



RAANZ AGM2020

Southern Recreational Flying Club Clubrooms

Manapouri Airfield (NZMO)

Saturday November 21 2020

1000-1300

Followed by

RAANZ Roadshow 2020/21

1300-1600

Operational issues

Technical issues

General issues

Q&A session

All pilots/aircraft owners welcome

AGM Agenda

- Welcome, present, apologies, proxies
- PRES report
- CEO report
- OPS report
- Technical report
- ADMIN report
- Election of Executive officers
- Remits
- General business

Refreshments, lunch provided.

Nominations for executive

There are vacancies on the executive committee.

Nominations are invited from interested members who wish to make a contribution to their organisation.

As per clause 11.1 of our Constitution-

11.1 No person shall be elected to office unless that person has been formally nominated by their Club, and is present at the Annual General Meeting at which he or she is to be elected, or has previously signified his or her willingness to accept nomination. The candidate shall declare his/her relevant background, affiliations and intentions to the AGM, either in person or by written declaration.

Simplest is to use the form below ([also here](#) on the RAANZ website) to register a nomination.

He's Behind You!

Kevin Healey/Parakai

There aren't many pilots who can say they've had a Mig 29 on their 6 and are still here to tell the tale. It's an unusual and very possibly unpleasant circumstance for most western military pilots, but for a couple of UK PPL's to find themselves in that situation is most unlikely. I and friend Doug Mounter however, are members of this rather exclusive group – tongue very much in cheek at this point!

The year, 1998. The Farnborough Airshow's 50th anniversary year. Of course, the powers that be at Farnborough had planned quite a big do to celebrate this milestone and as part of that they had decided to invite back all surviving aircraft that had displayed at Farnborough in the preceding 50 years.

As Trustee of a flying group, the Shipdham Aviators, I received such an invitation. Our group aircraft, 1968 Beagle Pup, Zulu November, was airframe 006 of the breed and had, in 1968, been a company demonstrator before being handed over to its first owner, the Shoreham School of Flying. In 1968, it had been displayed at the Hanover and Farnborough International Airshows and

a very polite letter invited us to bring it back for the 98 Farnborough 50th show for it to stand in the historic park, and, if we would agree, to give an aerobatic display before the crowd on the public Sunday. Seemed quite reasonable and they had even offered to provide fuel. One or two of us actually contemplated displaying it ourselves, well, perhaps for a moment or so before the level of the aviation expertise on show in this international arena was considered alongside the paucity of skill in our amateur aerobatics and we very sensibly found a professional to fly it; many thanks Barry Tempest of Armageddon Aviation. But, we did get to fly from our home base at Old Buckenham in Norfolk to Farnborough, Hampshire, an airfield which private pilots were then pleased to record in their log books.



ZN taxiing out for display at Farnborough, piloted by Barry Tempest

On the day, an excellent performance was put up by Barry in the underpowered but delightfully handling and very shiny Pup. Several of us were there to watch and appreciate the skill of the pilot and it was very rewarding to see the old girl crisply flown to such a level and in such surroundings. Show over though, and we had to consider the return of the Pup to its home base, Old Buckenham. Touchdown Aero Centre kindly provided transport for Doug and I, a welcome option to train or road travel. The Monday morning following the last Sunday of the show, we arrived at Farnborough in a PA 28, which was very nicely, if unfortunately, painted in the colours of the Red Arrows. I say unfortunately because on landing, we were obliged to taxi past the real thing which was a little embarrassing, but on a personal level, being in a rear seat, I was pretty much out of view....

We were directed to the Pup well over the other side of the airfield and as Doug and I set about pre-flighting it, our PA28 pilot, a very experienced Citation pilot who was completely nonplussed by his surroundings, fired up his engine and confidently departed. Doug and I found ourselves in completely unfamiliar and very busy surroundings with a small two seater aircraft in amongst an array of multi million pound flying machines, most of which were in the process of getting ready to depart, so activity was high.

All was well with the aircraft. The organisers had thoughtfully filled the fuel tanks, which put us up at max weight. As I prepared to start the engine, a Nimrod nearby beat us to it and the jet exhaust blew the Pup around so much we thought we should move before it increased power to taxi and blew us across the airfield! The R.A.F. can be such fun... However, all was well with the Pup, so we called for taxi and given the hold for 24, we set off.

As mentioned, the Monday after the Farnborough show was very busy on the airfield, with exotic military and civilian hardware extensively scattered around with much loading, towing, taxiing and, to the unfamiliar eye, general melee on a scale completely new to us. We found ourselves carefully taxiing the little black Pup in the company of large aviation machinery.

Unusually, the US military was rude and blocked the taxiway to load their C17. I think they must have had a radio failure, as despite being told to move by the tower they stayed put. We went around them, best thing really in the circumstance.

About 2/3 of the way into our taxi to the hold, the radio, which had, as you might imagine, been quite busy with calls, caught our attention, as a voice with a heavy Russian accent – imagine the accent for yourself – called the tower. The exchange went as follows –

‘Farnborough tower - Mig 29 Blue 17 (I think it was Blue 17, memory!) requesting taxi for return flight to Belarus’

The reply from the tower, deadpan, in a clear English accent and without a moment of hesitation in the voice -

‘Blue 17 - Farnborough tower. Hold position then follow black Beagle Pup to Bravo for runway 24’

‘Blue 17 hold position then follow black Beagle Pup!!! to hold Bravo for 24’ read back the Russian. The exclamation marks indicate a slight pause and the note of incredulity in the MIG pilot’s voice. Clearly it was not usual in Russia for a top gun military fighter to have to take second place in the taxiing order to a small GA aircraft – but it seemed to be so here...

Well, I think I can say with some confidence that this was not the sort of thing generally heard over the air at Old Buckenham or Shipdham on a Saturday afternoon! Doug and I looked at each other in surprise and sure enough, as we twisted in our seats to try to find a view, a rather large and menacing Mig 29 did indeed appear behind us and took up station as number 2. Of course we had to slow a little and weave to get a better view, but sadly, there was no camera available and we have no record of this.

Arriving at the hold we found that Nimrod lining up on the runway and of course there would be wake turbulence associated with its take off. Preferring not to have a second exciting experience with this aircraft, CRM decided a pause to allow this wake turbulence to clear was in order, even though a stiff cross wind was blowing. I’m sure the MIG pilot didn’t mind waiting that bit longer. Finally I called ready for departure and, cleared to go, lined up on the runway. We showed the MIG the full benefit of having a Rolls Royce 0200 at the sharp end, pushed the throttle to stop and accelerated along the runway at a respectable rate for a Series 1 Pup, which is gently at best. Lifting off and kicking in right rudder against the crosswind, we climbed away at max weight and about 400ft/min. Our last view of our erstwhile Russian friend was of him rapidly accelerating along the runway. We felt quite safe, he wouldn’t be on our 6 again – there was no way he could fly as slowly as us!

The return flight to Old Buckenham passed uneventfully, the Pup blatting along at her usual 85 kts as we wound our way around the Heathrow, Luton and Stansted zones without problem, then

through the USAF Mildenhall zone and on to Old Buckenham. Joining the home circuit, the Monday afternoon airwaves and airfield apron seemed very quiet compared to our mornings activity, but a memorable trip and definitely a one off for a couple of humble PPL's!

Defect report- Jabiru J160/ethanol fuel

Defect Details

Microlight type/model	Jabiru J160
Total Time in Service (hrs)	520.9
Defect area	Airframe/Engine/Controls/Flying surfaces/Undercarriage/etc
Describe the defect	Delamination of wings. Damage to fuel tanks and engine. Fuel I have been using is Gull 98 octane. Time with this fuel 11 months, flying time 51 hours. Until now I have not been aware that this fuel contains 10% ethanol. First signs subtle on top of one wing, progressed rapidly to top and lower surface, and then to the other wing. According to Jabiru damage caused by ethanol vapors from fuel tanks. There has also been an engine issue, engine running rough climbing at full power after take off.
Describe the affect on airworthiness	Plane not safe to fly. Full extent of damage not known at this time, if wing spars or ribs are affected.
Remedial action taken	Airplane grounded. Jabiru Au consulted. Awaiting their reply. Fuel system has to be taken apart and inspected and all rubber parts replaced, fuel lines, gaskets, carb parts, fuel pumps, diaphragm



Tech note from Stan Hyde/RAANZ Tech Officer

From time to time things that we take for granted as microlight (aircraft) owners slip through the cracks. Fuel appears to one of these, Auto petrol (Mogas).

The manufacturer of our engines and aircraft fuel systems will specify in their manuals what is recommended and what is not to be used. If you have just purchased a new aircraft, spend a bit of time researching what the dos and don'ts are with your particular aircraft and if still in doubt ask other members or pilots at your club. Do not just go it alone and make the same mistakes as others have done in the past.

What we must watch out for with auto fuel is the "ethanol blended" brands. Gull Force 10 is an example, the 10 being a 10% ethanol blend.

While it is widely published as NOT recommended to use blended fuels in aircraft, it appears that some of our new aircraft owners are not aware of this and the damage it can do to your fuel systems and engine rubber components. It can break down fibreglass resins in fuel tanks that don't have the correct sealants and destroy rubber components that aren't manufactured to handle ethanol. It is also hygroscopic and water in our fuel is also not a good look.

If you are in doubt about what fuels not to use, especially if you are heading away on a trip, do your homework first. Ask at the gas stations if unsure. The pumps must be labelled if their fuel contains ethanol, but this label can be quite small but nevertheless there. Have a good look.

While these blended fuels are often cheaper than other brands, the long-term cost will be extremely high to repair the damage caused by ethanol. Worst case scenario is that the failing parts in your engine could cause it to fail in flight.

So, to summarize, do not use ethanol blends and do your research, follow your manuals. Ask for advice at your local Club. Re-inventing the wheel does not always work out that well.

Editor's note: See also [RecPilot issue 152](#) article on damage to Rotax card diaphragm from using NPD 100 Plus fuel.

Stratford Sport Flyers Open Day

Just to Advise the Stratford Sport Flyers will be hosting an Open Day. At Stratford Aerodrome.

STRATFORD AERODROME OPEN DAY
SAT 30th JAN.
Starts 10am through 4pm.

Everyone Welcome.
If Flying in Camping Next to your Plane OK.
Avgas on site Credit Card & EFTPOS.

Contact Nick [020 404 28854](tel:02040428854)



Freepost 102829
RAANZ Inc.
P O Box 15016
Dinsdale
HAMILTON 3243
office@raanz.org.nz
07 825 2800



AGM EXECUTIVE NOMINATION FORM	
Club	
Nominates	
Signed on behalf of the club	
Name	
Date	
Club office held	
Candidate acceptance	
<ul style="list-style-type: none">• I am a current RAANZ member.• I accept the nomination and am prepared to stand as a candidate for election to the RAANZ executive.	
Candidate signature	
Candidate declaration: <ul style="list-style-type: none">• Please list all aviation related interests, activities and affiliations, plus any specific initiatives the candidate intends to promote as a member of the executive.• This may be presented in writing, or in person at the AGM.• The purpose of this declaration is to provide the AGM with sufficient information to vote appropriately.	

Membership changes

Colin MacDonald	Canterbury Recreational Aircraft Club	Senior Flight Instructor	Upgrade
Clemente Castro Cervino	Wairarapa Aero Club	Flight Instructor	IA
Robert Irving	Wairarapa Aero Club	Advanced Local	Upgrade
Peter Bannister	Hawkes Bay and East Coast Aero Club	Advanced Local	Upgrade
Benjamin Augustus Dodd	Canterbury Recreational Aircraft Club	Senior Flight Instructor	Upgrade
Lars Janson	Gyrate Flying Club	Advanced Local	Upgrade
Montgomery Batchelor	Canterbury Recreational Aircraft Club	Advanced Local	Upgrade
Richard Scott	Parakai Aviation Club	Advanced National	Joined
Stephen Walker	Canterbury Recreational Aircraft Club	Intermediate	Upgrade
Paul Graveling	Gyrate Flying Club	Novice	FRT0
Jennifer Essex	Canterbury Recreational Aircraft Club	Novice	FRT0
Hamish Brice	Canterbury Recreational Aircraft Club	Senior Flight Instructor	Upgrade
Duncan Elliott	Wairarapa Aero Club	Novice	FRT0
Alan Ross Gordon	Whangarei Flying Club	Advanced National	Upgrade
Nicholas Hobart	Associate	Advanced National	Joined
Logan Elliott	Canterbury Recreational Aircraft Club	Novice	FRT0
Jonathan Mauchline	Wanganui Aero club	Senior Flight Instructor	Joined
Alastair Goss	Associate	Novice	FRT0
George Sinton	Hauraki Aero Club	Novice	Joined
Lewis Austin	Canterbury Recreational Aircraft Club	Novice	Joined
p finnegan	Associate	Novice	Joined
Colin Woollard	Hawkes Bay and East Coast Aero Club	Novice	Joined
Brent Mcnamara	Hawkes Bay and East Coast Aero Club	Novice	Joined
Aimee Andrews	Wairarapa Aero Club	Novice	Joined
Paraka Daniel	Wairarapa Aero Club	Novice	Joined
David Mainwaring	Associate	Novice	Joined
Nevin Marsh	Geraldine Flying Group	Novice	Joined
Dennis Moore	Associate	Novice	Joined

FEILDING FLYING CLUB & MANAWATU
AVIATION CLUB PRESENT

NEW YEARS DAY 2021 FLY-IN

Feilding Airfield

*The original first in the world aviation
event now held at alternating venues
across the lower North Island*

Spot Prizes
No Landing Fees
Lunch At Noon, \$15
AVGAS Available At Field
MOGAS Available On Request
NZFI Vectors 10/28 Freq 124.1

Event Contacts:

Stan Hyde: 021 045 3801

Colin MacMillan: 027 451 5817



NZ Warbirds
AT ARDMORE
Presents



WARBIRDS ON PARADE



Sunday 6 December 2020

9:00am to 4:00pm Ardmore Airport

(Hamlin Road entrance only)

A parade of warbirds with flying displays at 10:30am / 12:30pm / 2:30pm

On show: static aircraft / military vehicles / a mock attack / merchandise
aviation careers advice / food and refreshments and so much more.



Online Tickets*: Adults \$26.00 / School Age \$5.00 / Under 5s Free / Family Pass** \$57.00

Gate Sales: Adults \$30.00 / School Age \$5.00 / Under 5s Free

*a full refund will be available if the event is cancelled in advance due to weather, please see our T's & C's

** Family pass: 2 adults + 3 children - only available online.

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