

# TIGER RAG

Newsletter of the Tiger Moth Club of New Zealand Inc.

MAY 2007

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## Catching fairies

by Bernice Hintz

*"Fairies: Supernatural beings and spirits that can be either good or bad. It is believed by many who believe in fairies that they reside in a place somewhere between earth and heaven".*

To catch a fairy you've got to first of all believe that they exist. Secondly, you have to sneak up on them. To assist in sneaking up on them it pays to distract them with something flashy and bright. You must also approach their gathering from an unexpected angle.

I uncovered their plans for a secret meeting in a misty dell just north-west of a smouldering mountain. (I saw through their disguise at the Ashburton SAA meeting and tailed them until I overheard them whispering their next destination.) The fairies were cunning and changed their meeting place often. First it was somewhere north-east of Wellywood, then somewhere south-east of Samurai country, then north of the giant's lake and finally a misty dell north-west of Mount Doom. They were so cunning that some of their own folks got confused and turned up at the first location.

I approached low and slow (by train) turning and twisting often, including a spiral to cover my tracks. Once I got close I made a huge diversion pretending I was really heading for Te Kuiti aerodrome. There was an off-duty train driver who was party to this artful sideslip who just



thinks I am a little light in the head. I didn't tell him I was chasing fairies or he might have left me on the side of the road out by the Ohura turnoff (that was about the time I realised I was a little off track).

When we finally arrived at the secret spot the fairies were being distracted by a fancy white charger with a single horn (OK, it was a mass balance on the tail, but keep with the programme here — it's called poetic licence). It was flashy and bright and carrying two Gipsy Queens. Later on some brave fairy folk went for an adventurous ride.

I was beside myself with excitement and I had to repress an urge to go running into the midst of the crowd and spoil the spell. Instead I hung back and tried to whisper explanations of what was going on to my unimpressed train driver friend.

There were fairies of every colour: a gleaming black beauty; a stately blue and silver lady; a fun-loving girl in tiger stripes; and a silver and red daredevil. They were darting about in the sunlight now that the mist had lifted, putting on a show of their aerial skills, and some earnest looking older fairies were scratching strange markings on bits of paper.

It was a mystery to me. I was just astounded by their agility and their bravery. Sometimes the Fairey-Reed propellers would just stop altogether. I held my breath... 1, 2, 3, and their little Major Gipsies would burst into life and start purring again. Then I remembered to breathe out again. Fairies like playing tricks like that.

I'd been lucky. They accepted my presence. I slowly moved amongst them, admiring their



sparkling wings and delicate structure. I had to keep my hands behind my back lest I be tempted to reach out and stroke their fragile skins. I laughed and talked with them and marvelled at their carefree spirit.

Peter Pan and Tinkerbell were playing at trying to outfly each other. I watched in awe. They were the entrée to the main performance. Oberon, King of the fairies, then weaved his magic spell. I lay on the grass in the shadow of a wing, completely enchanted. I've never seen flying of such fluidity and elegance. A creature entirely in his element. As graceful as a dolphin in water.

I was somewhat startled when the fairy queen swept in front of me and stated my pedigree. I know who you are; I knew your father and his wings. I held my breath. Not all fairies are nice. I needn't have worried. She befriended me and looked after me transporting me into town with a wave of her star(let) wand.

*"Fairies come to land at night to folic and make mischief"*

They invited me to join them for their evening festivities. Again it was in a secret location at a discreet club on a quiet back street. I got lost again. When I did find them by following their tinkling laughter and pretty lights I was welcomed warmly. I relaxed in their easy ways and sprightly conversation. Time seemed to cease or not matter.

In the morning I raced out to the airfield. My heart sank; they weren't there. Then slowly, after the sun had started to dry their charges, they appeared, Pease-Blossom, Cobweb, Moth and Mustard-seed\* amongst them. They quietly gathered in the clubrooms and had a long conference on the coming year. I don't think I've ever been to such an AGM in my life, where people volunteer to join the committee, the budget includes food and wine for the crew and members vote to spend money without question. Weirdest of all was all this happened with a Scottish head Fairy.

Before I left the paddock with the flat-top mountain to the north I stood and watched the thistledown fairies floating past on the wind. (Scottish in origin too, I believe.) I remembered being told as a child that if you catch a fairy you can make a wish. You must, however, let it go again to enable it to carry on its journey with its precious seed so that it can germinate the next generation of fairies. I am not telling you my wish, but I will tell you if it comes true.

Mustard-seed, I haven't forgotten your promise of a flight. I know I have to catch you if I can first, and fairies can be elusive. I've been promised a newsletter so that



Sid Gilmore

### Present at Taumarunui annual fly-in

Regn	Type	Crew
<b>Friday 2 March</b>		
UAS	DHC-1	Loretta McGarry
BFF	DH82A	Jim Lawson
CCQ	DH82A	John & Gloria Pheasant
ALM	DH82A	Jim & Cheryl Schmidt
		Paul & Eddie Doherty
		Robert & Jenny Gordon
ENJ	Harvard	Ace Edwards & Jeannie
BQY	PA-18	Tim Dennis & Andy Campbell
BQV	PA-18	Peter Fahey
		Keith Trillo
AON	DH82A	Bill Lamb
BAL	DH82A	Jan White
BLV	DH82A	Jerry Chisum
BEC	DH82A	Wayne Edwards & Bernie Bolstad
BRA	Auster J5F	Dave Devine
STM	Stearman	Bruce & stephanie Govenlock
AEJ	DH60M	Gerald Grocott
		Alan Land, Sid Gilmore & Nathan Brierly

### Saturday 3 March

		Wayne Greaves
		Benno Tissi
BDY	Auster J5F	Les Wilson & John King
RYN	Ryan	Les Marshall & Shane Papps
AUD	DH82A	Robert McNair
TSB	Skybolt	Glenn Thompson &
EDS	Bonanza	Ralph Saxe &
VGR	Stinson	Hamish Ross
SWR	DH89A	Chris Hart (solo!)
BEN	DH82A	David Phillips & Ian Wearing
		John Geary
		Bernice Hintz

### Sunday 4 March

CCI	C.172	Robin Campbell
		Lionel Robinson & Cathy Bothamley

List compiled by Loretta McGarry



Sid Gilmore

should make it easier and there was some talk of having an earthly website. [www.tigerfairies.co.nz](http://www.tigerfairies.co.nz).

(I take no responsibility for any mental images of Tiger Moth owners in tutus and fairy wings. I saw my brother dressed as the tooth fairy once and it's made me brush my teeth regularly ever since.)

\*A Midsummer Night's Dream; Shakespeare





Who's this merry band, wishing the aerobatics weren't conducted quite so directly into the sun?



It's the judges: Aland Land (left), Keith Trillo and Robert and Jenny Gordon.

## Random thoughts on the Taumarunui competitions

For the second year running there was a tie for first place in the spot landing. And for the second year running the judges (a different set this time) were unanimous in their opinion that the overall winner should be the pilot who made the most elegant three-pointers. Paul Doherty, son of long-time club stalwart Eddie and also the youngest competitor, showed that landing perfection doesn't go unnoticed.

For the first time ever there was a tie for fastest time, 6 min 47 sec, in the air race/time trial. Each of the two winners accused the other of cheating, so the only answer was to re-run the trial with both Tiger Moths starting together. The result showed the advantages of pole

position as well as getting the tail up early in the takeoff run. Jerry Chisum bettered his earlier time by a whole second, or 0.246 percent, while Wayne Edwards squeezed an extra couple of rpm out of his Gipsy Major to win the contest by two seconds.

Jerry placed second in the bombing, air race and perfect loop, but showed the advantages of habitually flying with his eyes shut by winning the non-instrument circuit.

Those who were surprised by Robert McNair's masterly aerobatics performance, beating his teacher, hadn't seen his hours of diligent practice from Ardmore.

## Competition results

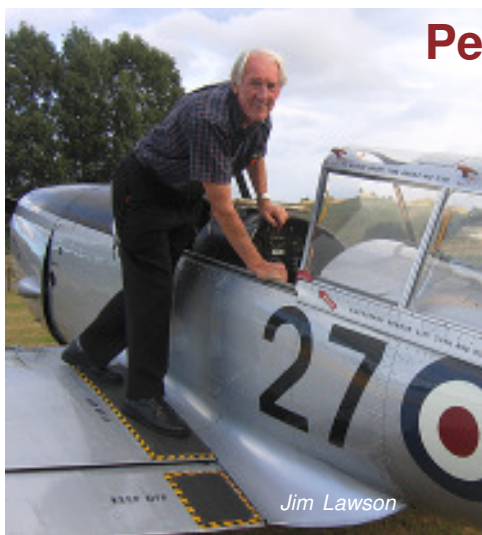
Taumarunui, 3 March 2007

Pilot	A/c	Bombing				Landing				Race		Perfect Loop	
		1	2	Total	PI	1	2	Tot	PI	Time	PI	Pts	PI
Wayne Edwards	BEC	47	18	85		50	20	70	2=	6:44	1	191	4
John Pheasant	BFF	38	23	61		40	30	70	2=	7:08	3		
Jim Schmidt	CCQ	14	29	43	5	30	40	70	2=	10:15			
Jan White	BAL	27	-	-		30	20	50		7:32		186	5
Jerry Chisum	BLV	27	7	34	2	10	50	60		6:46	2	211	2
Andy Campbell	BQY	45	30	75		30	20	50		7:57			
Ace Edwards	BEC	45	-	-								166	7
Alan Land	BFF	23	24	47		-	-	-					
Jim Lawson	UAS					10	30	40					
Bill Lamb	AON	31	33	64						7:45			
Tim Dennis	BQY	16	33	49						7:35			
Les Wilson	BDY	23	17	40	4	40	20	60					
Bruce Donnelly	AIA	23	23	46		30	40	70	2=	7:22		202	3
Bruce Govenlock	STM	16	20	36	3	10	30	40		8:32			
Gerald Grocott	AEJ	0	4	4	1	20	30	50		7:09			
Paul Doherty	ALM	18	low	-		30	40	70	1*				
David Phillips	BEN											214	1
Robert McNair	AUD											182	6
Glenn Thompson	TSB									5:46			
* awarded bonus points for elegance of landings													
<b>Aerobatics</b>		<b>Other awards:</b>											
Robert McNair	2947	1	<b>Most Magnificent Moth:</b> ZK-AUD (Robert McNair)										
David Phillips	2908	2	<b>Most Original Tiger Moth:</b> ZK-AUD (Robert McNair)										
Jerry Chisum	2601	3	<b>Loretta McGarry Rose Bowl</b> (best vintage aeroplane): ZK-SWR (Chris Hart)										
<b>Non-instrument circuit</b>		<b>E.F Harvie Memorial Mug</b> (most helpful member): the Taumarunui Aero Club team											
Jerry Chisum	82	1	<b>Murray Neich Memorial Trophy</b> (youngest competing member): Paul Doherty										
Jan White	77	2	<b>John Crosbie Trophy</b> (most interesting flight to fly-in): Wayne Edwards										
John Pheasant	76	3	<b>Ross Duncan Memorial Trophy</b> (awarded by the committee for whatever reason it sees fit): Loretta McGarry, for all her continuing years of effort on behalf of										
Wayne Edwards	65	4	New Zealand's Tiger Moths										



# People at Taumarunui

Photographs by Sid Gilmore



Jim Lawson



Gerald Grocott



Bill Lamb



Some people take the pilots' briefing seriously. From left: Jan White, Stephanie Eilers, Gerald Grocott and Bruce Govenlock;



Jim Lawson

Robert McNair



John Pheasant

Les Marshall



Bruce Donnelly

Alan Land



Paul Doherty  
(actually at Raglan)



# Taumarunui in the end

Ten days before the AGM, to be held at Masterton, I was starting to get phone calls about the lack of accommodation in the town. This did not concern me because Rob Gordon had already booked our accommodation well in advance of the event, as did many others.

When I spoke with our secretary, John (Oberon) King, he also was getting the same sort of phone calls. So we swung into action. John rang about hostel accommodation, which had been available for the airshow a few weeks before. But no luck, the place was full with the Golden Shears and caterers were all busy with weddings.

OK, let's change the venue. John rang Waipukurau, who were happy to have us, but when Robert rang for accommodation there was a dog show in town, so there was plenty of kennels but no beds. Or caterers.

Mild panic at this stage. I rang the Hawera Aero Club and yes, it was all on. Things were looking good until I rang the hotel for accommodation and to book the dining room, where we were to have our Saturday evening soiree. Sorry, the place was fully booked out for a wedding and so was everywhere else. There was a miniature horse show and a ballet competition (not connected) being held in the town, so Hawera was out.

Intense panic becoming apparent, I rang John Lester at Pine Park, but although John and Jennifer would be pleased to see us and accommodation was OK, there was a height restriction which would preclude our aerobatic competitions, so Pine Park was out. Taupo's Centennial Park was also welcoming, but the town was booked out with Iron Men.

Frantic panic! Where to now? Why not try Taumarunui? Relief — Jeanette and the aero club committee said yes, so it was all on. Our secretary went into top gear and informed as many members as he could. If he missed any, it wasn't for the want of trying.

The Taumarunui Aero Club checked accommodation, all OK. Checked for a place to have our Saturday dinner, all OK. Checked for caterers to put on the dinner, all OK. Checked for caterers to do the snacks and lunches over the weekend, all OK. Last, but not least, organised the food and drinks for the Friday night barbecue at the hostel, all OK.

In less than a week the Taumarunui Aero Club committee, headed by Jeanette Lei and Kevin Vile, came up trumps, for which we gratefully thank them. They are a good team and I think we might go back there in October.

The weekend weather was very good to us, as it usually is, and the competitions ran extremely well, thanks to the committee members and other willing helpers. A special mention must be made here to the two visitors from the UK, Sid Gilmore and Nathan Brierly, who dispensed the fuel all day. Thank you very much. If nothing else you went away with a good sun tan.

Of note was the aerobatic competition. With some of the best Tiger Moth pilots in the club, it was a hard-fought battle. But there was a dark horse in the field, in a dark aeroplane, who had entered for the first time, and he came from behind and took the cup. Master pilot David Phillips, in BEN, did too good a job when he taught Robert McNair in his dark aeroplane AUD some of the inner secrets. Not only that, he also took out the cup for the most original Tiger Moth and the concours d'elegance. Well done Robert.

Another Master pilot, Lindsay King, did a good job on



Bernice Hintz



John King

Paul Doherty, a very low-time pilot who took out the spot landing competition. There were other pilots who had the same top marks, but Paul did the most perfect three-pointers. He also got the cup for being the youngest pilot in the competitions. Good show Paul, keep it up.

The Annual General Meeting saw the same officers elected with a few more members elected to the committee and the technical sub-committee. A lot of discussion took place around the new regulations, now current, put out by the CAA which will have an effect in the manner with which we maintain our engines and aircraft. There will be more on that. Watch this space.

We had 24 aircraft (only one Chipmunk) at the fly-in, a good number given the sudden changes that took place as earlier recorded. There were over 60 people at the dinner and prizegiving, and the success of the weekend can be attributed to the Taumarunui Aero Club and its committee who helped us out at very short notice. Thank you again.

Over the weekend I must congratulate all pilots and crews for the way in which the flying and ground handling were carried out. Safety is paramount, and that was exemplified to the letter.

**Jim Lawson**

*President (aka the Scottish Head Fairy)*

# Cubs and Austers



Sid Gilmore



John King

The remains of the Cub & Auster Club were passed to Peter Fahey some time ago. After much discussion it was decided that the best thing we could do with the club was to actively encourage former members to join and participate in the Tiger Moth Club.

This club has a good structure, an active committee, like-minded pilots and aeroplane owners and many of the former members of the Cub and Auster Club are current members of the Tiger Moth Club.

Its regular fly-ins at Taumarunui and other places around the country are good fun and the Cubs and Austers and other similar aircraft and their owners fit in extremely well. We have written to all the Cub and Auster owners on the register to encourage them to join (if they aren't already) and actively participate in the Tiger Moth Club's activities.

## Money from Cub & Auster Club

Other than some money, around \$1200, left in the Cub & Auster Club's account there appears to be nothing left of any value. It has been decided that the best use for the remaining money is to gift it to the Tiger Moth Club for the purpose of fostering Cub and Auster activities in the club. Cub and Auster owners (and others) should make their suggestions known to committee members as to how this money might best be used — trophies and a generic maintenance programme for PA18s and Austers are two suggestions that have been made so far.

## PA18-100 maintenance

The new rules for maintenance pose issues for all aircraft owners. A lot of work is being done to establish a programme for the Tiger Moths. At the same time there's been some work done to establish a program for PA18s. Under the new rules aircraft doing less than 100 hours per year will need to carry out their next 100-hour or annual inspection either using the manufacturer's maintenance schedule or a CAA approved maintenance programme (more than 100 hours pa

you have until September 2007 to comply).

There isn't any discretion to alter the manufacturer's programme other than to get an approved programme. The Piper schedule, for instance, requires 50-hour inspections, sets tyre pressures to 24 psi and specifies cable tensions higher than most people would use, among other things.

To get something that we can all use we propose combining our collective knowledge and experience to submit a program to the CAA that can be used as a basis for all PA18 owners.

John Bushell at the CAA has been very helpful in this regard (being a Cub owner himself). Anyone who has an approved programme or who wants to assist with this please contact Tim Dennis on phone 09 376 5906, mobile 021 744 638 or email [tim@kiwis.co.nz](mailto:tim@kiwis.co.nz).

## Cub & Auster get-together

Can we have some expressions of interest in a Cub & Auster get-together somewhere in the North Island this winter? Possibilities include Raglan, Kelly Field, Waihi Beach ...

## Cub web site

Anyone with an interest in things to do with Piper Cubs is encouraged to look at SuperCub.org. Fantastic amount of information and help on anything Cub related (and a few things that aren't!)

**Tim Dennis**

## New members

**Graeme Atchinson**, Currans Hill, NSW (DH82A VH-AMY)

**Sid Gilmore**, Kidderminster, UK

**Shane Greaves**, Auckland (DH82A ZK-AQC project)

**Chris Herbert**, Woking, Surrey, UK

**Bernice Hintz**, Christchurch (Bolkow Junior ZK-CJE)

**Ian Wearing**, Auckland (CT4 ZK-DGY part)

and a welcome back after some time to **Graham Gilliver**, now in Wellington.

Peter Hendriks seems to have slipped through the cracks once again. Does anybody know of his present whereabouts?

Resignations have been received with regret from Derek Ellis, Mike King, Russ Rimmington and Tim Wallis.

## Tiger Moth Syndication

Bill Harris (06 877 6194, email [w.l.harrisfamily@xtra.co.nz](mailto:w.l.harrisfamily@xtra.co.nz)) is looking to syndicate his Tiger Moth ZK-AJP, with either two one-third or one half share available.

## Murray Miers

Past member Murray Miers has been visiting the country. He is possibly the last person to earn his CPL on Tiger Moths, in ZK-BAH in about 1989. He has lived in Zambia for the last 20-plus years and with a brother has an aerial spraying business over there.

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Email: [johng@slingshot.co.nz](mailto:johng@slingshot.co.nz)

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



## Coming events

### Tiger Moth and Chipmunk Club Dinner Thursday 26 July 2007

Once again during Oshkosh/AirVenture 2007, de Havilland and Moth fans worldwide and all interested guests will gather for the annual dinner. This year's event will be held at the Water City Grill, 107 Algoma Boulevard, Oshkosh 6:30 pm bar – 7:30 pm dinner

Membership in this or any other club is not required and all are welcome to attend.

Please note that this year's event will be held on Thursday to accommodate our international guests who may want to also attend the EAA International Reception on Friday evening (a past conflict now removed).

We will be upstairs in the Algoma Room, built in 1884 and the former location of the International Order of Oddfellows. This new locale should perfectly suit our crowd.

RSVP to: Steve Betzler at [sbetzler@empirelevel.com](mailto:sbetzler@empirelevel.com) or 001-262-368-2003

### Flying Proms Taupo, 2 February 2008

Hugh De Latour is organising a combined musical and flying event, similar to one at Old Warden in the UK, at Taupo on 2 February next year. The idea is to have an orchestra playing suitable music as a background to aircraft performing on the nearby runway, complete with pyrotechnics where appropriate. The Tiger Moth Club has been asked to support this event, so watch this space.

### From Chris and Beth Herbert

Firstly our grateful thanks for all the contact information you supplied us with before our visit. Everyone we spoke to or visited was very helpful and we were very successful with the photographs. The weather helped considerably as it was excellent for the first three weeks and even when it turned in Auckland there was still warmth and some sunshine.

Secondly a big thank you for your hospitality at Taumarunui, we had a great day at a great place and in a terrific atmosphere. Thank you also for the opportunity to join the Tiger Moth Club, we look forward to the next edition of the Tiger Rag.

Overall it was one of the best trips we have ever done, mixed with adventure, fine NZ wines, fine vintage aircraft and fine weather.

### From Graeme Atchinson

My Tiger Moth VH-AMY is progressing nicely now. The fuselage rag, which I knew was old, failed the fabric test. At least it got us across the continent from Trayning, which is 250 km east of Perth, WA, to Luskintyre (Ray Windred's DH restoration facility) near Maitland in the Hunter Valley.

So ... now it's a full rebuild of fuselage and 100 percent new wood everywhere. The fuselage has been sandblasted and etch primed, ready for the cockpit green top coat. Considering it's a 1940 UK build and my NZ passport, it's only tight that it will resemble very closely a NZ de Havilland. Oil tank straps — nope. Quite a few Aussie Moths now have done away with them. Also my slats have come off, giving a weight saving and a more efficient wing.

### 2008 annual fly-in and AGM

#### South Island somewhere, sometime

It's the South Island's turn for our 2008 fly-in, and the committee is working hard at confirming the right venue and date, with a view to avoiding the less-than-ideal lead-up to this year's event as described on page 5.

Top of our list for desirable spots is Taieri. That grass aerodrome, one of New Zealand's oldest, has a long association with Tiger Moths and our sort of aeroplane in general. Opportunities for gathering there are also very likely to be limited in the future, as indicated by prominent TV advertisements for a major housing estate being built right up to the southern fence line of Taieri aerodrome itself. One difficulty is the lack of vertical airspace for our aerobatics, as Taieri is right underneath the approach/departure path to Momona and its IFR traffic, but we're working on that and the Dunedin chief controller is a right-thinking sort of bloke.

Date? It all depends on Mandeville. What used to be known as Weekend Eight but is now Weekend Around That Time is still being finalised. The idea is to have our AGM/fly-in the weekend after Mandeville, whenever that is, so that people can spend the intervening week having a jolly time wandering about the South Island's scenic attractions and airfields. A number of overseas members, inspired by Gerald Grocott's rash promise of a 2008 Vintage Air Tour, have expressed a keen interest.

Final details will be announced as soon as anybody knows them.

### 2009 annual fly-in and AGM

#### Gisborne, 6–8 February 2009

With our newfound desire to get things organised well in time, we've already set aside the time and venue for this one — admittedly at the instigation of Kelly Thompson who's organising the major event of Trains, Planes, Automobiles and Boats.

The accent will be on the vintage side of all these, and the Tiger Moth Club has been invited to join in the festivities. Our annual flying competitions would be a separate part of the proceedings, along with our annual dinner and prizegiving, but all participants would join in the other social occasions. Our last fly-in at Gisborne was a great success, with the cooperation of ATC, and we look forward to going back there in February 2009.



VH-AMY at Kambala, WA, 9 October 2006 en route to Luskintyre. The trip took six days (28 hours' flying time), and an oil leak from the engine oil pressure bellows cost a day fixing it. David McCallum, friend and owner of Gipsy Moth VH-UAO, tightens the auxiliary fuel tank cap, while helpful local taxi driver and bearer of new fuel drums and hamburgers looks on.

## Ash the Zoo

There are Harriers and roaring Tigers, and enormous Devons and things,  
There are Bede-balls-Bensens, and a great big Yak with wings,  
There's a sort of a tiny fleamus, and a tiny alpierus too —  
But I gave my heart to the Friendship when I went down to the Zoo!

There are Cessnas and Cherokees and Pipers, and an Aero-club-house,  
There are masses of Austers, and a Yeoman, and different kinds of mouse,  
And I think there's a sort of a something which is called a Jabiru —  
But I gave my heart to the Friendship when I went down to the Zoo!

If you try to talk to the Bensen, he never quite understands;  
You can't shake hands with a Harvard — he doesn't like shaking hands.  
And Harriers and roaring Tigers hate saying, "How do you do?" —  
But I gave my heart to the Friendship when I went down to the Zoo!

**Bernice Hintz**

## Memories

Just read the reprint of your 1993 article on Roger Fiennes's Fox Moth. I enjoyed it just as much this time. I can recall my excitement going way up after reading this the first time, as I was anticipating a visit from Roger in the plane.

As planned, he and our friend Lars de Jounge (in his Klemm) and their wives flew across the southwestern USA to Sky Ranch for a two-day visit in the extreme heat of July. The stay (four house guests) extended for a full week due to a recalcitrant magneto (on the Moth). Eventually they departed and we met them at Oshkosh where both aircraft were PROMINENTLY displayed and received honours in their categories.

From there it went to New York City and then crossed the pond aboard (I believe) the *QE II*. Of course Roger in his inimitable fashion charmed his way through this whole thing with hardly a cent of his own money going into the cost. We still visit with Lars who has since divorced that wife and move to southern Florida (from southern California) with his Tiger Moth, Klemm and SAAB Safir.

You probably already knew all of this, but it was something I had to mention to someone who might be interested. Hope to see you in 2008.

**Richard Broussard**

## A sartorial announcement

We can blame the weather for many things, and that includes lots of monogrammed denim shirts still in stock. Yes, the foul weather during our 2004 Vintage Air Rally gave rise to an oversupply of smart denim shirts, all machine embroidered with the rally logo (the map's a bit small for precise navigation, but it might do at a pinch) of the route from Bluff to North Cape.

These are being offered at the remarkable price of \$30.00 each, including P&P, with a good choice of XL, L and M sizes in stock. Also available are just a few T shirts, including a couple in M and L sizes from the 2000 rally, at only \$20.00 each incl P&P.

Contact Jim Lawson at 5 Allerton Place, Wattle Cove, Auckland, phone **09 268 8587**, email [jimlaw@value.net.nz](mailto:jimlaw@value.net.nz) with your orders.

## Website

Benno Tissi is making good progress with the club's website and will soon have it registered, up and running. As yet the name is unknown, but as soon as things are finalised an email message will be sent out to all members.

## Committee matters

Things are rapidly changing in the world of general aviation, and our little sheltered part of vintage aeroplanes can't escape just because we use them for recreation. Instead of past years of having to worry mainly about organising an annual fly-in, with the odd North Cape to Bluff rally thrown in to avoid boredom, the club committee is now having to consider such matters as maintenance of aircraft for which factory support has long since evaporated.

The CAA rules governing all this are complicated and still evolving, but all aircraft operators are expected to know every aspect of such rules. The Technical Subcommittee is hard at work on all members' behalf, and high on the list is the maintenance programme. The subject of engines is first on the list, and the committee needs to know how many hours members are flying their Gipsy Majors, and how many of those Gipsies are within the last 200–300 hours of their overhaul life. Please contact Robin Campbell, phone **09 534 5387, 021 446 593**, email [beechbum@orcon.net.nz](mailto:beechbum@orcon.net.nz) with your figures. And soon!

Finally, it should be noted that your committee members take their tasks seriously, with many coming long distances to meetings in Robin's hangar at Ardmore. At the meeting last month, as well as most of the Auckland-based members, Glenn Thompson and Jan White flew in from Gisborne and Hastings, and Robert Gordon and Alan Land drove from Tauranga and Taupo. These people deserve your support and perhaps even a beer or two.

**John King, secretary-treasurer-editor**

**DISCLAIMER:** The Tiger Moth Club of New Zealand Inc. is a social, recreational and sport flying organisation. This newsletter is an amateur production intended only for the edification and entertainment of the club's members, and contains information, suggestions and ideas from other members. Anybody who has questions about ideas or suggestions from the newsletter should cross check the information prior to its use.

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.

The Tiger Moth Club of New Zealand Inc. assumes no responsibility for the contents of this newsletter, or for damages resulting from attendance at events reported in this newsletter.

Contributions to this newsletter are welcome. Unless clearly stated otherwise, all items in this newsletter are based solely on the opinion of the author and bear no reflection on the policy of the Tiger Moth Club of New Zealand Inc. or any officers of the club.