

# TIGER RAG

Newsletter of the Tiger Moth Club of New Zealand Inc.

SEPTEMBER 2007

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## TAUMARUNUI IS COMING!

TAUMARUNUI HAS COME ROUND once again. It would seem that spring has come a little earlier this year, so let's hope the weather is kind to us on our weekend, that is 26–28 October. There has been a lot of extra events arranged that everyone can be involved in, not only pilots but ground crew as well.

Take my advice and plan to be there early on Friday. If the weather is CAVOK, after lunch we will take a Tiki tour up to Mount Ruapehu.

Last year we had a good turnout of aircraft, 39 in all, over the weekend. By no means a record but very good, and we even got some planes up from the South Island — two Chipmunks, but I have a soft spot for them so they will be most welcome again this year. Two pilots, also from the South Island, managed to arrive sans aircraft, although one did arrive in a North Island Tiger Moth, from the north. We also had, as usual, other visitors in alternative means of transport.

This year the bombing and spot landing competitions will be strongly contested as usual, but because the Taumarunui team, with their trainer wheels in front, always win the spot landings, we have decided to introduce a degree of difficulty. I am not going to elaborate here because forewarned is forearmed. By fair means or foul, the Tiger Moth Club stands a good chance of winning the spot landing this year. Taumarunui, be warned!

Also on the list of things happening at Taumarunui, we have a few workshops planned. In view of the changes the CAA has made to maintenance procedures, it was thought necessary to pass on some of the new requirements to club members. Robin Campbell has been beavering away as usual and has come up with an ambitious programme. For the first workshop, an engineer will give a presentation on how to do an oil change, using a Tiger Moth and a Chipmunk, from which an oil sample will be taken.

In the second exercise, Robin has arranged for the laboratory manager from Gough, Gough and Hamer's Fluid Analysis Centre to give us a talk on oil sampling. Thirdly, there will be a workshop outlining what pilots are allowed to do with respect to maintenance, under Rule 43.51 (c). Attendees to this workshop will then be certified and be



Jerry Chisum

able to comply with the rule and legally do such things as oil changes.

The spin training programme is still very much alive, but for those of you who have not been through this worthwhile course, this time there will not be an instructor on hand. Some of the very experienced Tiger Moth pilots who have been through the programme have nothing but good to say about it; they even learned something. So make sure you get to Taieri in February.

The hostel will be our main source of accommodation, and more detailed information about that is elsewhere in this Rag. The shuttle is also available. Don't forget to pay the driver.

Those of you who were awarded with Taumarunui trophies, which are separate from those that get awarded at our AGM fly-ins, please bring them with you. If you cannot attend, please consign them to our secretary, John King, at 29 Fairclough Rd, Beach Haven, Auckland 0626. See you at Taumarunui. Bring the best weather you can find with you, and be early.

**Jim Lawson**  
**President**

### Whatever happened to ...?

Murray Miers was in the country recently. Jan white reports: "It was great to catch up with the last person possibly on Earth to get his CPL on Tiger Moths, in ZK-BAH about May 1990. He has lived in Zambia for the last 20-plus years and with a brother has an aerial spraying business over there."

## Coming events

### Taumarunui

**26–28 October**

Once again the good people of the Taumarunui Aero Club have invited us back to their big grass aerodrome where our club was formed 38 years ago. As mentioned elsewhere in this newsletter, the level of activity is being stepped up this year. For those people who arrive early on the Friday, a fly-out around Mt Ruapehu, that impressive snow-capped lump of volcanic rock not far to the south-east, is being planned.

And on the aerodrome itself, as well as the usual bombing and landing competitions with the promise of nobbling the hosts with their training wheel equipped aircraft so that real men and women can win, an engineering forum will demonstrate the art of changing oil in a Gipsy Major engine. This is all part of the changes in CAA rules which allow approved pilots to do more of their own maintenance. An extra facet of this is oil analysis, an integral part of monitoring the health of an aircraft engine and the whole engine escalation programme. Read Robin Campbell's items for a full explanation.

Because of difficulties in arranging to have instructors at Taumarunui, there will be a short pause in the spin training programme. Those who haven't undertaken this very valuable part of flying Tiger Moths and Chipmunks are urged to do it, and the next session is planned for Taieri in February.

Accommodation is once again being offered in the Taumarunui High School hostel. Phone bookings can be made at 07 896 6580 (day) and 07 896 6688 (after hours). A list will be made of people who have booked, and it will be up to them to organise their own dispersal of bunkrooms to avoid the noisiest snorers. And because most school boarders have their own bedding which they take home at weekends, we are asked to supply our own sleeping bags etc.

And those people with trophies relating to Taumarunui are asked to bring them, suitably polished and serviceable, to be presented to the new winners. Anybody leaving one at home could well be asked to go back and get it. You have been warned.

### 2007 Moth Symposium

**Cambridge, UK, Saturday 27 October**

As part of the programme for 2007, the DH Moth Club has organised another Moth Symposium to be held in the Conference Suite of Marshall Aerospace at Cambridge Airport (indoors and out of the weather!) which will include the following presentations:

John Burnside: DH94 Moth Minor prewar Production Engineering

Roy Day: Early postwar commercial operations with Dragon Rapides

Jonathan Elwes: Recreating the Charge of the Light Brigade in a Tiger Moth

Terry Holloway: Marshall Aerospace — the de Havilland Connection

Bill Ison: The reflections of a Chief Flying Instructor for over 50 years part II

Torquil Norman: Solo across the North Atlantic by Leop-

ard Moth

Peter Stokes: The origin and development of the Gipsy Major engine, 75 years old this year.

### Waiuku Heritage Festival

**24–25 November**

A group of enthusiastic people in Waiuku is organising this festival for the weekend of 24–25 November. There will be classic car racing, vehicle displays, Glenbrook rail activity, nautical activity in river etc. and Les Wilson has offered to organise a flyover of vintage aeroplanes. A number of Tiger Moth Club members have already indicated an interest.

The plan is to meet at Cliff Bellingham's strip on Saturday 24 November and be in the air at 1400hrs, then fly over Glenbrook Vintage Railway Station. Follow the tracks to Waiuku, then do a few circuits of the town before returning via the rail line and station to Cliff's strip or to home bases.

Anyone interested please contact Les, email [miniggs@xtra.co.nz](mailto:miniggs@xtra.co.nz) phone 09 235 5997 or 021 040 0447.

### New Zealand Air Games

**Wanaka, 27–28 December**

This major aviation happening during the summer holiday season is being organised by a group which includes Air Sports GP and Flying NZ, complete with FAI sanctions and the presence of the FAI president. It's a precursor to next year's US Air Games and another international event in Italy in June 2009, and the success of this one will have some bearing on the scope of the later games.

All the individual events are being filmed, using a mix of on-board minicams, ground video cameras and air-to-air work with helicopters, in the manner of the Gliding GP previously staged at Omarama. Gliding, skydiving, hang gliding, paragliding, helicopters, aerobatics, microlights and balloons will all be represented, and it's planned to have a Tiger Moth pylon race with a Le Mans start. Peter Hendriks, who's done this sort of thing before at Mandeville and is based at Wanaka, will be in charge. Volunteers are asked to contact Peter at 03 443 2412. There's been some mention of sponsorship and fuel, but don't hold your breath.

### Mandeville weekend

**16–17 February 2008**

No longer called Weekend Eight because the actual weekend can vary a bit, the annual gathering of nice old aeroplanes, cars, farm machinery and people (not that the people are always old, you understand, even if they tend to be on the nice side of the equation) is taking place at Mandeville. It promises the usual mix of flying activities, joyrides, healthy coal smoke and all the attractions of a country fair with the added bonus of Gipsy Major background sound effects.

There are also rumours of some sort of Tiger Moth safari around this time, taking in the highlights of the South Island and combining two vintage aeroplane events, this and ...

## Annual fly-in and AGM

**Taieri, 23–24 February 2008**

This is the big one for the year. In line with our normal rotation of North-North-South Island, for our 2008 annual shindig we're descending on Taieri, courtesy of the Otago Aero Club. This club, the oldest in New Zealand, has been operating out of Taieri since 1929, and the site has huge historical significance for our types of aeroplanes — although Tom Newland tends to be less than complimentary about its frosts, having spent his war years there instructing in Tiger Moths.

Not that all is sweetness and light at Taieri at the moment, with a property developer having plans for a major residential block right on the boundary of one runway. There's some suggestion that the local council isn't playing by the rules, and all will be explained in the Summer edition of *Sport Flying* due out in December.

This is a preliminary notice, well ahead of time and, we sincerely hope, an improvement on the last-minute panic that led up to this year's fly-in at Taumarunui. Bob Gibson, Otago Aero Club president, is most enthusiastic about our pending visit and promises a good time, with more details in subsequent Tiger Rags. No excuses will be heard from South Island members who don't get there.

Jeanette and Tom Grant are offering accommodation at friendly rates at their homestay (details in the right-hand column). First in, first served, no exceptions.

Note that the Taieri airspace is shared with Momona, otherwise known as Dunedin Airport, so brush up on your procedures. Most competitions will not be a problem, but negotiations are in hand for the aerobatics, which will have to be run in stages throughout the day whenever there's nothing big and IFR in and out of Momona. With good cooperation from controllers and pilots, everything should work well, but those competing in the aerobatics will have to give precedence to that side of things over the other flying competitions.

And with that in mind, Keith Trillo has come up with a new aerobatic sequence which may be found elsewhere in this newsletter. Anybody flying the old routine through tradition or inattention will, of course, score zero points and mocking laughter from the judges, so get out and practise this one.

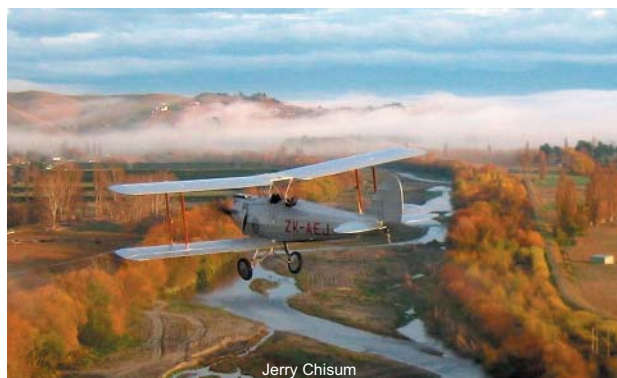
## Annual fly-in and AGM

**Gisborne, 6–8 February 2009**

Just to make sure we don't fall into a panic in 18 months' time, plans are already well underway for our 2009 knees-up. Actually, it's a result of an approach by Kelly Thompson who's organising a major event at Gisborne Airport for Waitangi Weekend that year. Planes, Trains & Automobiles will, as the name suggests, be a festival of flying, steam and interesting cars, with the added bonus of interesting waterborne machinery nearby.

With Waitangi Day being a Friday, the plan is for the Tiger Moth Club to hold its flying and other competitions that day and the club's annual dinner that evening, to free up the rest of the weekend for the more general festivities and a likely tour of East Coast interesting airstrips.

Activities will include steam trains on the adjacent railway line, boats on the river, and vintage and classic cars. A big celebratory dinner for the whole event will take place on the Saturday evening.



## Dunedin accommodation

We can offer Bed and Breakfast accommodation complete with airstrip, 5 minutes east of Taieri, with some hangarage beside the SE5a and the Albatros DV.

We can accommodate 6 people approx (depending on whether they are couples or singles).

Our normal tariff is \$90.00 per single per night, and our price for Tiger Moth Club members and those participating is \$45.00, including continental breakfast, for this weekend of 23–24 February.

Camping is available free. Continental breakfast \$10.00. Transport is available.

As this is a busy time for our Bed and Breakfast, prior booking is essential.

**Tom and Jeanette Grant**

Grants Farm  
151 Old Brighton Road  
RD 1  
DUNEDIN  
Phone 03 488 0336  
Fax 03 488 0364  
Email [grantsfarm@xtra.co.nz](mailto:grantsfarm@xtra.co.nz)  
Website [www.visit-dunedin.co.nz/grantsfarm.html](http://www.visit-dunedin.co.nz/grantsfarm.html)

## Tyres

The good news is that new Tiger Moth tyres are in stock with six recently arriving straight from Dunlop in the UK, so there's no excuse not to have your aeroplane fully airworthy, at least on the rubber front.

The bad news is that they're slightly more expensive than the last lot. Each tyre now costs £223.00 to the DH Moth Club in the UK for the cost of the tyre itself and air freight to New Zealand, plus \$86.10 to the Tiger Moth Club for GST and handling. Wayne Edwards (phone 09 238 5263 a/hrs) is the person to contact if you want a new tyre or two.

## Around and about

There's been a bit of movement among Tiger Moths lately. Des Lines and team have acquired ZK-BCO from Wanaka and are working at getting it airworthy for the summer. ZK-BJQ has been a frequent inhabitant of the Ardmore circuit for a while as Philip Welcome has bought the recently restored Tiger Moth from Colin Sutherland and is reported to be thoroughly enjoying himself.

And just the other day Colin delivered ZK-BRL from Tauranga to Rangitata Island. Somebody has finally persuaded Russell Brodie that 48-hour days aren't planned for a while, and the only way to convert his Tiger Moth project into a flying machine is to buy an airworthy one.

# Maintenance

by Robin Campbell

Apologies for the dry nature of this subject, but the topic is driven by regulatory change when CAA introduced Rule 91.605 on 30 March 2007. Several issues brought about by the new rule now impact on the private aircraft owner.

In the past, owners had three choices when maintaining aircraft — follow a generic maintenance schedule produced by the CAA (Part 43 Appendix C), the manufacturer's schedule or an approved programme. Many operators of light aircraft had adopted the generic CAA model as opposed to the more stringent manufacturer's schedule. After all, the manufacturer's needs had been constructed against the background of a trail of litigious activity. The third option of an approved programme had been used by commercial operators and some maintenance organisations.

The choices now available under the new rule are just two — adhere to the default manufacturer's schedule or arrange an approved programme under sub clause (4) of the rule. That allows a schedule to be approved by the Director under the conditions of rule 91.607.

Sub clause (8) of that rule allows a variation to the manufacturer's recommendations in the light of operating experience and provided no degradation in safety is demonstrated. This is where the DH82A and the Tiger Moth Club fits in nicely. It is the manner in which the AOPA gained approval for Cessna schedules to be modified with concessions for vacuum pumps, flexible hoses, trim actuators and seat belt replacements — all provided certain operating conditions were met, such as VFR operations,

inspection requirements and membership of AOPA.

The acceptable means of compliance with rule 91.607 (4) is indicated in draft CAA Advisory Circular AC91-YY. I know this sounds complex, but in essence if you operate an aircraft privately you have to either use the manufacturer's schedule for your aircraft type or get your own schedule approved by the CAA (costly). If your application contains less than the manufacturer's recommendations then you must also be able to demonstrate that it will not diminish safety levels.

This rule change does not apply to commercial operators as they already have their own approved maintenance schedules. Can I borrow one of those? I hear you ask.

Not really, as they are approved only for that operator and aircraft combination. You would still need to get them approved and the cost would once again be prohibitive.

The Tiger Moth Club is planning to approach the CAA to gain approval for a Maintenance Schedule that would apply to all Moth variants. It would be based on the DH Moth schedule but with some variations where we can demonstrate safety issues are not compromised.

Some of this is new ground, as the rule is quite specific in its application. We would need approval from the CAA to manage the schedule in much the same manner as AOPA. The schedule would be owned by the club and there would be a small administrative cost associated with this. However, the costs would be much less than an individual approach.

This is work in progress, but it should be finalised in coming weeks.

## The good oil

by Robin Campbell

Changes to CAA Rule 43 permit owners to carry out limited maintenance tasks on their aircraft. These include fabric repairs, replacement of tyres, tail skids, etc. Included in the list is the replenishment and changing of oil and the cleaning of filters.

The condition and consumption of oil is one of the components you will need to monitor if you wish to extend the life of your engine beyond the normal overhaul period of 1500 hours under the new rules.

To prepare for this, we will be conducting workshops at Taumarunui in October and Taieri in February. John Pheasant will conduct an oil change on a Tiger Moth and Jim Lawson/Glenn Thompson on a Chipmunk. It will also involve the taking of an oil sample for analysis of contaminants by Gough, Gough & Hamer.

Goughs have had many years' experience in oil analysis, firstly in earthmoving equipment and lately in aircraft. Michael Hooper is their Lab. Manager and he will be at both of these events to give a presentation on their Oil Commander programme and what you can expect from these analyses. He will be happy to answer any of your questions. You can get info on their website at <http://www.oillab.co.nz>

We need a Tiger and a Chippy for these workshops — preferably one approaching the oil change interval. If you are happy to volunteer your aircraft for the workshop we would be very grateful. Drop me an e-mail

([beecebum@orcon.net.nz](mailto:beecebum@orcon.net.nz)) and let me know what oil grade and type you use. In return you will get a free oil change and analysis with the compliments of our sponsors. It's a win-win!

We will share the results of the oil analysis with you and that will get you started on your engine escalation programme. On the paperwork side, notes will be produced on oil changes and all attendees will be certified for conducting oil changes under the terms of the Rules.

### New members

Tim Dennis has been getting in touch with Cub and Auster owners from the remnants of the Cub & Auster Club, encouraging them to join this club. The measure of his success can be seen in this list of new members with their fabric covered high-wing monoplanes. We welcome them to the Tiger Moth Club and hope they all enjoy their flying with us.

**John Armstrong**, Waipukurau (J3C-50 ZK-AHD)

**Ross Craig**, Balclutha (PA18A-150 ZK-BRX)

**Andrew Daumann**, Balclutha (PA18A-150 ZK-BNH)

**Roger Gould**, Timaru (PA18A ZK-BKW)

**Bill and Neroli Henwood**, Waiuku (PA18-100 ZK-BQV)

**John McArthur**, Clyde (PA18A-150 ZK-DFO)

**Pat Pascoe**, Nelson (PA18A-150 ZK-BTI)

**Mark Paterson**, Mosgiel (J3C-65 ZK-FRN)

# Engine escalation

by Robin Campbell

No, that is not putting a P&W R-985 into a Tiger! This new term is what we currently understand as the operation of engines beyond TBO (time between overhauls).

Many of you will be aware that some significant changes to CAA Rules Part 91 (General Operating and Flight Rules) came into effect on 30 March 2007. Those changes will have an impact on the way we maintain light aircraft, one area affected being the operation of engines beyond their normal overhaul life. That has been managed on a very informal basis in the past.

Gipsy Majors have commonly operated well beyond their usual engine overhaul life until either rising maintenance costs make it uneconomic to continue or else a major component failure occurs. During that process of arriving at the TBO level, the engine would have undergone several top overhauls and major component replacements, and this process in the past has been approved by the CAA under the scope of Advisory Circular AC 43-5A.

What has changed from these past arrangements is the introduction of requirements brought about by the revised Rule 91. It now obliges operators to comply with manufacturers' schedules with respect to engine life. You can escape this only if you have an escalation programme acceptable to the Director — that is what the Tiger Moth Club is now doing.

Gipsy Major engines, which traditionally have an overhaul life of 1500 hours and no calendar life imposed, fall into three categories as they enter the escalation process.

1. An engine that has more than 300 hours to go to the manufacturer's overhaul life. (i.e. less than 1200 hours since overhaul). With these engines it should be a relatively easy task to commence entry into the escalation programme by following the monitoring procedures we propose.
2. An engine that is currently operating within 300 hours of the overhaul life (1200 to 1500 hours since overhaul). These engines should still be able to enter the programme with heightened monitoring procedures prior to entry at TBO.
3. An engine that is currently operating beyond the manufacturer's overhaul life (more than 1500 hours since overhaul). These are a little more difficult to accommodate. A transitional programme needs to be established to accommodate this group during the introduction process of the rules. These engines may well be capable of extension but have not had the monitoring regime established and analysed. A more intensive monitoring and management process will need to be employed.

Note: Engines in the second two categories will evaporate as the full process of the escalation programme becomes established.

In essence, you need to constantly monitor the health of your engine as it progresses through its life prior to reaching TBO. There are several ways this can be accomplished and the cost is low and the task relatively uncomplicated.

The important consideration is that all of this must be documented to support the case for your engine to be approved. The best you can do as an individual owner is to commence monitoring your engine to ensure the preliminary steps are in place to gain extension of your engine operations beyond 1500 hours.

The Tiger Moth Club has completed the planning of the

processes of how we would wish to manage an escalation process for Gipsy engines. The next step is to gain CAA approval of that process, and that approval will be sought shortly.

There is nothing to stop you getting your own approval from the CAA, but the costs will be quite high. We intend to establish a group approval that will cover all members who comply with the steps we have developed and wish to participate. It will be along similar lines to the AOPA scheme for Cessna aircraft.

In the first instance we need to get a feel for what engines are out there, how many hours they currently have on them and the hours that you do annually. We can then have a database of information to manage. At Taumarunui I will have forms you can complete so that we can get the database up and running.

Others can send me the following information — Aircraft registration, engine installed & serial number, current engine hours, anticipated annual utilisation, contact person and address. It will also be invaluable for the maintenance programme outlined on page 4.

## Auster bungee replacement

With the recent and much regretted demise of ZK-AYO through an undercarriage bungee breaking and sending the Auster a-hedging and a-ditching, this little item nicked with acknowledgement and thanks from the Antique Aeroplane Association of Australia's latest *Rag & Tube* magazine, seems timely:

Those Auster owners who have been members of the AAAA for some time will have seen various methods described in *R&T* for replacing the undercarriage bungees.

One of the most popular, because it needs no special equipment, involves placing a long pole through the cockpit with a stepladder fulcrum on the other side. One loop of the bungee is placed on one bobbin and a piece of seat belt webbing or similar material is looped through the other end and tied around the pole. By heaving the pole upwards, the bungee is stretched to a point where it can be levered onto the other bobbin.

Even with a good long pole, the effort required to stretch the bungee is substantial and holding it there while somebody levers the bungee onto the bobbin can strain even the most robust back muscles.

I was confronting this task with Harvey McBain at Nelson last March. He reassured me that his wife would be able to assist me with stretching the bungees. Having done this task a couple of times before, I wasn't so sure and wasn't looking forward to it. Then I spotted Harvey's hydraulic engine hoist lurking in the back of the hangar, and the problem disappeared!

So there it is, the ultimate Auster bungee replacement method. Simply use the engine hoist to raise the pole. You can do it nice and slowly and take all the time you need to place the bungees into position. No more struggling and gasping crew members on the end of the pole with panicky engineers trying to get the rubber onto the bobbins as quickly as possible. No more perspiration. No more strained backs!



John King

The normally level-headed Steve Betzler has just discovered that he has the least-greasy underwear of anybody in Hawke's Bay. Having flown from Auckland to Napier with Gerald Grocott in Rapide ZK-SWR, he opened his luggage to present the pilot with special aerosol cans of degreaser, ideal for Gipsy-engined aeroplanes, and found that one of the cans had exploded. This must be the first time anybody has ever accused Gerald of flying too high!

## From Les Vincent

I have received and read my *Tiger Rag*, another good roundup of happenings; thank you. The system of e-mailing is, I think, a really good one, and my pictures and text reproduced well.

We were pleased to have John Pheasant and Cliff Bellingham come and stay with us for a few days following the Omaka show at Easter. I happened to have Auster ZK-AXJ here at the time and so was able to have Cliff take me for a fly in her and have him restore his contact with the dear old lady.

Both sons Andrew and Murray, Elizabeth and I are heading to the UK late August and are being hosted for part of our visit by the Powell-Tucks (secretary of Auster Club) and the Wykes. We are also expecting to fly an Auster in the land of its birth.

I have sent my numbers off to Robin Campbell. We are so grateful to those who look after the bits we can't, although I just last week had the ARA and 100 hr. check done on BCK without any problems.

## Moth cables

A single broken strand on the bottom left elevator cable adjacent to the fibre fairlead was brought to my attention. There were no other indications of incipient failure or excessive wear.

However, on coiling the removed defective cable, the length external to the fuselage cracked in a series of 90 degree bends. The internal section coiled normally. Reverse twisting to inspect the interior strands revealed no obvious corrosion.

As these cables may well have been in use since 1942, a close inspection may be called for, including an appropriate bend check.

**Robbie Jewitt**

(reprinted with thanks from *The Paper Tiger*)

## Scott Greaves 1983–2007

(This obituary appeared in *Navy Today* newsletter) Scott joined HMNZS *Toroa*, the Otago Division of the Royal New Zealand Naval Volunteer Reserve, on 24 April 2002. At that time the IPC HMNZS *Moa* was attached to *Toroa* and Scott became a regular crew member, volunteering for both weekend and extended MCM operations on every available opportunity. Scott was promoted to AWEF within the requisite 18 months of joining and further promoted to LWEF in November 2006.

Scott was an extremely popular member of *Toroa's* ship's company, well respected by his subordinates, peers and superiors. In his civilian employment he worked as a technician at the Psychology Department of the University of Otago. As well as the considerable time and effort extended to the RNZNVR he also found time in his busy life to serve his community as a volunteer firefighter for the Ravensbourne Volunteer Fire Brigade.

Scott was tragically killed in a motor accident near Gisborne on 3 January 2007. A memorial service was held at HMNZS *Toroa* on 27 January. Approximately 150 people attended, representing *Toroa*, the Ravensbourne Fire Brigade and the University of Otago Psychology Department. Family members travelled from the North Island to attend and were very grateful for the support extended by *Toroa*.

## MEMBERS' ADVERTISEMENTS

### FOR SALE

**TIGER MOTH ZK-CYC:** One of the best known Tigers in the country, it is certainly the only red Tiger and is based at Ardmore. Nine years ago it was given a complete strip down and refurbished using the best of materials by Antique Aeroworks. ZK-CYC was built in 1942 by de Havilland NZ Ltd in Wellington, serial no DHNZ133 and issued to the RNZAF as NZ1453. When refurbished it was covered with Ceconite and had new tyres, new stainless steel flying wires, new fuel tank and a new propeller fitted. The engine has a modified crankshaft and still has 1078 hours til TBO. When sold, it will have all ADs up to date, a new annual and ARA certificate. ZK-CYC has always been hangared and meticulously maintained. For further information please phone Mrs Duncan **09 238 9543**.

**GIPSY MAJOR 1C:** 1133 HTR suit Auster/Chipmunk/Tiger. Has double scavenge oil pumps & 10/1-3 rear cover fitted. \$23,000. O/h'd fuel pumps also available. Hoffmann propeller HO 21-198 B 140L, serviceable \$3800. Gipsy Major spares, alloy/bronze heads, etc. Phone **0274 725 990**, email [colchris@xtra.co.nz](mailto:colchris@xtra.co.nz)

**DH CHIPMUNK SHARE:** Enquiries are invited for the purchase of a share in DHC-1 Chipmunk ZK-UAS. The aircraft is painted in early RAF colours: silver overall with black cowling top, roundels and yellow bands on the wings and fuselage. Excellent condition with current release to service. ZK-UAS is Ardmore based and is kept in a hangar which the syndicate owns. The total price is reflected in this package. Enquiries to: M Duncan, phone **09 238 9543**.

### WANTED

**PHOTOGRAPHS** of Ross Duncan with his beloved plane, Tiger Moth ZK-CYC. The family has no photos of him with his plane and would dearly love to have some. Contact Mercy Duncan, 7 Roose Ave, Pukekohe, **phone 09 238 9543**.



# Oshkosh/AirVenture 2007

by Steve Betzler

Robin Campbell leads the troops in the club song about a certain type of biplane of a certain colour.

## Tiger Moth and Chipmunk Club of North America Dinner and Forum

An enthusiastic and sunburnt crowd of Mothy types gathered, once again, at the ornately elegant Algoma Club for the annual Tiger Moth and Chipmunk dinner during Oshkosh/AirVenture 2007.

Following a suitable warm-up at the bar and dinner, the crowd was treated to a colourful rendition of the New Zealand Tiger Moth Club theme song (used, we hope, by permission?) led by Robin Campbell and accompanied by a large assemblage of wayward Kiwis. Door prizes were doled out, including generous donations by the Tiger Boys, Bob Revell and Tom Dietrich. Long-time Tiger pilot and aficionado, Walt Kessler, surprised the group by donating a beautiful collection of aviation artwork with a special gift to a thankful dinner organiser.

Jim Whalley, Chipmunk pilot and ex-RAAF fighter pilot, dressed in a stunning orange, blue, and white leisure suit ensemble he claims to have purchased in Auckland, described his group's daunting and exciting flight of vintage aircraft around Australia on the Great Circle Air Safari. Joined at the dinner by film editor, Jim Clark, the trip was described and shown with stunning still photographs. Information on this 4000 mile flight in support of the Royal Flying Doctor Service and the stunning film DVD are available at: <http://vectoredflight.com>

W.R. "Bob" Laidlaw, RAF Mosquito pilot/de Havilland test pilot/former president of the Society for Experimental Test Pilots, joined for the evening by his wife,



Did you hear the one about the three Englishmen and the American at Oshkosh? Chris Davey, Robbie Jewitt, Clive Abbott and Leon Whelchel look sunburned.

Nell, described the delights and antics of his arduous flight in his personally restored DH82C from their home in California, across Canada to the plane's final home on display at the Aerospace Museum, Downsview, Ontario. This was his Chippy's original home and the site of his start at DH Canada as a test pilot.

## Tiger Moth and Chipmunk Forum — Oshkosh 2007

Chris Davey, from the Cambridge Flying Group (UK), led off this year's forum with some comments and advice in support of the fine services provided by de Havilland Support. After some audience encouragement, Chris made brief and humble mention of his new book in his Will Turner series of aviation novels, *Turner's Defence*. <http://www.turnerlogs.com>

Robbie Jewett, also from the UK, talked about the intricacies and costs of flying vintage aircraft in the UK along with some tips on "care and feeding".

Owner of a lovely Wisconsin based Chipmunk, Vic Stottlemeyer discussed his restoration and operational experiences while leading a discussion of the other Chipmunk fans attending.

Robin Campbell of New Zealand described the programme and the honourable origins of the Stall/Spin Training Programme supported by the Tiger Moth Club of New Zealand.

## Email names

Several suggestions (most of them polite!) have been made about a fancy name to put on the subject line of emails sent out to members so they're not automatically scrubbed.

David Phillips: *The Flying Wire*

Bill Lamb and Grant Drinkrow (independently): *Cyber Moth*

John Geary: *EFIS Tiger*

Jon Farmer: *IT Tiger* or *IT Tiger Rag*

Jim Lawson: *Tigertronic NewZ* or *Tigernet NewZ*

Sam Higgins: *Tiger Bytes*

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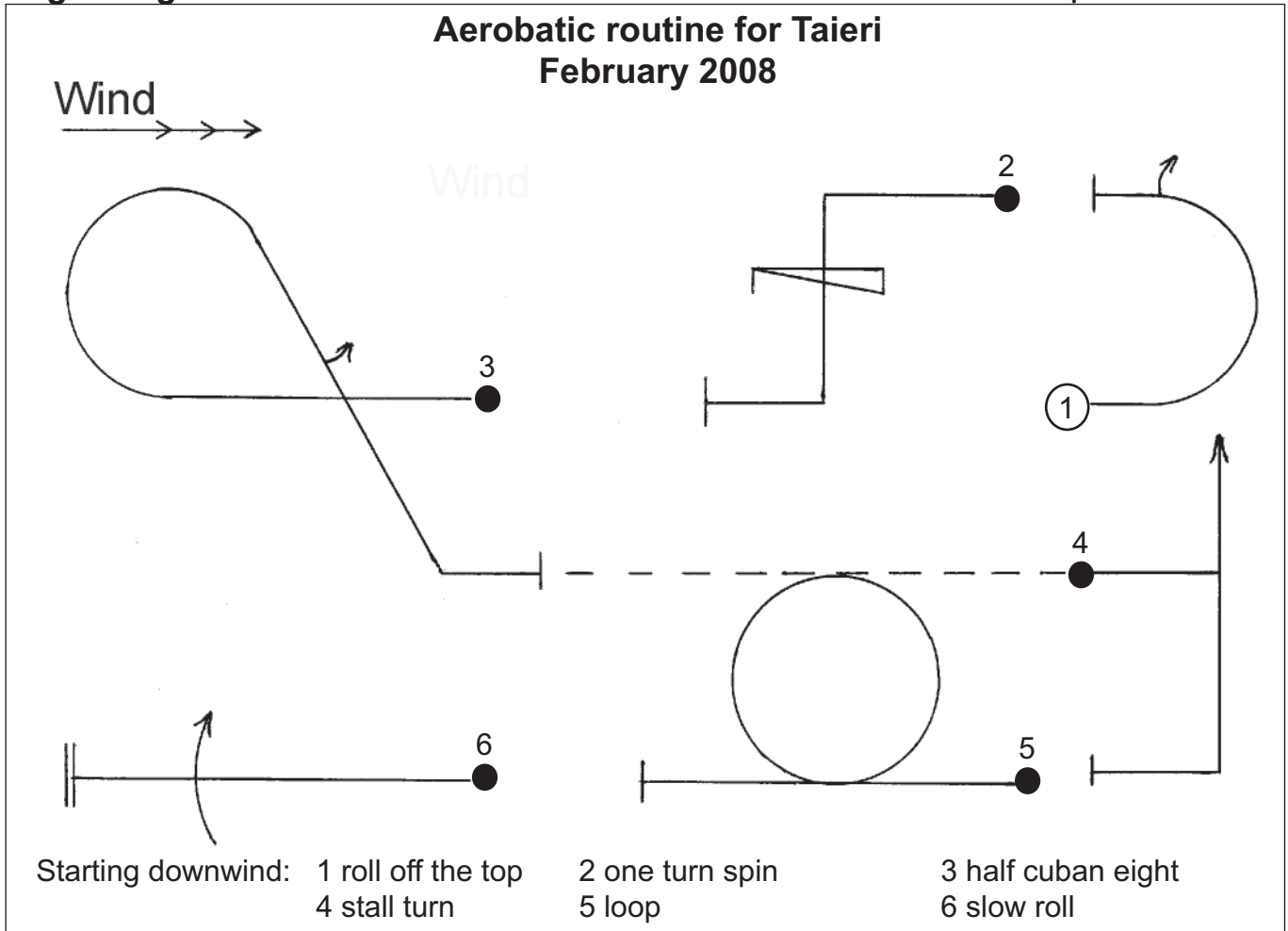
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Email: [johng@slingshot.co.nz](mailto:johng@slingshot.co.nz)

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## Aerobatic routine for Taieri February 2008



## TIGERANIA

Often in my cosy bed when day has passed to night  
I let my thoughts meander to the Stirling's massive might,  
And dream of bomb doors open, pouring fuel on Adolf's wrath,  
But, for the drama of it all, let me have my Tiger Moth.  
My Tiger Moth, dear Tiger Moth, what other can compare  
To the classic cleanness of you, as you thunder through the air? —  
And who can envy Goering, or think we'll lose the war  
Who cocks a prideful ear to the Gipsy's powerful roar?  
Ah Tiger Moth, sweet Tiger Moth, I have heard so many tell  
In awed and fearful accents of a Hurricane-made hell;  
I have heard so many whispers of the Spitfire, series Nine,  
But who can touch your lightning-speed, O Tiger, Tiger mine?  
When I climb into your cockpit, and flip the switches up  
I feel the momentary thrill before the throaty 'blup'  
That indicates so poignantly your leashed and latent strength;  
And how I love to run my eye along your slender length!  
Ah, Tiger, if they only knew — those lines so finely slim  
Have meant the fate of Messerschmitts in countless battles grim,  
And who could give the numbers of Benito's gallant gang  
Whose last despairing words have been: "Look-a-out, da Tiger"  
— Bang!

Let them keep their Lancasters, they do not interest me;  
All I need's a Tiger Moth to make the Axis flee.  
What use for tensile steel when there's wood and yellow cloth?  
What use for deadly Blenheims when I have my Tiger Moth?

**Barry C. Kirkland**

*(and discovered by Loretta McGarry among some of her earlier aviation cuttings)*

## Encouraging younger members

At the Taumarunui AGM, Gerald Grocott made a generous offer to fund some sort of encouragement for pilots, particularly younger pilots, to take part in our sort of flying. This topic has occupied the thoughts of the committee but without any clear resolution so far. One possible way might be some form of cooperation with the Walsh Memorial Scout Flying School, but members at large are asked to give this matter some thought so that we can do something about Gerald's offer.

And that's not all. The de Havilland Educational Trust in the UK seeks applicants for its 2007 Engineering Bursary, a scheme intended to assist those associated specifically with any aspect of vintage aircraft engineering or hoping to become involved in the future. Individual candidates may make application directly or their current employers, friends or supporters may wish to sponsor applications on their behalf.

The Trust is seeking answers to the question of how best might be assisted by the Engineering Bursary. For example: by the provision of tools or equipment; the payment of course and exam fees; or the supply of textbooks or manuals? Arrangements can be made for short-term placement for practical studies with companies engaged in the overhaul and repair of vintage aircraft engines, airframes, electrical systems and instruments. The Trust would like to know.

Applications for the 2007 bursary have just closed, so it's obviously too late for this year. However, members might also like to give some thought as to a likely local candidate should similar circumstances arise next year.