Members,

Re: Standing Down From the Position of National President

I write to inform you that I have made the decision to stand down from the role of SAAA National President to allow the remaining and incoming National Councillors the best opportunity to build a strong team with fresh ideas.

At the beginning of this year I started a new job that requires me to spend a lot of time away from home. This job has also meant that I have in effect been a part-time President for the association. In spite of me giving all of my available time (and then some), it has proven to be not enough. The demands of the role have taken a huge amount of my family time and made life a little too busy at times... well actually all of the time.

In recent times there has been a lot of change on National Council – this change is just one more necessary thing that has to happen in the best interests of the association. We had considered waiting until the AGM to make this handover, but due to the need to get stuck into the current backlog of work, I have decided that now is the right time to step aside & handover the Presidency.

This will allow the new President and his team to forge ahead with their plans.

Jarrold Clowes has nominated for the role of National President and has been endorsed in that position in a unanimous vote by the currently serving NC members (myself included).

I therefore stand-down from the role of National President effective immediately and hand over the Presidency to Jarrold Clowes.

I shall remain on NC for the foreseeable future to provide the NC with support as their new portfolio roles are allocated.

There is much work ahead for the team and I shall give what time I am able to the new President & his team. I hope that you will join with me in supporting Jarrold and his team of National Councillors. It is encouraging that we have some fresh people volunteering their time to serve on NC – welcome to those new faces.

Serving the SAAA as the National President has been a great honour for me. I have worked on NC with great people for quite a few years now & those people should know that they hold a special place in my heart.

Maybe I will now find some time to go and fly my plane.

As the saying goes in the cockpit – “Handing over to you Jarrold – you have control”.

Safe Flying & Blue Skies to you all.

Yours sincerely,

A handwritten signature in black ink that reads "Martin Ongley". The signature is written in a cursive, flowing style with a large 'M' and 'O'.

Martin Ongley

SAAA National President

New President

Jarrod has chosen to write to you personally and you will receive his letter of acceptance of the National President role today

Reminder – the SAAA AGM will be held at Narromine on Saturday, 13th September. As there have been more nominations for National Council than vacancies, there will be a ballot. You are encouraged to come to the meeting and vote in person, but for those who cannot attend, we have an electronic voting form so you can have your say in who leads the association for the coming year.

A Maintenance Procedures Course will be held at Narromine on the Thursday and Friday prior to the AGM – 11th and 12th September. Enrol via the SAAA website, or call the office.

Have your say about the location of SAAA HQ

We recently sent out a survey asking for member input into a decision on the long term future of our HQ. To date we have received over 400 responses – an amazing result! A resounding 87% are in favour of staying in Narromine. The supportive Narromine community was given as the main reason by 82% of people.

To address a couple of common questions raised in the responses:

The survey does not contain detailed financial analysis of the lease vs purchase issue, as at present the purchase price is part of confidential negotiations with the local council. NC assures you that the purchase price is well within our means and will not involve any borrowing.

People have commented that it is difficult to find and retain good staff in a small country town. We have two highly dedicated and loyal staff at Narromine, who provide an excellent service to members. Consider the other side of the argument – good employment opportunities are fewer in a small town than in a metropolitan area, so staff are motivated to stay in a job where they are happy.

The survey will remain open for a couple of weeks, so if you haven't responded, please, have your say! If you haven't kept the survey email, copy and paste the following link into your browser:

<https://www.surveymonkey.com/s/KCXXS6R>

Shirley

Airport editor – handing on the baton

Our wonderful Airport editor, Ryan Keen, has resigned. Ryan has done a fantastic job, raising the quality of our magazine to new heights, while holding down a job and raising a young family. I'd like to say a big thank you to Ryan on behalf of SAAA members.

We've been fortunate to secure the services of Kreisha Ballantine to take on the role of Airport editor – I hope you will all offer her a warm welcome and submit lots of stories to keep Airport lively and interesting.

Shirley

Request for news –

Members, I am trying to make this newsletter as interesting as possible, so I need more input from you! What is going on out there that you would like to share with fellow members? Please send short articles for the newsletter, or more in-depth articles for Airsport.

Shirley

Safety

Hi everyone,

Chris Sinfield here, your Deputy SAAA Safety Manager. Let's talk safety for a minute. Safety is everyone's business and it should always be in the forefront of everything we do on a daily basis.

Hopefully no one sets out to injure or kill them self when we go to the workshop, hangar or even into the air, but accidents and incidents can and do happen. How do we know? Well I know about a mate who did... Or did you hear about old Fred and what happened to his plane?

So what about the rest of us who don't know old Fred and what caused his limp? Well that's where SERA helps all the SAAA members not to gossip or judge, but to learn.

If you have an incident or accident then please tell us about it. Yep we all have made a few errors that we thought, couldn't or wouldn't happen to me, but they did. Why not tell us by submitting a safety report. That way we can see if there has been a trend failure for a certain part, pilot education needed in an area that's lacking, better still a workshop layout that is safe, all sorts of things can be learnt. The safety information that we get out of SERA helps to show that the SAAA is proactive and it also goes a long way to help keep our experimental aviation privileges going.

The SAAA is not in the air crash investigation business. If the incident or accident is a major one then ATSB should or would be involved and not just us. SERA is here to capture all the little things in order to help prevent the big ones.

So next time something happens to you that the whole organization could learn from, fill in a SERA report.

For those of you coming to the Sept SAAA AGM / Chapter 38 fly in at Narromine, we will be covering a session on how to fill out a SERA report.

Fly safe,

Less paperwork

Chris.

Recently posted on vansairforce forum:

MEK - a cautionary tale!

I recently spent the day at the aircraft restoration facility run by a friend of mine, cleaning parts and then spraying them with primer. At the end of the session, Matt kindly presented me with the now half full can of MEK. Parts all carefully loaded into the car, can of MEK, top secure, in the trunk, and I set off for the 200 mile drive home.

After about 45 minutes I began to feel pretty sleepy and over the next 15 minutes or so found it more and more difficult to stay awake. After a couple of near misses - basically falling asleep and waking up as the car changed lanes - remember that British motorways have a 70mph speed limit so they are not places to doze off - I just had to stop for some coffee.

Once into the service area coffee shop I woke up and felt much better very quickly. Back to the car, and once I opened the door - wow - the car was reeking of MEK. Opened the trunk - the can was on its side and despite the screw top being securely in place, had leaked what looked like a few drops, but clearly there must have been some vaporization -on-going for some time..... Secured the can upright in the passenger footwell where I could see it and made it home safely, no more problems.

At home, got on the web and YES - MEK IS an ANESTHETIC.

So if you are transporting MEK in car or van, make sure that the top really is secure, and that the can is wedged or tied so it can't fall over. My near misses with other cars could so easily have turned into multivehicle MVAs if I had stayed asleep just a few seconds longer.....

So it's not just flying and workshop safety to be mindful of. 🤖🤖🤖🤖

During my RV6 build I carried a donated, half full can of MEK in the rear of my hatchback. I wasn't as badly affected as this poster, but I certainly felt the effects. A cautionary tale.

Shirley

Incorrect RV Rudder cable installation.

Note the recent photo of an incorrect rudder cable installation on a RV aircraft. The builder has reversed the rudder cable. This cable end should be at the rudder pedals. Builders should be careful to install kit components as they are designed to be used. Reversing the cables as in this case places undue stress on components and will lead to increased wear.

TC should be mindful of such installation errors and highlight the point to builders. The rudder travel stop is also non-standard which is of further concern.



Lower photo shows the correct (albeit unfinished) installation using the correct (fork) end fitting at the Rudder.



SAAA Chapter 39 Workshop Visit report

Hi everyone,

I am sending out a brief report on the workshop visit that Chapter 39 member Mike Aitchison and myself hosted last week so that members can see what they missed out on. Mike's impressive Lancair IVP was on display, along with my Komet jet project.

In all, around 50 members of SAAA Chapter 39 and the Sport Aircraft Builders Club of SA turned up. A great deal of interest was shown in both projects on display. I was busy fielding questions the entire 2 hours of the visit and I was very pleased to meet many of the Chapter 39 members that I have not met before, along with those that I already know. I'd like to say a big thank you to those that travelled vast distances to attend. I and the other Chapter members appreciate your support.

I took many things away from this visit. The first was that I am extremely grateful for the support of our members. It was great to talk with many of the attendees not only about my project, but about theirs as well. These sorts of events are terrific motivators to get on with your project. The level of enthusiasm of our members is high and functions like this workshop visit really help maintain the enthusiasm for our hobby.

The second thing I got from this visit is that a sharp eyed RV builder noticed a discrepancy between his tailplane and mine. On consultation with other RV builders at the event, it was determined that my tail was the odd one out... I purchased my tailplane already completed from a RV Builder Assist centre in the US. The original builder had died and the estate did not want the tailplane so the builder assist centre sold it to me. Without the plans, I will be contacting Vans Aircraft to find out whether the discrepancy is an acceptable one or not (it is an elevator hinge issue). Anyway, having someone note the discrepancy may have saved my bacon (thanks Bruce, Patrick et al). Having many sets of eyes looking over your work and critiquing it is not a bad thing. Indeed, from a safety management perspective, it's a great idea to have folks look over your work. So, don't be scared or embarrassed to open up your workshop for folks to view your project. No matter how "rough" you think your project may be, folks will still appreciate it and provide support and advice, and you never know, someone may notice something critical that could make the difference between a safe and a potentially dangerous aircraft.

Here are a few photos of the event for your interest.







So thanks again for everyone who was able to attend. I shall let everyone know about the next workshop visit soon.

Cheers,

Dave Limmer

SAAA Chapter 39 Workshop Visit Coordinator

Help a builder!

Is anyone out there building a Pelican? If so, could you please contact Boz Illic on the email below:

I have a Pelican kit which I wish to build and would like to talk to people who own them, have built them, have flown them or, best, all of that. So far I talked to Pelican who are with RAA and with some from New Zealand. In the end I thought that some GA registered Pelicans might be also on the register in Oz.

http://www.ballardsportaircraft.com/pages/bsa_intro_thepelicansport.html

B.Ilic <B.Ilic@bigpond.net.au>



SPORT AIRCRAFT ASSOCIATION OF AUSTRALIA

SAAA the leading volunteer support organisation for builders and operators of Amateur Built Aircraft in Australia is seeking applications for the volunteer role of;

SAFETY MANAGER

The Safety Manager is a key member of the leadership team working to deliver an efficient Safety Management System (SMS) for SAAA members. A challenging opportunity has arisen to further the foundational work already started in the implementation of our SMS.

Tasks include ;

- Ongoing implementation of the SMS in the SAAA and the Chapters
- Assist in the delivery of SMS training
- Manage SAAA internal audits on CASA related services
- The Administration of the SERA SMS data base

Desirable Background

Demonstrated;

- Leadership and respect among peers;
- Sound overall technical and business knowledge;
- Adherence to standards;
- Ability to exercise objective judgment;
- A keen interest to operational safety
- Have constructed part or all of an amateur built aircraft
- MPC approval
- Operated an amateur built aircraft
- Hold a LAME or pilot licence preferably at Commercial or higher
- Computer literate
- Have experience in aviation SMS, Quality assurance or similar application in other industry Safety Management Systems (however named)
- Have a sound knowledge of the CASA regulations
- Willing and able to provide time and energy for the task

Training

Appropriate formal training will be provided in safety management, its implementation and in how to operate SERA. This training and experience will be applicable to a wide range of industry applications.

Applications

Applications should be by email and include a resume and a CV responding to the key requirements stated above and any other relevant experience in safety/quality or a related management field.

Please submit your application for this position to SAAA President: pres@saaa.com

From HQ

We hope you are well and keeping warm through these chilly times!

The last few weeks we have had some members call in during their travels. SAAA staff love meeting our members and putting faces to the names! We urge you to drop in if you are in the area to see your headquarters and say hello.

Please go over and like our facebook [here!](#)

Here are some of our recent completed projects:



Would you like your build featured in our newsletter? Send in your photos to enquiries@saaa.com.

As always, Safe skies for all!

SAAA HQ