

TIGER RAG

Newsletter of the Tiger Moth Club of New Zealand Inc.

JANUARY 2009

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Fine weather (again) at Taumarunui

by Jim Lawson

Taumarunui has come and gone for another year and again the weather was excellent. Getting there for some of us was a bit of a battle. From the north it was bumpy and into a head wind, but the visibility was OK. However, north of Auckland was a disaster, with two Tiger Moths stuck at North Shore with bad weather and two Tigers in Auckland we could not find pilots for.

From the south, most did not make it. The Chipmunks from Palmerston North were all set to come but could not get out. Chipmunk 27 developed an oil leak on the morning I was to leave, so I came in Air Force One, (the president's plane) flown by its chief pilot, Grant Drinkrow. Tigers 7, Chipmunks nil.

The Taumarunui Aero Club as usual put on a barbecue at the high school hostel, which is always very good and gave us all a chance to relax and catch up on the gossip and tell lots of lies. Well done the aero club for their efforts on our behalf. The hostel itself is going through an upgrade, which was not an inconvenience, and as far as the Tiger Moth Club is concerned it is an ideal place to stay and so handy to the airfield. Long may it continue to be available to us.

The competitions got off to a very relaxed start and with more visitors arriving during the day, the circuit was kept pretty busy. Thanks go to the judges out in the field at the bombing and landing grid. They saw sense at last and awarded the Tiger Moth Club with the trophy for both the spot landing and the bombing. I have a sneaking suspicion that our win will be short-lived and they may take it back from us next year.

It was interesting to note that we had a number of family members, both flying in and visiting by other means. In some cases they were both club members. They were: Phil Wel-

Taumarunui is always a welcome sight, in this case on the Friday evening with a hint of moisture in the air. The growing number of aeroplanes on the ground is about to be joined by Auster ZK-BDY.



Alan Land welcomes John and Gloria Pheasant to Taumarunui after what they admit has been a long and very cold flight from Tauranga into a head wind.

come and father Dudley; Paul Doherty and father Eddie; Dave Brown and son Alister; Neville Worsley and son Les, each in his own aeroplane; John Luff and son Darren, again in separate aeroplanes; Tim Galpin and mother Bev; and last but not least, Suzy Scott and father Steve.

At our dinner on the Saturday evening in the Taumarunui Club, the food was enjoyable and there was plenty to eat. We had a few new members in our midst who shared in the prizes. Greg Ryan in his Bird Dog won the bombing competition, so he can come again. Also we were pleased to see the two recipients of the Moth Ltd annual grant for 2008, Suzy Scott and Tim Galpin.

Another member whose name pops up with some regularity, Tim Dennis, needs a mention. Not only does





Above: Tim Dennis has just been sent solo in ZK-BJQ by Phil Welcome.

Right: Jim Lawson watches as John Pheasant explains the correct technique for holding and dropping bombs. He made them and is suspected of frequent practice, so he should know.



he have a rating in the biggest taildragger in the country (DC-3), but he was also sent solo in a Tiger Moth, by Phil Welcome at the weekend. Congratulations Tim.

Our thanks go to the Taumarunui Aero Club with their



hard working committee and members for hosting us again to their gem of an airfield. Well done.

See you at the Tiger Moth Club's 40th anniversary during Labour Weekend, 24–26 October 2009.

Taumarunui fly-in, 18–19 October 2008

People and planes attending noted by Loretta McGarry

Friday

-		Loretta McGarry	Weymouth
JDJ	C.177	Grant Drinkrow, Jim Lawson	Ardmore
WOC	Storm	Walker	Whitianga
BLI	DH82A	Grame Wood, Graham Lloyd	Ardmore
RYN	Ryan	Les Marshall	Ardmore
FYA	Bird Dog	Shane Papps	Ardmore
BRA	Auster J5F	Dave Devine	Te Karaka
BJQ	DH82A	Philip Welcome & father Dudley	Ardmore
ALM	DH82A	Paul Doherty & father Eddie	Ardmore
-		Jeanette Lei, Kevin Vile,	
-		Paul Gellatly	Taumarunui
-		Alan Land	Taupo
WKK	C.182	Tim Dennis, Andy Campbell,	
		Brian Wigley, Chris	Ardmore
DGY	Airtrainer	Garry Butler	Ardmore
CPG	Airtourer	David Brown & son Alister	Ardmore
NAM	Bird Dog	Greg Ryan, Tim Galpin	Ardmore
PRV	RV-6	Kevin Paulsen, Karl West	Ardmore
-		John Geary & magpie	Ardmore
RVG	RV-4	Neville Worsley	Rotorua
BDY	Auster J5F	Les Wilson, John King	Ardmore
-		Jon Farmer	Auckland

Saturday

BLV	DH82A	Jan White	Bridge Pa
BRO	PA-18A	Jerry Chisum	Bridge Pa
AON	DH82A	Bill Lamb	Bridge pa
CAW	Acro Sport	Les Worsley	Stratford
BFF	DH82A	John & Gloria Pheasant	Tauranga
AUD	DH82A	Robert McNair & passenger	Ardmore
EEF(?)		Bruce McLellan	Stratford

SNE	PA-28	Russell	Blenheim
VGR	Stinson	Hamish Ross	Bridge Pa
ERB	PA-18A	Susan Scott & father Steve	Blenheim
DMT	Tecnam	Stuart Reid	Te Kowhai
MEY		Ben Meyer	Te Kowhai
-		Bev Galpin	Pongakawa
DRQ	C.172		
TOY	Starlet	David Wilkinson	North Shore
TNT	Starlet	Alfred Hirzel	Ardmore
DOB	C.150	Matt Dowdall	Te Kowhai
JAC	Jodel D18	Noel Bailey, Peter ?	Te Kowhai
DGO	PA28	Ross Scherer, Ted Mason	Putaruru
PEG	Pitts S1A	Darren Luff	Wanganui
JDL	Glasair	John Luff	Wanganui
EEJ	C.185	Graham Prankherd	Stratford
DRG	C.180	Chris & Chris	Pukekohe
TZA	Robin DR400		
BSP	C.180	Gordon Spence	Ardmore
BDB	C.180	David & Jill Phillips	Ardmore

Sunday

RVT	RV-10	Neil & Sarah Colliver (& 5 children)	Bulls
RVH	RV-4	Gary Hann	Stratford

Noted

John Luff and son	JDL, PEG
Neville Worsley and son	RVG, CAW
Dave Brown and son	CPG
Susan Scott and father	ERB
Paul Doherty and father	ALM
Philip Welcome and father	BJQ



Susan Scott looks happy at the start of her Tiger Moth type rating, while Jan White welcomes another budding Tiger Moth aviatrix.



The J5F Austers of Les Wilson (left) and Dave Devine have consecutive serial numbers and so started life together in the factory, coming to New Zealand independently some years later.

New members

We welcome these new members and hope they enjoy their activities with us:

David Brown, Auckland (Airtourer T6 ZK-CPG, Air-trainer ZK-DGY, Harvard NZ1052, C.180 ZK-KRM)

Andrew Cossey, Auckland

Stephen Couch and **Kristine Schultz**, Auckland

John Currie, Rotorua

Tony McDonald, Christchurch (DH82A ZK-BLM just off full restoration)

Greg Ryan, Drury (O-1F ZK-NAM, CJ-6A ZK-OIL, PA38-112 ZK-EVD, C.152 ZK-JFZ)

Terry and **Teri Smith**, Alaska (PA-18A Super Cub ZK-BRO)

Brian Wigley, Auckland (Grumman AA1B ZK-EFV, Cessna 182 ZK-WKK)



Greg Ryan's Bird Dog wears no insignia or markings but is hardly anonymous. That's the Smiths' ZK-BRO at far left.



Les (right) and Neville Worsley prepare to depart Taumarunui for Stratford in Acro Sport II and Rotorua in RV-4, respectively.



For your information

This may come as a surprise to those members not living in Las Vegas, but there are more Catholic churches than casinos in that city.

Less surprisingly, some worshippers at Sunday services will give casino chips rather than cash when the basket is passed. Since they get chips from many different casinos, the churches have devised a method to collect the offerings.

The churches send all their collected chips to a nearby Franciscan monastery for sorting, and then the chips are taken to the casinos of origin and cashed in.

This is done by the chip monks!

And doesn't that same Order operate a fish & chips shop on New York's 43rd St? Generally two of the brothers are on duty at a time. One's the chip monk while the other's the fish friar.

(One of these dire puns came from Vic Stottlemeyer. The originator of the other wishes to remain anonymous.)

2008 FLY-IN AND AGM

Gisborne, 5–9 February

THIS IS THE TIME when as many members as possible gather for our annual flying competitions, improbable story-telling, meeting old friends, celebrations, prizegiving dinner and annual general meeting.

This time we go to Gisborne during Waitangi weekend to be an autonomous part of the “Vintage Voyage” which is being held there, a celebration of all forms of transport and the people who operate them. This is not an airshow but a chance for everyone to get together and have a good time.

It is not just about planes, either, with steam trains, cars, boats, motorbikes and a celebration of all things unique to Gisborne and the East Coast. The originally planned scale of events has been trimmed back, but it still promises to be an interesting weekend.

The Tiger Moth Club’s flying competitions will be held on Friday 6 February (Waitangi Day), with our annual dinner and prizegiving that evening. As usual it will be a busy day, so pilots are asked to be at the briefing on time so that everything can be accomplished in an orderly manner and without any last-minute panics.

Gisborne Airport and Airways New Zealand have sponsored landing fees for aircraft that register with the organisers before 1 February 2009, so it would be advantageous if aircraft owners who are still unsure about attending register anyway. Fees will not be sponsored for aircraft flying for hire and reward.

A registration form is added to the back of this newsletter. Latecomers, or those not bothering to send in their forms, cannot be assured of dinner as well as having to pay all landing and other fees.

Competitions

The club’s annual flying competitions will be held at Gisborne Airport on Friday 6 February, with briefing at 0900 NZDT, sharpish, and any latecomers will have to ensure they are fully briefed before taking part in any competitions or local flying.

The following competitions make up the major flying activity of the Tiger Moth Club at its annual event. Any club member may (and in fact should) compete, although there are aircraft type restrictions on some events — and no trophies may leave these shores. In alphabetical order they are:

- **Aerobatics**, for Tiger Moths and Chipmunks only, with separate trophies. Current CAA rules, which will be strictly enforced, state that the minimum height during aerobatics is 1500 feet AGL for the holder of an aerobatic rating; otherwise 3000 feet. No passengers may be carried, and anybody wanting to compete down to 1500 feet will have to produce documentary proof of a rating. And remember that transgressing the height restriction will result in disqualification.

The aerobatics routine is the same as last year’s and may be found on page 5.

- **Air race**, or more accurately time trial with staggered starts, to avoid over-eager pilots getting in one other’s way. Again officially for Tiger Moths only, although other speedy types sometimes compete on an informal basis, and run on a shortish (5 minutes or so) route within sight of the airfield, yet to be laid out. All those who think they

have speedy Tiger Moths should present themselves and their aeroplanes early at the briefing.

- **Bombing**. Two bombs, Pheasant Mk IV, wooden, yellow, for the dropping of (see page 2), are carried and dropped from a height of not less than 250 feet. The bomb nearest the target wins (fluke over consistency), with the second bomb being a decider in the unlikely event of a tie. Remember — hitting anything valuable or flying too low on the bombing run results in disqualification for that bomb. Besides, there’s no advantage in being low.

- **Non-instrument circuit**. The only flying competition to carry an air judge, this one is normally restricted to Tigers and Chipmunks for reasons of practicality in covering vital instruments with pieces of cardboard but still letting the judge see something. Aircraft balance, that vital aspect of our sort of flying, is being incorporated again.

- **Perfect loop**. What it says — the least egg- (or pear-) shaped track in the sky wins. It may be flown in anything aerobatically suitable by any member likewise capable, and can be flown as part of the normal aerobatic routine by competitors in that sequence.

- **Spot landing**. Run under the rules we have devised after many years of experience, this is a true spot landing and so allows the use of engine and other cheating devices right down to (but not into) the ground. Two landings are made, the first a touch-and-go, with the lowest total distance deciding the winner. Landings must be three-pointers in our type of aeroplane, and anybody rendering an aeroplane incapable of immediate further flight because of landing technique will be disqualified.

That’s the flying. In addition we have a number of other trophies which are judged, discussed among committee members and awarded on the day:

- **Ross Duncan Memorial Trophy** for anybody or anything the committee might decide is particularly deserving on the day.

- **John Crosbie Trophy** for the pilot who has the most interesting time getting to the annual fly-in, in the spirit of the late John Crosbie who never let flying become dull.

- **EF Harvie Memorial Mug** for the most helpful member during the past year.

- **Murray Neich Memorial Trophy** for the youngest member competing on the day.

- **Loretta McGarry Rose Bowl** for the best non-Moth vintage aeroplane.

- **Most Magnificent Moth** is the best aeroplane bearing a Moth in its official name.

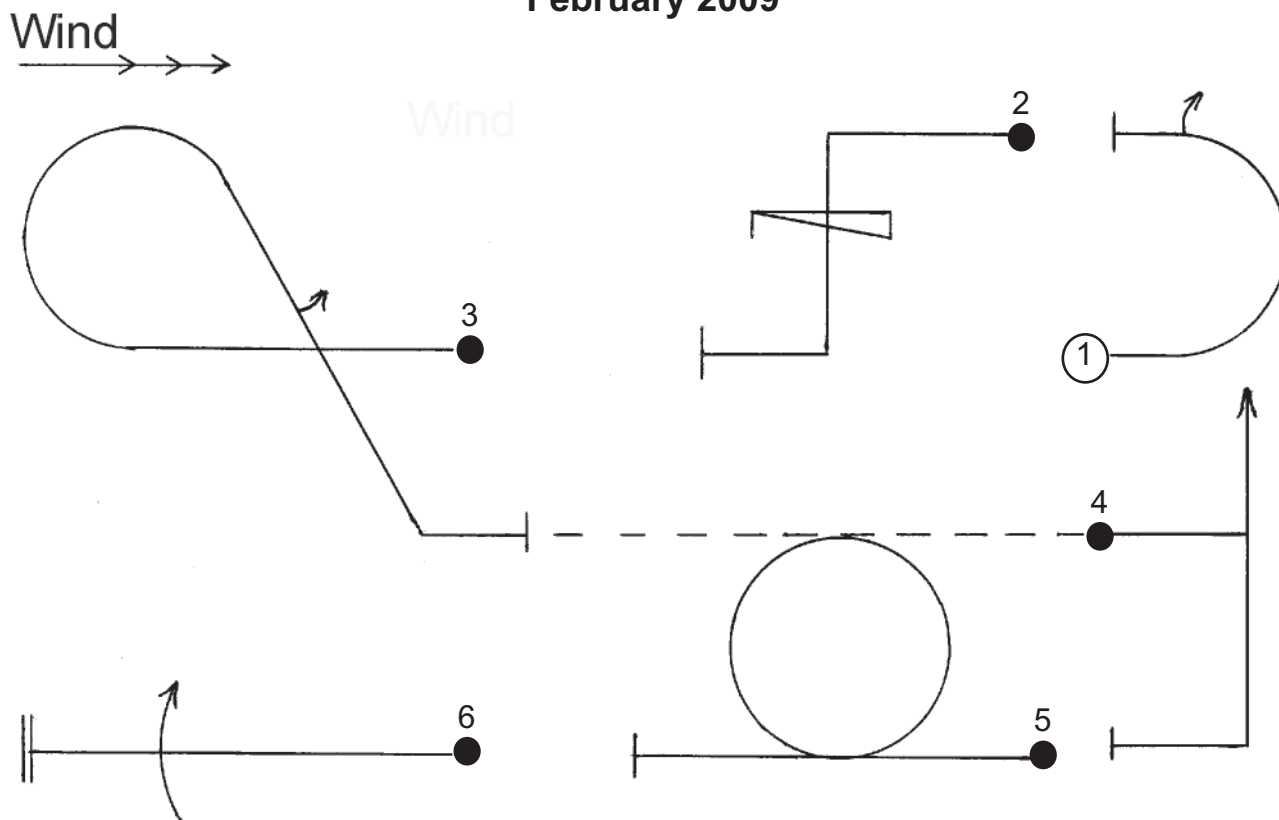
- **Most Original Tiger Moth** is largely what it says.

These last three aircraft condition trophies are judged by different people each year, and because not everybody has the same ideas of perfection or originality there’s usually no monopoly on the silverware. The Gisborne entries will be judged by Bruce Thompson.

Trophies

Would all current trophy holders please ensure they are delivered, clean, polished and suitably engraved, to Gisborne in time for the fly-in. No excuses will be accepted. Please deliver to: Kelly Thompson, 796 Childers Road, Gisborne, phone 06 867 9815, mobile 027 243 1089, email av8or@ihug.co.nz

Aerobatic routine for Gisborne February 2009



Starting downwind: 1 roll off the top 2 one turn spin 3 half Cuban eight
4 stall turn 5 loop 6 slow roll

Oshkosh

Steve Betzler has sent a report of Moth and Chipmunk goings-on at AirVenture Oshkosh 08 which the editor has suddenly found to be unreadable on his system. However, the photographs show David Phillips giving a talk on aerobatics during the Tiger Moth/Chipmunk forum (below), while Greg Rice, Graham Lee (Aus), Walt Kessler (US), Brett Redway (Aus), Charlie Kemp, Bill Charney, Dave Rudolph (US) and Robbie Jewitt (UK) sing the international Tiger Moth theme song at the opening of the dinner.



Annual General Meeting

In accordance with Rule 11, the 2009 annual general meeting of the Tiger Moth Club of New Zealand Inc will be held in the clubrooms of the Gisborne Aero Club at Gisborne Airport, Gisborne, on Saturday 7 February 2009, starting at 0900 NZDT.

Agenda:

- Apologies
- Minutes of the 2008 AGM
- Matters arising
- Financial statement
- Election of officers: President, Vice President and Secretary/Treasurer (the Patron need not be elected at the AGM)
- Election of committee (minimum of five)
- Venue for 2010 AGM fly-in
- General business

From the Technical Committee

We have to report that a serious situation has arisen with regard to the breakdown of the varnish encapsulating the float in the float bowl of the carburettor.

At the Taumarunui spring fly-in, Rob McNair took off in his beautifully prepared Tiger Moth to head back to Ardmore. On the downwind leg the engine faltered and Rob rapidly landed back on the runway. Had he been unfortunate and flown for one more minute, he would have been over jungle country with potentially disastrous results.

When the main jet and power jet were removed from the carburettor they were found to be blocked with a hard black substance. The fuel filter was checked and nothing was found. The float bowl was flushed out, the jets replaced and the engine re-started and ran normally all the way home.

Back at Ardmore the carburettor was stripped and inspected. The float, which was new on initial assembly, was found to be in very poor condition with large areas of varnish flaking off.

Until proper analysis of the real cause of the varnish breakdown is carried out, one can only guess at the rea-

son. A most likely cause is the use of 91 octane car petrol (CAA approved), laced with additives which have already given the automobile industry a problem with fuel hoses and other like parts breaking down. Those aircraft that use avgas should not have this problem.

Our advice is to ground your aeroplane until your maintenance provider has inspected the float and taken some remedial action. This could take the form of removing the varnish and recoating it with a two-pack epoxy.

Ensure that the float is completely dry before any coating is applied. To make a complete seal between the metal parts and the cork, prepare the metal so that the epoxy will adhere to that as well. As to the type of epoxy to use, take advice from a reputable paint company who will stand by their product.

This may be a one-off incident, but one cannot take chances. Feedback on the condition of your float and the remedial action taken is absolutely necessary. Please send this information to our Secretary, John King, at PO Box 66041, Beach Haven, Auckland 0749.

Jim Lawson,
President

Other events

Trust House Wings Over Wairapa Masterton, 17–18 January

Tom Williams extends a warm invitation to Tiger Moth Club members flying elderly aeroplanes to the big airshow at Hood aerodrome, and even mentions the possibility of some fuel being available. Biplanes will fit in very well with the WWI theme and there will be some new types making their public debut. Contact event manager Liz Pollock phone 027 477 4717, website www.wings.org.nz or www.svas.org.nz

Steam and Vintage Country Festival 2009 Glenbrook, 6–8 February

Although most members will be attending Vintage Voyage at Gisborne over this weekend, the organisers of this northern event invite participation from anybody in the Auckland region not making the pilgrimage to Gisborne. They would be happy to contribute significantly to expenses and would be more than content with even one Tiger Moth, preferably each day, making low level passes at Glenbrook, and alongside and over the train should it be travelling along the track at the time.

Cliff Bellingham has kindly agreed to the use of his farm airstrip, relatively close to the Glenbrook Vintage Railway, which would enable pilots to operate from there, and also visit and enjoy the Festival on the ground with suitably vintage transport provided to and from Cliff's strip. Also welcome will be the families of the participants, with passes for free entry and steam train rides provided for all.

"The Festival would be an ideal opportunity to showcase your members' Tiger Moths to a large and very appreciative audience," says organiser Ross Crook, "and we hope that participants and their families may also get a chance to enjoy the Festival on the ground too. I'm sure that they would enjoy performing in the air for the crowd, and also soaking up the atmosphere at the Festival.

"Arrangements will be made to ensure that your needs are catered for, with the intention being to make your

involvement extremely enjoyable and rewarding."

This event is a joint venture between the Franklin Vintage Machinery Club and the Glenbrook Vintage Railway. Contact Ross Crook, Festival Organiser, GVR Steam and Vintage Country Festival 2009, c/o 4 Mull Place, Mahia Park, Manurewa, phone 09 267 0291 a/hrs or 09 276 8679 bus, fax 09 267 0292, email rosscrook@ihug.co.nz

Taupo Flying Proms

Centennial Park, Taupo, 14 February

Building on the success of last year's Picnic in the Park, Hugh de Lautour and his team are establishing this biennial fly-in, musical airshow and outdoor concert at that magnificent grass airfield, Centennial Park, Contact Hugh phone 021 550 096, website www.taupoflyingproms.co.nz

Mandeville Weekend

21–22 February

No longer called Weekend Eight, even though it falls this time on the eighth weekend of the newish year, this annual gathering of fine old aeroplanes, cars, farm machinery and people promises the usual mix of coal smoke, flying activities, joyrides and all the attractions of a country fair. Colin and Maeva Smith have promised better weather than last year, too ...

Spin training

The club's spin recovery training may have appeared quiet lately, but it is alive and continuing. The CAA's GAP booklet on the subject has been published, without much reference to Tiger Moths, but "The CAA gratefully acknowledges the work of the Tiger Moth Club of New Zealand Inc, on which this booklet is heavily based."

Club merchandise

We still have a large number of Bluff to North Cape denim shirts available at \$30.00 each incl. postage (6 M, 44 L, 21 XL) and, at \$20.00 each, a handful of medium and large T-shirts. Buy at Gisborne or contact the secretary.

AIR PAGEANT HELD AT RUKUHIA

How things have changed within the lifetime of many of our admittedly older members. Some of the antics described in this *Waikato Times* report, undated but around 60 years ago, would not be tolerated by today's protected populace or the authorities.

Perfect weather prevailed for the air pageant held at the Rukuhia aerodrome yesterday in aid of the St John Ambulance appeal. There was a large crowd present to witness the aerial displays, marching contests and the band exhibition by the Hamilton Caledonian Pipe Band.

The morning was occupied by air trips for the public and in the afternoon a series of aerobatic displays was given by pilots in club machines. The first was a formation flight of aircraft over the city. Five Tiger Moths, led by the club captain, Mr GM Firth, took off in formation and the two Proctor aircraft followed shortly after and led the flight back over the aerodrome.

On their return the five Moths, flying in V formation, peeled off and proceeded to "beat up" the airfield. Skimming low over parked vehicles and hangars, the gaily painted machines caused a sensation among the crowd and a few of the less resolute dispersed hastily as the marauders roared low overhead.

Low-level aerobatics

Mr Guy Robertson, club instructor, gave a clever display of low-level aerobatics, diving, looping, looping with a half roll, and flying with his throttle back he glided in very low, tipped the tarmac with his wheels and bounced over two aircraft parked less than 100 yards apart.

The height-guessing competition created a great deal of interest among the crowd and the winner, Miss N Griggs, who successfully judged the height of the plane at 2010 when the pilot fired the very signal, was rewarded with a free flight.

Another "stunt" was provided by a club aircraft when a figure was seen to fall from the cockpit during the execution of a slow roll and hurtle to the tarmac several hundred yards from the hangars. The "remains" of the unfortunate airman were quickly transferred from the St John Ambulance to the Proctor air ambulance and transported to hospital. The more sceptical spectators refused to be deceived by this dramatic fall and the sight of odd ends of straw peeping from beneath the blankets of the stretcher did not help to convince them.

However, when the air ambulance landed again the flying suit filled with straw had disappeared and a dishevelled

Speaking of air trips, Peter Hendriks, seen here kitting up a passenger for one of his Classic Flights joyrides at Wanaka, has the ideal equipment for self-loading but not always very agile customers. It also eliminates the possibility of foot-shaped holes in the fabric near the wing walkway.



Photographs: Guy Robertson collection



Guy Robertson

pilot emerged, apparently feeling little worse for his experience.

Mock dogfight

Two planes, piloted by Messrs H Brown and GM Firth, staged a mock dogfight over the aerodrome and this was followed by an exhibition of "dead stick" landing by Mr Robertson.

The marching contest, judged by Mr L Cooke, was won by Cambridge United from the Hamilton Caledonian team and the girls of the Cambridge team were given a free flight. The highland pipe band also gave a display.

About 200 passengers were flown in club machines during the day.

And finally ...

Enjoy your flying in 2009, try to ignore the financial doomsayers and keep those fine old aeroplanes active.

John King, Secretary/treasurer/editor etc

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Courier delivery: 19 Village Way, Ardmore Airport, Papakura, Auckland

TIGER MOTA CLUB OF NZ RALLY 09

Name(s) _____

Address _____

Contact Number _____ Mobile _____

BUS TRAVEL

	@ \$10.00 per head	
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THURSDAY 5th FEBRUARY 09

BBQ @ Aero club

	TBA per head	
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FRIDAY 6th FEBRUARY 09

Lunch

	@ \$10.00 per head	
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Prizegiving Dinner @ on the beach

	@ \$35.00 per head	
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SATURDAY 7th FEBRUARY 09

Festival Dinner @ Emerald Hotel

	\$75.00 per head	
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TOTAL

Payment method preferred Cheque / Bank transfer (Please use the surname on this form as your reference)

Please return this form and payment by 1 Feb 09 to: Vintage Voyage
796 Childers Road
Gisborne 4010