

TIGER RAG

Newsletter of the Tiger Moth Club of New Zealand Inc.

APRIL–MAY 2008

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Annual pilgrimage

Jerry Chisum works on his vocabulary

Every year I look forward to one of the main events on the New Zealand aviation calendar. Mandeville has a special place in my heart for aeronautical and romantic reasons. To visit Colin and Maeva Smith is like going home to see the folks. I usually get to experience a wide spectrum of rare classics, to my great delight.

Weekend Eight is the annual open house and showpiece for the Croydon Aircraft Company and The Croydon Aviation Trust Museum. The activities this year included a field day Wings and Wheels with participation by the Bentley Drivers Club Tour with dozens of antique sports cars from overseas, more modern sports cars, and traction engines from all over Southland that must have taken weeks of travel to reach Mandeville.

But the big stars were the aeroplanes themselves, mainly de Havillands but lately Bill Charney's Beech Staggerwing and Guy Clapshaw's Proctor rebuilt to a Gull VI configuration. Both these craft have been rebuilt to better-than-new standard as can be seen in photographs in all aviation publications. The metalwork on all fairings done by Mike the Romanian is unbelievably perfect.

For my part, I was reunited with my all-time favourite de Havilland: the Dragonfly. A classy lady with a svelte turn of ankle, she answers to a soft hand on the control yoke to show her fine lines to advantage. Keeping the two Gipsy Majors synchronised makes smooth music accompaniment.

The Fox Moth is a tribute to the load carrying ability of



John King

As New Zealand's first scheduled airliner dating from 1934, Fox Moth ZK-ADI holds a special place in the hearts of local DH aficionados. Martin Burdan enjoys perfect conditions over the coast east of Taieri on the fly-in Sunday morning.

the Gipsy and Tiger Moth lineage but not without strain. I have not flown it with four people up front, but three modern-sized passengers cause respect for trees off the departure end of a 700 metre aerodrome. The coupé top may be opened in flight to air condition the lonely driver on a hot day.

My dozen short flights to date in ZK-ADI might have mimicked a new pilot attempting to get acquainted with the Fox but certainly did not prepare me for the demanding duties of beach and river fan landings of the West

Coast. To fly the very same Fox that Bert Mercer operated in 1934 is a religious experience and increases my admiration of the aeronautical skill of the old-timers.

No hops this year for the 1910 Pither replica as the 3 knot wind limitation was exceeded. It remains the showpiece of the giant museum hangar that is appropriately set up as my dream toybox.

I can't say enough about southern hospitality due to the kindness of John and Penny Baynes. John is a stalwart Tiger Moth Club enthusiast, participating with Tiger BAH, using his RV-4 as a communications hack and soon to be zipping

Count those wings! The Mandeville dream toybox is home to the greatest concentration of biplanes in New Zealand.



Trevor Hart

about at over 200 knots in a Team Rocket F-1 Evo. The Evo's tapered wings stall ten knots slower than the Harmon Rocket due to the giant Fowler flaps. I need one of those, also.

An added impetus for our migration south was the Tiger Moth Club's annual fly-in and AGM the following weekend at Taieri. Dragonfly, Fox, and three Tigers sallied forth from Mandeville with good co-operation from Dunedin Tower to allow Nordos into the Taieri circuit. Eleven Tigers and some Chipmunks gathered, but participation by Cubs and Austers was missing.

The Govenlocks brought their Stearman from Hawke's Bay as did Jan White



Among those making the pilgrimage to Taieri because they learned to fly there is Bruce Govenlock in his Stearman.

John King



Jerry Chisum

Simon and Charlotte Spencer-Bower have just arrived from Wanaka in Tom Pinkney's Tiger Moth ...

Tiger BLV. Robert and Jenny Gordon's Chippy TAZ and John and Gloria Pheasant's Tiger BFF came all the way from Tauranga, and from even further came Tigers bearing father-and-son team Eddie and Paul Doherty in ALM and Wayne Edwards and "Pid" in BEC. Of course our president Jim Lawson's pitiful attempt to swell the DHC-1 ranks did not go unnoticed. He still dreams of the day that Chipmunks will outnumber Tigers.

The bombing and landing competitions went on despite the wind, but some non-instrument circuits and notably



John King

... which is reunited with an old stablemate. The ex-Pinkney family Silver Ghost is now owned by Julian Smith, whose Taieri-resident Tiger Moth never emerged from the hangar during the fly-in.

the hotly contested aerobatics waited for better weather on Sunday. Some aeros competitors were concerned that the "K" factor, or difficulty factor, was not applied to their scores for the six manoeuvres. It may not alter the results as Ryan Southam did a nearly perfect routine, as can be expected as his day job is chief pilot at Mandeville, probably conducting dozens of aerobatics joyrides a week! Some of the big guns muffed at least one manoeuvre. I blew the stall turn as my engine quit on the up line.

Damn! I wanted that cup!

More Southern hospitality: Tom and Jeannette Grant hosted eight or ten of us with bed and breakfast at their beautiful downtown aerodrome. The small paddock is just right for Tigers to squeak in. John put BFF in 20 meters past the fence for a short rollout, but Woody in BLI collected some leaves on a go-around, to everyone's delight.

I was hoping that Tom's new Albatros was ready to fly, and I finally got to do a flip in his

"One-third of the pleasure of owning this airplane is starting it," says Bill Charney of his D17S Staggerwing.



Jerry Chisum



Jerry Chisum



Bernice Hintz

Vintage hangar, vintage contents. The Taieri main hangar was built prewar for Union Airways, but has had a facelift to reflect its later occupant (NAC disappeared as recently as 1978). The Fox and Tiger Moths are appropriate as Taieri has had virtually continuous DH biplane residents since its inception in 1929, and the lanterns are still in regular use for a flarepath in winter night flying.

SE5a replica. What a delightful bird! No vices, a nice little aeroplane that makes it easy to do a good job. If anyone wants a sweet mini-fighter, I heartily recommend it! Thanks, Tom.

As always, the to-ing and fro-ing was as much fun as the events themselves. A stop at FoxPine to chat with John and Jennifer over tea is a must, as is Omaka with much classic and replica activity. Ivan Campbell's to see the latest from the T-51 and Corvette-powered Spitfire workshop. Jan hogged the Tiger, with me in the Minicab, for much of the way back. Wally Metcalfe got to fly his share of Tiger BLV at a pleasant stop in Oamaru.

Oamaru is a surprise town with great history, wide European streets, great restaurants and penguins for dessert. Always a friendly reception at the airport. Do drop in.

Moth Manor at Rangitata Island beckoned, so Russell and Lynda Brodie took us into their family for a stop. Aviation enthusiasm runs full bore at NZRI, so be prepared for dawn-to-dusk flying fun. Don't stop at Ashburton unless you have time to be smothered with friendliness from Ian Royds and the museum folks!

"Banks Island" from a Tiger is breathtaking, so plan that way around the Christchurch control zone. Rangiora is a hotbed of homebuilt activity. Any maintenance glitches can be quickly rectified by Pat Scotter and his troops.

So that was my OE for February 2008. Very successful in that I didn't bend anything. My pilgrimage to the place I met Jan and the Dragonfly, our anniversary, and this year I was notified that I am a Kiwi!

Now if I can just learn to say al-u-min-i-um ...



Jerry Chisum

Oamaru-based Wally Metcalfe has a rare chance to fly his own ZK-BLV.

Taieri arrivals 2008

Regn	Aircraft	Pilot	Crew	From
ARP	Proctor V	Jim Schmidt	Cheryl	Kaipara Flats
BFF	DH82A	John Pheasant	Gloria	Tauranga
TAZ	DHC-1	Rob Gordon	Jenny	Tauranga
UAS	DHC-1	Jim Lawson		Ardmore
BLI	DH82A	Peter Bradfield/Graeme Wood		Ardmore & various
STM	Stearman	Bruce Govenlock	Stephanie	Bridge Pa
AKC	DH82A	Julian Smith		Taieri (stayed in hangar)
TOM	SE5a repl	Tom Grant		just over the hill
BLV	DH82A	Jan White		Bridge Pa
BFH	DH82A	Ryan Southam	Tim Dennis	Mandeville
BAH	DH82A	John Baynes	Penny	Mandeville
BAA	DH82A	Brian Hore		Mandeville
ALM	DH82A	Paul Doherty	Eddie	Ardmore
BEC	DH82A	Wayne Edwards	Pid	Patumahoe
CCH	DH82A	Simon Spencer-Bower	Charlotte	Wanaka
BRL	DH82A	Russell Brodie	Roydon Hurley	Rangitata Island
ADI	DH83	Jerry Chisum		Mandeville
SWR	DH89B	Steve Turner		Napier
ARL	DHC-1	Jim Chapman		Christchurch
N16S	D17S	Bill Charney	John King/Mike	Mandeville
AYR	DH90A	Ryan Southam	Tracy	Mandeville
WKK	C.182	Andy Campbell		Ardmore & various
Cessna Mustang		Gerald Grocott	Graeme Claridge, Max Dixon	Napier
		Graham Williams		Glasgow, Scotland
		Alan Land		Taupo
		Richard Broussard	Kathy	Louisiana, USA
		Kim Thompson	Kerri-Anne	Tauranga
		Bernice Hintz		Christchurch
		Colin Smith	Maeva	Mandeville
		Peter Hendriks	Julie	Wanaka

People at a fly-in dinner: photographs by Claire Paterson



Above: Andy Campbell (left) and Tim Dennis.
Left: Jeanette and Tom Grant.

Kathy and Richard Broussard pay a rare and very welcome visit from Louisiana.



Gloria and John Pheasant.

Above: Peter Bradfield tries to explain how he could spend so many hours flying a Tiger Moth from Omaka to Taieri. Looking sceptical are patron Simon Spencer-Bower (left), secretary-treasurer John King and president Jim Lawson.

Right: Paul Doherty explains how he won the bombing instead of last year's spot landing, while others in the background compare notes.



COMPETITION RESULTS
Taieri, 23–24 February 2008

Pilot	A/c	Bombing				Landing				Non-inst cct		Perfect loop		Aerobatics	
		1	2	Total	PI	1	2	Total	PI	Pts	PI	Pts	PI	Pts	PI
Wayne Edwards	BEC	12	15	27		6	10	16	2	67	2	8.2			
Brian Hore	BAA	-	-	-		x	x	x							
John Pheasant	BFF	4	18	22	2	3	9	12	1	69	1				
Bruce Govenlock	STM	33	100	133		14	9	23							
Tom Grant	TOM	-	-	-		20	8	28							
Jerry Chisum	BRL	5	13	18	3	8	x			66	3	9.0	1	164	3
Jim Schmidt	BEC	-	-	-		8	15	23	3						
John Baynes	BAH	16	-	-		18	6	24							
Paul Doherty	ALM	4	6	10	1	8	40	48							
Simon Spencer-Bower	CCH	23	6	29		18	2	20				8.3	3	169	2
Graeme Wood	BLI	51	30			6	x					7.7			
Peter Bradfield	BLI	17	6	23		x	x					7.8			
Charlotte S-B	CCH	19	5	low											
Jan White	BLV	9	-							65		7.3			
Ryan Southam	BFH											8.5	2	177	1
Martin Burdan	?											8.0		163	

Other awards:

Most Magnificent Moth: ZK-BFF (John Pheasant)

Most Original Tiger Moth: ZK-CCH (Simon Spencer-Bower)

Loretta McGarry Rose Bowl (best vintage aeroplane): D17S NC16S (Bill Charney — at right)

E.F. Harvie Memorial Mug (most helpful member): Benno Tissi for developing website

Murray Neich Memorial Trophy (youngest competing member): Paul Doherty

John Crosbie Trophy (most interesting flight to fly-in): Peter Bradfield

Ross Duncan Memorial Trophy: Tom and Jeanette Grant for their part in the fly-in organisation

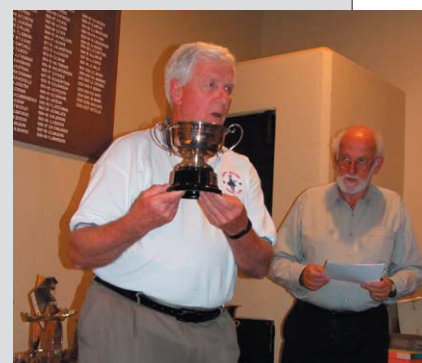
Less serious prizes:

Book donated by Jan White: to Andy Campbell, for starting out in a borrowed Cessna 182 on a journey to the place where he learned to fly, picking up three hitch hikers at various places along the way and ending up on his own when his crew deserted him.

Donated by Russell and Lynda Brodie: two DH tumblers to Tom Grant, the oldest flying member;

Shot glass to Pilot Officer (Poplar) Prune; and shot glass to the crew of a Tiger Moth which

seriously infringed Ohakea airspace and was about to be intercepted by the RNZAF strike force — it's a good thing we don't have one!



With a little help from your friends, it all comes together

When Alan Pheasant, son of John and Gloria, owners of ZK-BFF, decided to marry, his fiancée Gwenda thought an aviation theme would be appropriate. Her first meeting with the elder Pheasants not surprisingly involved a flight in Tiger Moth ZK-AIA at one of Max Clear's popular fly-in breakfasts at Te Kowhai some years previously.

First choice was BFF's new hangar/home on Tauranga airport, but visions of 100-plus folk milling around airside had the authorities muttering about security matters. Then Gwenda, whose family is from Ohaupo, asked about the field where she had met us. An email to Max at Te Kowhai, and he was all for it, as he had recently married off his own daughter there.

It also meant that the majority of the guests would be able to attend from home rather than travel and have accommodation costs. Max and partner Maxine laid on their whole facility, even moving out the final assembly jigs from the Bantam B22 factory hangar as a back-up chapel and dance hall.

Next we needed AIA to be with BFF as a backdrop to the ceremony. Bruce Donnelly was happy to oblige but would not be available on the day, so he flew down on Friday to leave his best Tiger for the whole weekend. Talk of bussing back to North Shore was overridden by an offer of the back seat in BFF, so John and Bruce jaunted up to NS in calm weather, John returning via the west coast.

Even the bad guy helped out. When the Hamilton airshow was canned due to the promoter reportedly absconding with the kitty, Max phoned the local warbirds and Tiger folk and invited them to come to TE and make their own fun.

So as the wedding guests started arriving late morning, most in period garb of the 1930s and 40s as requested by the bride-to-be, they were treated to a stream of arriving aircraft and a spectacular display by Doug Brooker in his new MX-2 with smoke, doing things no Tiger pilot would dream of putting his favourite aeroplane through. The picnic scene was completed by the addition of a few gazebos and the spread of linen and dining settings on the tables in the viewing area.

Enter the bridal party, not by Tiger Moth due to obvious constraints of seating capacity, but in a big red Beaver, courtesy of Graeme Wood and the other owners. By this time we had seven Tigers, two Chipmunks and a Devon in the de Havilland setting, along with the neat Ryan PT22 of Les Marshall and several Harvards and Yaks and other types not noticed by the authors due to other commitments.

Max had arranged for relative quiet for the period of the ceremony, which was preceded not by the traditional "Here comes the bride" but by the strains of Frank Sinatra and "Come fly with me" as first the flower girl sprinkling petals, then the bridesmaid in pink, and then the bride on the arm of her father, David, dressed as the Godfather, complete with wooden tommy gun under his arm strolled to the nervously waiting groom and his best man, dressed suspiciously like the long arm of the law but possibly as aircrew.

All vows being duly made and witnessed and certified



in triplicate in true aviation fashion, the cake cutting was next in line, blessed by the sprinkling of flower petals from on high(?) courtesy of Max and Maxine in one of their Bantams.

Normal activity then resumed, guests and aviation visitors mingling and watching aircraft of all sorts coming and going, and David Phillips doing in Tiger BEN what few other Tiger pilots would dare or be capable of doing in a Tiger Moth. A couple of Chippies in formation, Yaks trailing smoke with Harvards and the departure of a loaded Devon all added to the wonderful day enjoyed by all, followed late in the afternoon by a great dinner and later still by music and light dancing.

To all those friends who participated and made this event so memorable for us and our son and his new wife, we say again our heartfelt thanks.

John and Gloria Pheasant

Losses

Last year was not a good one for our North Shore-based membership, and we sadly report the death of two respected pilots, neither of them of advanced age, for medical reasons.

David Cowie had a share in an Auster and Piper Apache as well as being a member of the DC-3 group, but is probably best known for his Miles M38 Messenger imported from Australia. **Guy Loughhead** was part-owner of a Proctor 5 and Yak-52 and his Tiger Moth ZK-ATN project has been making progress. Guy also flew Gilly Smith's Piper L-4 Grasshopper on the 2004 vintage rally and proved there is an aeroplane able to be overtaken by a Tiger Moth.

Both enthusiastic pilots will be sadly missed.

New members

On a positive note, we welcome these new members and hope they enjoy their flying with us:

Tom Anderson, Taupo (Cessna 172)

Tony Antonievich, Pukekohe (Stearman ZK-TGA, ZK-RRR under rebuild, C.182 ZK-MGU)

Simon Dartford, Kapiti Coast (SVAS member)

Alan Fletcher, Auckland (DH82A ZK-BLI)

Peter Scott, Napier (DH82A ZK-BAL)

Susan Scott, Blenheim (Andrews A-1 ZK-BLU)

Kim and Kerri-Anne Thompson, Te Puna, Tauranga (DH82A ex-VH-AGN)

Steve Turner, Kerikeri (DH98B ZK-SWR)

President's report

presented at the AGM, Taieri, 24 February 2008

We have had a good year, with our membership going over the 200 mark. The members of the Cub and Auster Club, dormant for some time now, have joined our ranks, many of whom had dual membership anyway. We welcome all our new members, especially the younger ones.

It is heartening to see a rising interest from the young ones in our sort of aeroplanes and flying. At our 2007 AGM in Taumarunui, Paul Doherty, a keen, new Tiger Moth pilot on his first solo cross-country to such an event, was awarded the Murray Neich Memorial Trophy for being the youngest competing member and, to top it off, walked away with the trophy for the best spot landing.

On the subject of recruiting and encouraging, particularly young people in the Tiger Moth Club, we were made a generous offer by one of our "older" members, namely Gerald Grocott. It comes in the form of a sum of money and is called The Moth Ltd Annual Grant, and from our first advertisement we were pleased to see the calibre of the applicants. A decision has been made as to who will receive a grant and all the candidates have been informed of the results.

Our last year's AGM, supposed to be at Masterton, got off to a bad start due to the lack of accommodation, but the Taumarunui Aero Club came to our rescue and a very enjoyable weekend ensued. We apologise to the members who got in early, booked their accommodation and had to change or cancel at the last minute. To the Taumarunui Aero Club we say thank you, for a great weekend, as usual the weather was perfect and of course, we will be back.

Our Technical Committee has been very busy this year, headed by Robin Campbell who has personally put in a tremendous amount of work in collecting, assimilating and editing two very good handbooks, namely the DH82 Maintenance Manual and the Gipsy Major Engine Escalation Template. I say thank you to the committee for their efforts in bringing down all this information and especially to Robin as head of the team. The handbooks will not become available until the CAA has approved them, and to this end our representatives are to visit their office in Wellington for a discussion and approval.

Robin also heads up our Spin Avoidance Training team, a service offered free to our members and been attended

by many of our pilots. This is a very worthwhile exercise which has been praised by those taking part, but as I write none of the Chipmunk pilots have participated — including me. I hope that situation has changed. The team is to be congratulated for its efforts and the time spent taking members through the course. At this stage Robin is still in discussion with the editor of the CAA's *Vector* magazine who has been slow to come to the point of publishing our printed programme.

Mercy Duncan, the widow of the late Ross, donated a sum of money to the Tiger Moth Club to use as we saw fit on our trip to Taieri. The committee decided to purchase, a first for the club, two handheld radios which we now call the Ross Duncan Radios, in memory of Ross. They will be invaluable for communication during our various competitions and will also bring added value on the safety front. Thank you Mercy.

In another first for the club, we now have a website: www.tigermothclub.co.nz Benno Tissi, a long time member, has put in a lot of time and effort to set up and establish the site. At this stage he is our web master and if you have anything you have to say, or show, send it to our secretary, John King, who will send it on for publication. At my last look at the committee on the website, I noticed that there were some blank spots that needed filling in. Thank you Benno for your editorial efforts. What with radios and a website, as John King put it, we have been dragged into the 21st century.

We have had a movement of Moths. Philip Welcome has bought ZK-BJQ, Russell Brodie has bought ZK-BRL, Des Lines has bought ZK-BCO and Adam Butcher brought ZK-BER, another resurrection, to the Taumarunui fly-in. I welcome them back to the flying scene.

Financially the club is in good shape, due to the efforts of our secretary/treasurer, John King, keeping an eye on things. I would like to thank the members of the committee for their help and support they have given me throughout the year and also to you as club members for your continued support. Without it, we would not have the successful club we enjoy.

Jim Lawson,
President



Bernice Hintz



Bernice Hintz

The coolest fun



by Susan Scott

Standing upright, outside, on the wing of a beautiful DH82A Tiger Moth single-engine biplane. An amazing experience which drew me beyond the here and now; it's difficult to find words to describe such a feeling.

A view like no other. When I looked upright and directly ahead there was nothing but open skies embracing me, holding me up. I felt almost detached from the aeroplane. When I looked down I saw a Gipsy Major engine crafted in an age older than the Spitfire, a storyteller of pioneers and journeys of pilots long since at rest. I felt the closest I have ever been to a live propeller and it was surprisingly calming, totally spectacular.

It was so intoxicating and I was so taken by the moment that I didn't once have time to think about earthly demands, and I experienced for the first time what it is like to just BE in the moment in that part of my home that is the sky.

On the takeoff roll, as the Tiger Moth eased forward and then lifted into takeoff, the realisation hit me that I was standing on top of the plane instead of being securely strapped into the cockpit. This is it, I thought, wing walking was everything my predecessors had described it, an experience you need to feel to truly appreciate. Not only was it very inspiring, it was the coolest fun I have ever had.

During the flight I made myself small challenges. Keeping my mouth wide open for 10 seconds before the wind quickly filled it so much it dried it out like a marathon runner who had just finished a race, not allowing me to swallow and turning my cheeks into big balloons. I tried to turn my head on an angle and hold it in place before the wind threatened to spin it around in a 360 degree motion like a spin top.

This is the art of wingstanding which I have been privileged to experience as the fourth generation of the Alexander family.

My family has a long-standing reputation for keeping their feet well off the ground in quite this particular manner, dating back to my great-grandmother, Hilda Alexander.

She didn't actually take up the sport — some might say insanity — until she was 73, the oldest woman in the world to ever wing walk on a Tiger Moth. She said she wanted to show that an adventurous spirit was not the prerogative of the young.

Small in stature with frizzy, ginger hair, she wore a big rug coat on backwards with newspaper stuffed in every possible spare surface area over her body to keep the cold air and wind out.

She sure did challenge the stereotype views of old grannies counting down the last years of their lives in old peoples' homes, their adrenaline rushing years distant past memories. Most of her peers probably thought she was mad.

It all started for Hilda with her son, my grandfather, Ronald Alexander. Granddad was the first to fly over Cook Strait on the wing of a plane. Usually Granddad performed at the controls of a Tiger Moth. He captivated crowds with a hair-raising routine of crazy flying and once held the D.M Allen Trophy, New Zealand's premier aerobatic award.

Over a period of around seven years, mother and son appeared with the wingstand act at pageants and airshows all over New Zealand, Granddad in the cockpit and Great Nana on the wing, standing outside alone, waving her hankie to the crowds from upwards of 200 feet.

Tragically, this partnership ended in 1976 when Granddad was killed while performing crazy flying in a Tiger Moth at an air pageant in Motueka.

I am 19 years old and currently engaged in flight training at Omapa airfield in Blenheim. I am working towards a private pilot's licence, and training in a PA18-160 Super Cub which is in a class of its own. I have shares in a small vintage tailwheel aeroplane, the Andrews A-1 special, of which there is only one in the world.

The Andrews has a history with my family, once owned by my father and also my uncle. I can hear Uncle Paul's words in my head explaining his time in the aeroplane: "My first impressions were that nothing happened very quickly, but at the same time this craft from a bygone era was reassuringly stable and easy to fly. In 1100 feet of runway past I now considered myself a veteran of the homebuilt movement, a young pioneer far removed from the level of a mere aero club private pilot."

These are the exact words that make my feet itchy.

I hope to continue the art of wingwalking for many years, along with an involvement in vintage aviation and attaining my private pilot's licence.

Next time you find yourself in a moment of self-doubt, move outside your comfort zone, push personal boundaries and to do things that have never been done before. And when you are contemplating that moment, wondering whether you can do it or not, think about Hilda Alexander, the "Flying Granny" at 80 years old, strapped on the top wing of a vintage biplane with a big rug coat stuffed with newspaper and a big grin.

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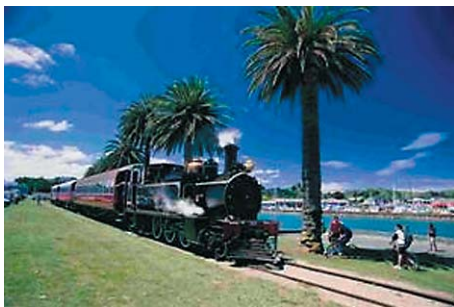
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TIGER RALLY 09

6–9 February
Gisborne

Tairāwhiti is the hidden jewel otherwise known as Gisborne. We are the children of the sunrise. Gisborne (Turanga-nui-a-kiwa) is the world's first city to see the rays of light for each new day.



Tairāwhiti has the best climate in New Zealand and supports extensive forestry, agriculture, horticulture and viticulture. It is the chardonnay capital of New Zealand.

Planning is well underway for next year's rally. For something different it is going to be run in conjunction with a larger event called Vintage Voyage.

We will have Gisborne's locally restored Wa class steam train. It is the last steam locomotive of its type left in New Zealand and was lovingly restored to its former glory over a 14-year period, to be rolled out of the shed in October 2000. She will be running over this weekend, taking our visitors on excursions around Poverty Bay.

You can also disembark at the port where you can see Gisborne and the Poverty Bay from a different perspective aboard the beautifully restored 1921 MV *Takitimu*.

Sample Gisborne's finest cheeses and wines, watch the sunset over the Wharērata Ranges casting its hue over the sea as we say goodbye to another day in paradise.

This all sounds really nice, but you want to know what's in it for the Tiger Moth Club of New Zealand, right?

The TMCNZ rally and Vintage Voyage are essentially two separate events but being run during the same weekend, and many TMCNZ members may be interested in the other events being organised.

Glenn is organising the rally and Kelly is overseeing the organisation of the whole weekend's events.

We have booked out two motels for TMCNZ members. It would be a good idea to book early, but please make sure they are aware you are members of the TMCNZ or they won't take your booking. Both motels are within walking distance of the airport (2 kms) but we will be arranging transport to and from your accommodation.

Alfresco Motor Lodge

Reservations: 0800 222 550

Email: info@alfrescolodge.co.nz

Web: <http://www.alfrescolodge.co.nz/>

Champers Motor Lodge

Reservations: 0800 70 2000

Email: champers.gisborne@xtra.co.nz

Web: www.champers.co.nz

Arrivals will be on the Thursday. As Friday is Waitangi Day we will be holding the annual club competitions at Gisborne Airport, then the annual prizegiving dinner that night. We have booked the restaurant "On the Beach" for the dinner. As the name implies, it is right on the beach.

Saturday will be the main Vintage Voyage event which will be held at the airport. Your aircraft will be roped off so that only authorised people will have access to airside. There will be arts, crafts, food, drink, music, various displays and, probably the most important for our members, there will be a swap meet, so fill your luggage locker up

with all the bits and pieces you have surplus.

Saturday will also involve either a trip up the coast or down to Mahia/Portland island. We are currently looking at the suitability of airstrips.

Saturday night we will be holding another big dinner for all participants of Vintage Voyage. A celebration of all things old (including pilots).

We will be entering discussions with Eastland Group and Airways Corporation about the subsidy of TMCNZ and affiliated aircraft landing fees. There will need to be a registration system put in place.

We hope that this will be an event to be remembered, something completely different from previous events.

There are two things that we would like feedback on.

- Would you be interested in a beach landing? If there is enough interest and the tides are right, we will look at arranging one.

- Would you be interested in trying a hangi?

Please reply directly to us at av8or@ihug.co.nz

A website is being constructed at the moment and the address will be <http://www.vintagevoyage.co.nz> We will be really moving with the times and will have a facebook account set up in the not too distant future.

We look forward to seeing you in our slice of paradise.

Glenn & Kelly Thompson

The Moth Ltd annual grant

As explained in the December *Tiger Rag*, Gerald Grocott has made a most generous offer to fund encouragement for pilots and engineers, particularly younger ones, to become involved in our sort of flying, and applications were invited from interested members.

Five responded, giving the selection committee much work and discussion. Gerald had left the criteria wide open and so it was left to the committee to decide what should separate the winner from those who missed out — but who should also try for next year's grant. A major consideration is commitment shown, and an applicant who has, say, flown a major proportion of a pilot's licence has a greater chance than somebody just starting out.

So the short list came to two young people, and since both had apparently equal merit, the grant has been divided equally between them.

Tim Galpin, son of the late John, has almost finished his aircraft engineering apprenticeship and is well progressed with his LAME exams. He intends to have Rearwin ZK-ALF finished in time for Taumarunui this year and his PPL is progressing well in a Citabria at Ardmore.

Susan Scott, also with a family background in real flying (see page 7), has almost finished her PPL in a Super Cub at Omaka and the next step is a Tiger Moth rating.

The Tiger Moth Club congratulates these two worthy recipients and sincerely thanks Gerald for his generosity.

Inspiration

During ZK-BLV's return northwards from Taieri, a stop was made at Oamaru to let part-owner Wally Metcalfe have a rare flight in his Tiger Moth. The opportunity was also taken to give two boys, Ben and Shaneil, their first flights.

Ben wrote a nice note and said that, after experiencing a loop, he might like to become a pilot. Shaneil was inspired to write a poem and made a card with this photo of him on the front and his drawing inside.

As Jan White notes: "All some of these kids need in life is a wider horizon to ponder."

At first my knees started shaking,
Then my belly commenced aching.
Not wanting to look a dick,
I climbed into the cockpit, avoiding the stick.

Getting ready to get into the air,
I tried not to think about the fear.
Listening to the engine screaming,
I noticed that my clothes were steaming.

Before I knew it we were flying,
I no longer had thoughts of dying.
Soaring high without a care,
Hard to breathe in the rushing air.

The feeling it gave me I have to say
Was exhilarating freedom, what a day!
The wings shone in the summer sun;
I've never had so much fun.

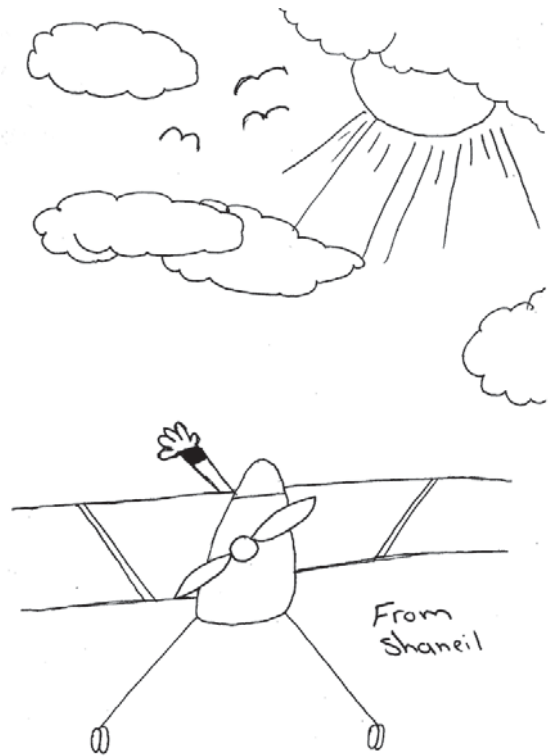
And so I thank you most sincere
For the memory, the laughter, overcoming fear.
May your days with joyous flight be filled,
And may you avoid any Tiger rebuild.

Shaneil

"We would like to recall some of Lilla Pheasant's memories about how aviation took off and her pride in her two younger brothers Ted and Vivian. She joked about the two aero club boys named Pheasant flying from a farm owned by Mr Peacock, and a club secretary named Swan! And trying to kid the public into 'going up' (flying) was like going up on a mile-high hill in your car, being careful not to put your head out to look at the scenery — 'you'd get your eyelashes blown off!'"

From *Watea to Airport: A community that was ...* a booklet about the remote community on the shore of Manukau Harbour, later obliterated when the present-day Auckland International Airport was built.

Found by Loretta McGarry



The committee

During the AGM at Taieri a new member was added to the club's committee, bringing the numbers up still further (we never seem to get rid of any) and Robin Campbell might have to find more chairs for his hangar where the meetings are held. They are listed here so that club members know who to contact if they want things done.

Patron: Simon Spencer-Bower wanacopters@xtra.co.nz

President: Jim Lawson jimlaw@value.net.nz

Secretary-Treasurer: John King king.jdm@xtra.co.nz

Committee:

Greg Bryham rtea@ihug.co.nz

Martin Burdan turner.burdan@paradise.net.nz

Robin Campbell beechbum@orcon.net.nz

Tim Dennis tim@kiwis.co.nz

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Colin Smith croyair@ispnz.co.nz

Glenn Thompson av8or@ihug.co.nz

Jan White janwhite@clear.net.nz

Graeme Wood woodsy@clear.net.nz

And that's quite enough for now. Ignore the approaching winter and keep those aeroplanes exercised.

John King, Secretary-Treasurer-editor-gdb

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.