

TIGER RAG

Newsletter of the Tiger Moth Club of New Zealand Inc.

AUGUST 2006

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Off to Whitianga in the sun (and, briefly, rain)

by Jan White

The Coromandel Peninsula is a beautiful area to fly around, especially in venerable old biplanes, so Whitianga was where we gathered for this year's AGM.

With the stainless steel flying wire debacle hanging between many sets of wings, it seemed as though our president may get his wicked way with the promise of more DHC-1s than 82As. However, with supreme efforts by a number of people, amazingly we had the best turnout of the really real aeroplanes for almost as long as anyone can remember — and not a one from the South Island. Do we need to set up an annual inter-island challenge?

For my own part, my old friend BLV took me in the company of Gavin Grimmer in his Maranda and Gerald Grocott in his Gipsy Moth in the time-honoured biplane manner to Matamata, where I needed fuel. As Nordo leader into the circuit, I found my old-fashioned habit of approaching for an into-wind landing was cut short by a local instructor doing the opposite. Much muttering and confusion were soon sorted, and as compensation — or plain hospitality — we were taken down the road for lunch.

Then on to Pauanui where we waited for Jerry Chisum in the Gordons' BRL (Tiger 43), up from Tauranga. By the time we reached Whitianga it was too late to visit any local strips, but Jerry and I did manage a *pas de deux* around the place just for the hell of it. After all, it was still light

At this stage, of the vintage types there was a Staggerwing, Ryan, Auster, Beaver, Luscombe, Gipsy, six Tigers and two Chipmunks; so far so good for our lot, but what would the morrow bring?

That evening the Whitianga Aero Club stoked up the barbecues and it was good to carry on catching up with TMC regulars and irregulars, including visitors from overseas. Not so irregular is Graham Williams who often takes time out from ATC duties in Scotland to see how we do



Jerry Chisum

without.

Saturday proved to be even busier than usual, starting with the introductory DVD on spinning. I will have to revisit this, as my left ear picked up the dulcet tones of the only other Gipsy 1 engine flying in the country — that of Lee Middleton's ZK-ADT — so of course I had to welcome them in. Although Jerry and I keep in touch with Lee and I have flown in the old dear, it was a special thrill to see her arrive for the first time amongst her own kind — my interest having been well documented. (Ed's note: Newer members may not be aware that Jan's father Stan bought the Gipsy Moth in England in the 1930s and flew it to Australia before shipping it across the Tasman Sea. She is fully entitled to feel that this is a special Gipsy Moth.)

I am also delighted that after 30-plus years to get ADT to such an event, Lee went home with the beautiful sterling silver John Crosbie Memorial Trophy for his efforts. See, it was worth it after all! (As an aside, when Lee was presented with the trophy he recounted how he and John had been at school in Pukekohe together.)



Sid Gilmore



The refuelling team of Sid Gilmore (pumping), Alan Land (supervising) and John Pheasant (receiving) tops up ZK-BFF as the rain clears on Sunday morning.



Keith Trillo (left), Lee Middleton and Wayne Edwards are doubtless talking about aeroplanes, perhaps even Gipsy Moths.

Robin Campbell, who initiated the Anti Spin Programme and has given a huge amount of his time and expertise into its development, also made several ferry flights to and from Ardmore to collect our instructors, Martin Burdan and Ryan Southam, and also for sundry forgotten items such as bombs and fuel pump. For his troubles he gained a freeloading passenger by way of a seagull, neatly straddling his starboard flying wires. With such precise aiming, would this have made him a natural for the F-16s that we nearly acquired?

With help from the locals, the competitions seemed to run smoothly with plenty of participation. A "race" (time trial) was added where my infinite ability to go the longest way from A to B was demonstrated by my last placing, more than two minutes behind the winner, John Pheasant in BFF. Still, it was an excuse for more flying. As Jerry yet again beat me in the non-instrument circuit, I got this funny feeling that he might have done some sneaky practice. WELL, roll on next year, but in the meantime he sets a mean standard and it's nice to have the trophy back home!

Jerry's greatest thrill, however, was to take out the aerobatics. Although the all-time maestro Simon Spencer-Bower

was absent, the competition was still tops, and to this day Jerry feels the others must have conspired to let him win for some reason. I happen to think not, but it does show that there are very good skills within our club and hopefully at some stage we might be able to have some in-house aerobatic and/or formation training to help keep those skills out there.

Martin and Ryan also deserve big bouquets for their sterling efforts with the spin training. As one of the early "victims" I found the programme was excellent but for my inhospitable intercom which had Martin and me reverting to what those film stars make look so easy when they chat to one another over the slipstream of open cockpits in

Present at Whitianga		
Regn	Type	Crew
Friday 10 March		
RYN	Ryan	Loretta McGarry
BDY	Auster J/5F	Les Marshall & Keith Trillo
BSN	DH82A	Les Wilson
AMU	Beech D17S	Graeme Wood
CCQ	DH82A	Robin Campbell & Martin Burdan
BLV	DH82A	Jim Schmidt & Philip Alston
BRL	DH82A	Jan White
ALM	DH82A	Jerry Chisum
		Paul Doherty & Lindsay King
		John & Dorothy King
		Peter Beer & Esmé
		Jeanie Edwards
BEC	DH82A	Ace & Wayne Edwards
UAS	DHC-1	Jim Lawson
RFS	DHC-1	Sandy & Bryan Stokes
		Graham Williams
AEJ	DH60M	Gerald Grocott
		Alan Land & Sid Gilmore
		Bruce Sinton
EJS	Cessna 172	Jeanette Lei & Kevin Vile
CKH	DHC-2	Garry Butler (alone!)
DSH	Cessna 182	Vern Reynolds
		Wayne Greaves
N1757K	Luscombe	Russell Ward
		Ryan Southam
		Gavin Grimmer
JGR	Maranda	
Saturday 11 March		
EES	Pitts	Richard Hood
BLI	DH82A	Sam Higgins
BFF	DH82A	John & Gloria Pheasant
AUD	DH82A	Robert & Wallace McNair
TAZ	DHC-1	Robert & Jenny Gordon
AUE	DH82A	Kermit & Peter Ryan
BQY	PA-18	Tim Dennis & John Geary
BLT	Cessna 170	Phil & Ann Welcome
DMN	Isaacs Fury	Peter Fahey
AIA	DH82A	Bruce & Jesse Donnelly
ENC	Harvard	Derek Williams & Edith Robinson
ADT	DH60G	Lee Middleton
RET	Tailwind	Cliff & Cushla Bellingham
BRA	Auster J/5F	Dave Devine & Glenn Thompson
QMM	Miles M.38	David Cowie & Bruce Lynch
WMT	Thorp S18	Wayne Matthews
EOF	Cessna 172	Bill Beard
		Colin & Christine Sutherland
		Ken Birch
DJJ	Cavalier	Günter Barthel
CFC	Tecnam	Charles Russell
BEN	DH82A	David Phillips
BQS	PA-18	Sean Husheer & Bruce Coulter
VGR	Stinson	Hamish Ross
DOG	Cessna O-1G	Rob Mackley
WKK	Cessna 182	Brian Wigley
DQV	PA-28R-200	
PAE	PA-28RT-201T	
SMB	Partenavia	
MIJ	PA-28-140	

List compiled by Loretta McGarry

those cute Hollywood films. By the time we landed we barely had a voice left between us.

With input from Frank Parker, chief pilot of the Warbirds Association, plus other aerobatic luminaries, this is a terrific exercise that ALL pilots — but especially pilots of vintage aeroplanes — should avail themselves of. The emphasis is on the feel at low speeds in various configurations, stuff that is rarely taught these days. Already one of the participants has used what he learned to help out of an “interesting” situation.

The Saturday dinner was held in the aero club hangar, well catered by Debbie and Jane and the trophies were duly awarded. A new shining light emerged in young Jesse Donnelly who won the Murray Neich Memorial Trophy for the youngest competitor. Jess’s father Bruce is the new owner of AIA — starting a new circle since Bruce first soloed in her a good few years ago at Gisborne.

Sunday morning brought rain showers which encouraged a good attendance at the AGM. Many and varied issues were discussed, but the highlight for me was the awarding of Life Membership to John Pheasant, causing an unusual silence from the recipient. As most will be aware, John and Gloria are selling up to move back to Queensland where most of their family now live. I say they have a much bigger TM family here who also need them, but such is the pull of grandchildren — all care and no responsibility, and no paperwork to fill in.

John has been a tower of strength to the club for many years and has exemplified what our sort of flying is all about. My sneaking suspicion is that we may not have lost them altogether. That is my hope, anyway.

As the rain cleared, some of us gave rides to our helpers before scuttling off. We look forward to Rangitata Island and Taumarunui in October where the Chippie lads and lasses will have to do much better to knock us old 82As off our pedestal.

Some thoughts on Whitianga

by Jim Lawson

Our annual general meeting/fly-in at Whitianga was by all accounts a great success. From a housekeeping point of view, the rain we had on Sunday morning meant a very good attendance at the AGM. When the rain stopped, everyone was keen to get back to where they left off — flying, of course.

When I arrived there were a lot of aircraft that had beaten me to it, which augured well for the weekend. By the time Sunday arrived there was a total of twelve Tiger Moths and two Gipsy Moths, a very rare sight indeed. Of course, there were a lot of the old favourites there as well, as you will see from the attendance list which was compiled by our archivist, Loretta McGarry. It was good to see you all and catch up with all the goings-on.

The competitions went well, with plenty of participation by all concerned. There were lots of “firsts” which are worth recording.

1. John Pheasant did *not* arrive for the AGM in ZK-AIA.
2. John Pheasant was first in the air race, flying his new Tiger ZK-BFF for the first time in such an event.
3. John also, for the first time, put a bomb through the middle of the target in the bombing competition, which he won (but not for the first time).
4. John had another first when he was awarded with a life membership to the Tiger Moth Club, more of which elsewhere.



John King



Sid Gilmore

For his unerring ability to pot innocent seagulls with his Staggerwing ...

... Robin Campbell is awarded a novelty jelly bean filled biplane by Loretta McGarry.





Sid Gilmore

Peter Fahey adds to the biplane variety with his Isaccs Fury.

5. Martinus (Kermit) Ryan, a fairly new, young member, arrived in his Tiger ZK-AUE with his Dad, Peter, flying shotgun, marking their first attendance at an AGM since Martinus bought the Tiger from Bruce Lynch.

6. Bruce Donnelly, a new member, and his son Jesse arrived in their new acquisition ZK-AIA, their first attendance at an AGM.

7. Bruce won the spot landing competition. Three pilots scored equal points, but the judges were so impressed by Bruce's absolutely immaculate landings on the spot that they awarded him bonus points

8. Jesse Donnelly, also a new member, flew his first solo in the Tiger.

9. Two Gipsy Moths flew in, and what a wonderful sight, Lee Middleton in ZK-ADT and Gerald Grocott in ZK-AEJ.

Competition results

Whitianga, 11 March 2006

Pilot	A/c	Bombing			Landing			Race		Perfect Loop			
		1	2	Total	PI	1	2	Tot	PI	Time	PI	Pts	PI
Gavin Grimmer	JGR	77.5	49.9	127.4		0L	40	40					
Phil Welcome	BLT	18.5	20.8	39.3		0L	0S						
Paul Doherty	ALM	28.8	24.6	53.4		40	30	70	5=			5.0	
Wayne Edwards	BEC	30.7	12.3	43.0		40	50	90	2=	5:39	4	6.5	
Ace Edwards	BEC	56.5	15.2	71.1		40	0	40				6.0	
Gerald Grocott	AEJ	41.8	58.9	100.7		20	40	60		5:21			
Sam Higgins	BLI	19.3	27.7	47.0		20	30	50		6:00	6		
Martinus Ryan	AUE	5.3	15.8	21.1	3	30	50	80	4	6:11	7		
Jan White	BLV	33.9	37.7	71.6		0L	0L			7:06	9	6.0	
Russell Ward	757K	130.2	170	300.2		0B	50	50					
Les Wilson	BDY		83.5			40	0S	40					
Tim Dennis	BQY	48.0	56.0	104.0		0S	30	30					
Bruce Donnelly	AIA	31.6	3.7	35.3	2	50	40	90	1*	6:48	8		
Jim Schmidt	CCQ	37.9	41.7	79.6		40	0S	40		5:58	5	5.0	
John Pheasant	BFF	5.0	0.9	5.9	1	50	40	90	2=	4:50	1		
Peter Fahey	BQY	55.2	18.5	73.7		0S	0L						
Graeme Wood	BSN	19.9	41.2	61.1		20	40	60		5:04	2	6.0	
Jesse Donnelly	AIA	13.6	82.3	95.9		30	20	50					
Alan Land	BFF	27.9	26.0	53.9		40	30	70	5=				
Edith Robinson	BQY	13.7	21.5	35.2		0L	50	50					
Jerry Chisum	BRL	43.6	7.2	50.8	5	0L	20	20				6.75	3=
Peter Beer	BEC	46.4	36.1	82.5		0	40	40					
David Phillips	BEN	37.7	6.1	43.8	4	0L	30	30				6.75	3=
Jim Lawson	UAS					0	0						
Les Marshall	RYN									4:13			
Robert Gordon	BRL									5:38	3		
Martin Burdan	?											7.0	2
Ryan Southam	?											7.25	1
Lindsay King	ALM											5.5	

* awarded bonus points for elegance of landings

Aerobatics

Jerry Chisum	1350.5	1
Ryan Southam	1337.5	2
Martin Burdan	1331.0	3
David Phillips	1196.0	4

Other awards:

- Most Magnificent Moth:** ZK-AUD (Robert McNair)
- Most Original Tiger Moth:** ZK-BEC (Wayne Edwards)
- Loretta McGarry Rose Bowl** (best vintage aeroplane): ZK-RYN (Les Marshall)
- E.F Harvie Memorial Mug** (most helpful member): Robin Campbell
- Murray Neich Memorial Tropjy** (youngest competing member):

Non-instrument circuit

Jerry Chisum	81	1
Jan White	79	2
Graeme Wood	72	3
John Pheasant	71	4

Novelty prizes (donated and presented by Loretta McGarry)

- Robin Campbell: for trying to convert his Staggerwing into a Gullwing
- Russell Ward: for bomb furthest from target, also landing on the wrong end of the runway
- Jess Donnelly: wooden biplane for youngest member

10. Les Wilson, another newish member, flew in with his Auster, the co-pilot being his Dad, an ex topdresser in Tigers.

11. The Spin Avoidance team officially launched their training programme. The instructors were kept very busy, but it was worth it and the comments from the participants were more than favourable.

During the Spin Avoidance sessions, it became apparent that some of the intercoms in the Tigers were not up to standard. Good communication is essential in the cockpit when split second comments and decisions have to be made. For the future, please ensure that your RT is up to scratch. It makes the instructors' job a lot easier when they don't have to shout to be heard.

I must make mention of the help that we got from the Mercury Bay Aero Club. The barbecue on Friday night went off very well and the judges for the various events did a great job. The comments from numerous attendees were all good. Most people said it was the best AGM they had been to in a long time.

We had some visitors from England who thoroughly enjoyed the weekend. Some of them have visited us before and they said they would be back. Thank you, Mercury Bay Aero Club.

To the various members of the committee, thank you for your help at the weekend, your input is essential and appreciated.
PS Mark 28 and 29 October on your calendars. Taumarunui is going to be a Big One.



Sid Gilmore

The Chipmunks at Whitianga only barely outnumber the Gipsy Moths!



Jerry Chisum

Some more thoughts

My best remembrance of the 2006 Tiger Moth Club gathering at Whitianga will be the opportunity to give back a little of what I have been presented in New Zealand. On my first trip to Christchurch many years ago, I was directed to Simon Spencer-Bower's farm strip at Claxby for a joyride in his Tiger. He installed the dual controls at my request and so began a life long friendship. Dave Horsburgh also let me solo his Tiger at Wigram. Colin Smith allows me to take away his priceless treasures on occasion.

At Whitianga I met visitors Robin Blech and his son Richard who were desperate for a Tiger ride. I had them fly Tiger 43 from the proper seat, both flew and aerobatted very well, commensurate with their previous Tiger time in the UK. Robin, a retired airline pilot from England, had always dreamed of Tigering in New Zealand and today it came true. He nearly choked up with thanks for the flight above the Coromandel.

My highlight of Whitianga should have been the "winning" of the aerobatic event. Competitors Ryan Southam, Dave Phillips and Martin Burdan obviously agreed amongst themselves that they should let me win. Each in turn made a "mistake" on a simple manoeuvre to downgrade their score. Next year we hope the traditional winner Simon Spencer-Bower will enter for a real contest.

Half-a-dozen aviators completed the Spin Avoidance and Recovery Course, but others were thwarted by unworkable intercoms. A good system for Tigers with unshielded ignitions is yet to be invented.

The five-time winner of the non-instrument circuit, Jan White, seems to have lost her touch since she is no longer in a Tiger syndicate.

Jerry Chisum



John King

David Phillips had his Tiger Moth ZK-BEN painted in the colours of the topdressing company his father, John, flew with in the early 1950s. Sitting in a shed at Whitianga happens to be a truck operated by the same company and restored to those colours.

I trust you had as much an enjoyable weekend as I did. The Norton motorcycle ride around the Coromandel was just great and the weather didn't present much problem either.

It was great to see the East Coast Air Services GMC loader truck and ZK-BEN in the colours. More reason that ZK-BAL should have been there as she is an ex-East Coast Tiger. We all tried to get BAL to the AGM; stuff me having crook joints should fly back, but rules are rules. Never mind.

Most of all, it was great to catch up with Tiger Moth Club types again after not being at regular AGMs, and I will endeavour to rectify that. Failing that, I will have to keep a

permanent apology in place for those AGMs I miss. I have to hand it to Alan Land and his efforts.

One thing, though, that I am very pleased to see, and I have spoken to those who are carrying out the programme of stall-spin-crash-burn prevention, which has long been overdue. I congratulate them for their efforts. Well done!

Son Scott and ZK-AQC are in the wind. He is following in his Grandpop's footsteps, learning to fly at Taieri. Alas, not in a Tiger like Grandpop, who is ex-RNZAF and a Lancaster bomber man during the war, but a Cessna 152. But he is on to it and has made himself known to resident Tiger Moth ZK-AKC, and perhaps they can become a bit more familiar with each other soon.

Wayne Greaves

*There once was a Moth named Gipsy
Who sat all forlorn in a shed.
Lee Middleton restored her,
We all applaud her
As she flies so quietly overhead.
Lee, thank you for the fantastic
restoration of such an historic air-
craft.*

Loretta McGarry



Sid Gilmore

The rain has cleared, the AGM is over and Bruce and Jesse Donnelly prepare for departure.



Jerry Chisum

President's report for 2006 (presented at the AGM, Whitianga)

When I was voted into the position of president of this club, one of the tasks that had to be undertaken was to write an annual report. When I was vice-president, I used to listen to our previous president, now our patron Simon Spencer-Bower, read his report and think to myself, "thank goodness I don't have to do that". But here I am writing "The" report, so bear with me.

Our membership still stands at 175. We had a few retrials due to non-payment of fees, but on the plus side we had a similar number of new members join up, most with aeroplanes, which is good for the movement. One of those was a rejoin because of his recent acquisition of a Tiger Moth. Another welcome new member has the only DH60G — wooden Gipsy Moth — in the country.

On the negative side we saw the passing away of one of our life members, Claris Martin. Claris inherited her life membership from her husband, Temple Martin, who as most of us know was responsible for rebuilding and maintaining a lot of our Tiger Moths for over 45 years. Claris was an expert judge of a good Tiger Moth and it was fitting that a Tiger Moth was on hand to fly over her funeral ceremony.

Mention must be made here of two subcommittees that were formed to look into matters technical and spinning avoidance and recovery. The technical subcommittee has looked at several things that have been in the too-hard basket for too long. They have, in conjunction with the CAA, been able to extend the inspection period of NZ DCA/DH82/

126B, (TNS 32). That means we do not have to cut holes in our fabric quite so soon after rebuild. More of this has been reported in the *Tiger Rag*. Also stainless steel flying wires are still in the melting pot with DH Support in England, who to date has not replied to our various emails. The fact that many Tiger Moths have been grounded because of faulty wires will affect their attendance at Whitianga.

Since the sad accident at Taumarunui in 2003, the spinning avoidance and recovery committee has been working, largely behind the scenes, at putting together a suitable programme with a view to teaching, in depth, our club pilots the art of spinning avoidance and recovery. Robin "Staggerwing" Campbell has been the prime mover with this committee and has been a hard taskmaster. He has obtained sponsorships from various sources and involved the Civil Aviation Authority and the CFI of the NZ Warbirds Association with the programme and engaged the services of pilots to do the flying, or not, as the case may be and photographers to do the filming.

The end result will be a well put together document and a DVD which is to be made available, not only to our Club members but also to all pilots at large, in New Zealand. Well done and thank you, Robin and the team. *Tiger Rag* will report in detail the whole story at a later date.

Our last fly-in/AGM at Ashburton was dogged by bad weather, and most inbound pilots had stories to tell about their trials and tribulations getting there. At one point Chip

munks outnumbered Tigers until two more Tigers arrived from Mandeville. Saturday started off well but the wind got up which put a damper on the competitions. The end result was that we had to finish them off on the Sunday when the weather was fine. Nevertheless a lot of fun was had by all, except for a hare which nearly got sconed by a hapless bomber.

At the Annual General Meeting Simon Spencer-Bower, our then president, was nominated into the position of patron, which had been vacant since our last patron, Sir Peter Elworthy, passed away in 2004.

The spring fly-in at Taumarunui was another success, thanks to the Taumarunui Aero Club committee and its members. A new trophy, the Ross Duncan Memorial Trophy, has been presented and goes to the winning pilot of the spot landing competition. As a team the Tiger Moth Club has always lost out to the aero club when it comes to spot landing, so I think some practice on our part is needed. We have been invited back again this year and as this is the 75th anniversary of the flight of the first Tiger Moth, we should make this the biggest meeting of Tiger Moths ever seen in this country. At the last count, March 2006, there were 37 Tiger Moths and two Gipsy Moths serviceable and flying. Owners and pilots, plan now, make the effort and create a record.

On the International scene, our Club was well represented by Ryan Southam at Woburn in England, where the World Tiger Moth Aerobatic Championship was held. Ryan got through to the finals and missed out by only a very small margin. Well done Ryan.

It remains for me to say thanks to the members of the committee who have supported me through the past year and to the members of the Tiger Moth Club, who support the club by being present at the various fly-ins and special events.

May the coming year be another safe flying time for you as members and ultimately for your families and friends.

Jim Lawson
President

New members

Annual fly-in season often brings an influx of new members who like our sort of activities, and we welcome these owners and pilots to the club and wish them lots of enjoyable flying:

Bruce Connelly, Kaukapakapa (DH82A ZK-AIA)

Jess Connelly, Kaukapakapa

Dave Devine, Te Karaka (Auster J/5F O-320 ZK-BRA)

John Geary, Ardmore

Scott Greaves, Dunedin (DH82A ZK-AQC project)

Trevor Hart, Whakatane (Cessna 182R ZK-OFC)

Bob Jago, Auckland (PA18A-150)

Lee Middleton, Wellsford (DH60G ZK-ADT)

Peter Ryan, Matamata

Grant and Denise Wilson, Drury (DH82A ZK-ALK)

Welcome back to Wayne Tantrum, Blenheim (DH82A ZK-AJH project)

And a regretted resignation from Andrew Phillpotts

Tiger Moth for sale

Seven hours since total ground up restoration with countless new parts. Overhauled engine/propeller, Becker radio/intercom. Pristine yellow/white butyrate. Flies superbly. Great buying — \$180,000 ono.

Also Gipsy Major 1C, 1133 HTR, doouble scavenge oil pumps fitted, \$26,000, and a Hoffmann propeller HO 21-198 B 140L, \$4,000. **Phone 0274 725 990**

From Mercy Duncan

I was reading your interesting newsletter of February 2006 and came across an item on page 5 saying that I had donated a die cast Tiger Moth and display case.

I would like to put the record straight and say that I didn't donate this beautifully made trophy (I only wish that I could take the credit for it), but three of Ross's close friends made it — Jim Lawson made the beautiful wooden case; Wayne Edwards made the wonderful replica Tiger and dome which surrounds it; and Jeanette Lei had some input into it also.

I only wish that Ross could see it, as he would have been so proud and honoured to have such a wonderful masterpiece made in his honour by his loyal flying buddies.

I can't thank Jim, Wayne and Jeanette enough for a beautiful professional job. Many thanks Jim, Wayne and Jeanette for remembering Ross in this special way; words fail Karen, Louise and myself.

Please note that Karen, Louise and I are donating a Memorial Cup for Ross, but nothing as majestic and Jim's and Wayne's trophy.

Messing about with boats

Take a look at this photo of *Gipsy Moth IV*, a very historic yacht with links to our type of aeroplane. Take a close look, especially at the formation of Tiger Moths flying overhead as *Gipsy Moth IV* tracks down Waitemata Harbour.

You don't see any Tiger Moths? A great deal of effort was taken to get them there.

You still don't see them? It's a long story ...

Organiser A is contacted by a roving representative of Sail UK, a charitable trust operating *Gipsy Moth IV*, the yacht Sir Francis Chichester made

famous with his single-handed world circumnavigations. The yacht is almost seaworthy again after major hull repairs, done in the Team NZ shed at Viaduct Basin, made necessary by a stranding on a French Polynesian coral reef. Because the trust is always seeking to raise money so that the yacht can continue to provide worthy seagoing experiences for disadvantaged youngsters, maximum publicity is sought by way of special events.

Organiser A and Roving Rep A, together with Photographer A, plan an historic flypast when *Gipsy Moth IV*, or Yacht A, is officially seaworthy again and sets sail on the next leg of her current world-circling voyage, to Sydney, with any luck not encountering any coral reefs along the way. Plan A, involving airborne Gipsy Moths, is shelved because of distance, time, maintenance releases, likely weather and other factors. Plan B, a formation of Tiger Moths overhead, is more feasible and is pursued. Organiser A puts in much effort behind the scenes, with a helicopter arranged for pretty photographs.



The evening before the scheduled flypast, a cocktail evening is held by Sail UK. Organiser A, Photographer A, Pilots A, B, C and D all attend, complete with wives, partners and others. Pieces salvaged from the damaged parts of Yacht A are raffled and auctioned off, and Pilots B and C are pleased with their success, Pilot B declaring that his piece of certified Gipsy Moth IV bulkhead is enough to base a rebuild on. A serious briefing is held with much waving of hands, and everybody knows what to do the following day. The flypast is scheduled for early afternoon.

Friday dawns less than clement, with a stiff southerly and temperature of not much at all. Pilot A, formation leader, eyes the weather from the comfort of his living room and declares it to be unflyable. Pilots B, C and D are unconvinced and repair to their Tiger Moths, based on widely scattered aerodrome and airstrips, to await developments. Organiser A waits at Ardmore and Photographer A goes in the other direction, to the waiting helicopter.

Pilot A doesn't appear at his hangar, but Pilots B, C and D declare the day to be eminently flyable and, having hauled their aeroplanes out, successfully start them and launch forth. Plan C, or it might be D or even E by this stage, involves Pilot D leading the formation as his Tiger Moth is the only remaining one with radio.

Pilots B and C meet up and circle Clevedon, as arranged.

No sign of Pilot D. Pilots B and C continue to circle, growing not a little dizzy in the process. Pilot D, having eventually cranked up, discovers that his radio, while receiving, refuses to transmit his dulcet tones to anybody but himself. Pilot D becomes frustrated and, with no time left before the scheduled event to swap aeroplanes, taxis back in, muttering.

Pilots B and C, lacking any communication, are individually tempted to press ahead with a formation of two, but thoughts of earnest chats with CAA officials because of blundering into the Auckland City MBZ without benefit of radio deter them and they return to base. Pilot C lands at Pilot B's home strip because the crosswind at his own is more than he cares to contemplate. No Tiger Moths have been harmed in the production of this exercise, anyway.

Photographer A, aboard the helicopter, takes photos of Yacht A but no Tiger Moths. He also sees the uncommon phenomenon of snow on the Coromandel Range but would rather have seen a tidy formation of vintage aeroplanes. More muttering.

By Sunday the weather has relented entirely and Organiser A has another go. Alas, Yacht A is tied up alongside the wharf, in the process of being dismantled to go aboard a container ship, the only sure way of reaching Sydney in time for a major event. No sailing, so no formation.

Heavy sighs all round.

Stainless steel flying wires

This has developed into a hot topic. The AD, DCA/DH82/128, which stemmed from de Havilland Support in England in the form of TNS 40, was introduced because of breaking flying wires. All Tiger Moths had to have their wires inspected by the end of December 2005, for corrosion and cracks, or the aircraft would be grounded.

TNS 40, while being an important document for overall safety, does not cover any rectification procedures. The Technical Committee has been in correspondence with de Havilland Support, asking for further clarification and to this date has not yet received a reply. It would appear that the problem is widespread, leading to further concern.

In the meantime, Robert Gordon has put his hand up to contact members with a view to his co-ordinating orders for whole new sets, or lesser numbers, as required. There are large savings to be made in delivery charges, so if Robert

has not contacted you, his contact numbers are as follows:

Email flying_machines@clear.net.nz

Mobile 021 748482.

Ph/Fax 07 5440033.

Some members have fitted complete new sets of wires, despite the fact that there may have been some serviceable wires on the aircraft. This will leave some wires surplus, so if the owners wish to sell them, they should contact Robert who is quite happy to link up sellers and purchasers, for the benefit of both. **Act now, not later.** Get in touch with Robert ASAP.

It has now transpired that Bruntons, the wire manufacturers, are having delays in production (I wonder why), and it will be another month or more before we see any wires out of their factory. But Robert is on their case. The DH Moth Club people in England are tearing their hair out as they have lots of orders they cannot supply. Very embarrassing for them.

At our AGM in Whitianga (what a great weekend) one of our members, Edith Robinson, said she would talk to her son about the flying wire problem. This indeed happened and Bingo, we may just have a local source of newly manufactured wires. Barry Robinson of SAFE Engineering, no relation to SAFE in Blenheim, has expressed a more than casual interest in going into production.

But it is early days and there is a lot of ground work to be done first, such as suitable machinery for thread rolling, shaping the streamlined wire is not a problem, sourcing the right material, getting it here and last but not least, getting a manufacturing approval from the CAA. We will keep you informed of the progress.

Fly safely,
Jim Lawson



The Trilander may not need those pesky flying wires, but we still think Tiger Moths look prettier.

John King

The Tiger Moth is 75!

This year is a special one for dedicated DHers, and members are reminded of two special events being planned for October. To celebrate 75 years since the first Tiger Moth took to the air on 26 October 1931 (the pedant will quibble that the racing DH71 Tiger Moth predates the DH82 by some years, but never mind), we are planning two big events.

The actual day of 26 October falls on a Thursday this year, so fly-ins during the weekends before and after the day are planned. Leading the charge at Labour Weekend is Rangitata Island, where Russell and Lynda Brodie are hosting an event with a definite slant towards the social side. Things start with a barbecue lunch on Saturday 21 October, followed by a novelty aerial event and a Grand Moth Ball in the evening, complete with real music. Period dress is encouraged.

Sunday's programme is mainly an elegant garden party buffet lunch, following which participants are free to go about their normal business, and organisers hope that some

Tiger Moth people will be encouraged to combine this big event with Taumarunui the following weekend ...

Taumarunui is 27-29 October, the usual spring fly-in but the weekend after Labour Weekend and planned to be extra special because of the Tiger Moth's 75th birthday (and not forgetting the fact that the Chipmunk was 60 on 22 May!). It will be the usual relaxed style, but with more emphasis on the social side, and dinner will be in a licensed restaurant this year.

Jan White is whipping up enthusiasm for wearing deco style garb, otherwise known as period dress, at the dinner on this auspicious occasion. If you can fit the extra gear in your Tiger's luggage locker (or consign it to a passing Beaver) bring it along.

This is a big year for our club, so members are asked to make a special effort to attend one or both of these events. Registration forms for both are enclosed with this Tiger Rag.

Be there!

The new life member

This club does not take life membership lightly, and in its 37 years of existence, give or take a month or two, only three people have been voted into the position of life member. And because the honour is conferred only on those who have done a great deal to promote our cause, they tend to be, well, not particularly young when they become LMs. As a result of that, only Loretta McGarry remains — and we hope she does so for very many years to come.

The procedure for electing a new LM is for the committee to come up with a worthy personage and propose it at an AGM. Your committee last year thought it was high time that John Pheasant, who has shown enthusiasm for Tiger Moths all his working life and done so much to promote our sorts of aeroplanes in both flying and engineering, should be nominated. Two responses from committee members are worth noting.

"John in spirit and actions has consistently embodied everything we stand for over a sustained period of time," says one.

Another reads: "I believe John really does fit the bill of an ideal candidate for life membership and I would thoroughly support his nomination for the position. However, if your implication that such an appointment would shorten his lifespan — as it seems the position is not too long lived with Loretta being the only survivor of three — then I would gladly withdraw my support. John is too great a personage to sacrifice on a life membership in that case."

At the AGM in Whitianga John was duly voted as a life member. Those who know him might be interested to learn that he was rendered almost speechless.

2007 fly-in

Masterton, 3-4 March

The general opinion among committee members is that it's been a very long time since we all gathered at Masterton for our annual fly-in and AGM. The last one, more than 20 years ago, attracted a record number of Tiger Moths (Chipmunks were very scarce then, Jim), and it's high time we went back there.

Consultation with Tom Williams suggests that Masterton will have everything we need to make it a great occasion, including the SVAS facilities, much enlarged and developed since our last visit. SVAS members will also be on hand to help with judging of both aerial antics and fine old aeroplanes. There's also the museum full of interesting old aeroplanes and the long association Masterton has had with our club. At one time it was a hotbed of Tiger Moth activity, and although that scene has shifted over a couple of decades, Hood Aerodrome is still the home of much vintage activity.

More details as they're worked out, but in the meantime mark your diaries, make sure your personal and machinery maintenance releases are current, buy the appropriate maps and prepare to head to Masterton in March. It is, of course, the most settled month for weather and the nor'westers will stay away.

And 2008?

We hear, through an interested third party, that Gerald Grocott stood up at the annual Moth Dinner at Oshkosh and announced that there would be another North Cape to Bluff vintage tour in 2008.

Nice of Gerald to volunteer to organise it, and we await word of developments with much interest.

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The social events and fly-ins reported in this newsletter and organised by the Tiger Moth Club of New Zealand Inc. are only suggestions, and because of the location, the type of airfield, surrounding terrain and other factors they may not be suitable for attendance by all club members. Prior to attendance at any event held, each member should review the site of the proposed event and in the light of that information, the flying experience of the individual pilot/member and aircraft performance, assess the capability of the pilot and aircraft to successfully attend the event.

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