

TIGER RAG

Newsletter of the Tiger Moth Club of New Zealand Inc.

SEPTEMBER 2009

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A quick visit to the UK

by Jim Lawson

Just recently I was fortunate to have another birthday. When you get to my age and you are out shopping, you buy only half a pumpkin. I was also fortunate to receive a birthday card/IOU from my wife Nanette which was the air fare for a trip to the UK and Oshkosh.

I chose to go to the UK as there was a Moth Club meeting at RAF Halton, followed a week later by a meeting of heavy metal at Kemble, the home of the Hunters. Oshkosh can wait.

I had a series of minor misfortunes, the first one starting with the flight from Auckland to Dubai in an Airbus A340. After 24 hours sitting in a seat that must have been designed around a deformed Frenchman, I was pleased to get off.

The second was when I bought a UK sim card for my cell phone. The girl who kindly changed the card over did not put my New Zealand card in the envelope when she returned it to me. Of course I didn't ask if it was there, so it was lost forever.

The third misfortune was when I went to pick up the rental car which had been arranged well in advance. I was told I was too old to drive it. Sorry, you might be a pilot but you can't drive one of our cars. So I ended up with a four-and-a-half-hour bus trip to complete my journey. As they say in the UK: "Woe is me, alas alack." in the Colonies we say it slightly differently: "!@#%& me."

My first consideration was to get an airside pass for the Kemble airshow, so I drove down there and caught up with a good friend of mine who is a director of Delta Jets at Kemble. He said he was just going flying and would I like to go with him, so I jumped at the chance.

Flying in England is very different from flying in New Zealand. In England there is village after village punctuated by the odd town and everywhere is flat, with few landmarks. I lost my bearings very quickly. Fortunately my host, Nick Sills, knew his way around, but that did not stop him referring to his GPS from time to time. He said it was a good day for flying, but I couldn't see more than five miles because of haze.

When we got back Chris, Delta Jet's chief engineer,



John King

This is a trick photograph in a way. It is not the UK (you can tell that by the visibility) and it's not ZK-CYC although those who identify it as a Tiger Moth are correct. Who, what and where?

whom I knew, asked me if I had enjoyed the flight. When I said yes, he asked me if Nick had told me that was his first flight after getting his full pilot's licence which had taken over 100 hours. It was a good leg pull, but it was still true.

Nick related the story of his licence and how he had a licence but let it lapse 30 years previously due to various factors, so he decided to do the whole thing again. After a few hours in a Scottish Aviation Bulldog he liked the plane so much that he bought one to continue his training. When it came time for his flight test with a Departmental examiner, the man was astonished to see recorded in the log book that, in the previous 100 or so hours, Nick had flown over 50 hours in a twin-stick Hawker Hunter and half of that was aerobatics.

Nick didn't tell him it was his Hunter.

I arrived at RAF Halton to find the car park very full, so I had quite a walk to get to the action. Never mind, the sun was shining and I was just in time for the pilot briefing. After that I caught up with Stuart McKay, the secretary of the DH Moth Club. He was a busy man so we did not talk long. Dennis Neville and Tricia were there with their Chipmunk and Jackaroo. Some of you will remember them as they came out for our 2004 rally and flew in one of Ralph Saxe's Chipmunks. Tricia even won the spot landing competition at Kaipara Flats in the Chipmunk, an aeroplane she does not fly often.



Later in the day Dennis and Tricia flew in their respective aircraft, with a few other Tigers, in a very tricky manoeuvre, over and under two strings of bunting spaced a few hundred yards apart and only high enough for the aircraft to pass under without touching the ground or the bunting. I would not recommend it as seems to me that the risks are high. In this case the pilots were obviously very skilled and practised and they certainly had me watching. That was just one of the sequence of events that Captain Neville's Flying Circus performs. The Diamond Nine of Tiger Moths also put on a very good display, a pleasure to watch.

Of the meeting itself, which was called a Charity Flying Weekend, I don't know what I expected, but it was nothing like our fly-ins. The main thrust was to give sponsored young people from local schools the opportunity to fly in a vintage aeroplane. Some of the children who were incapacitated in some way and unable to climb into the cockpits were lifted in with a special hoist designed for that purpose. The sponsorship came from members of the club and the many pilots who gave of their time and aircraft for this two-day event. They are to be congratulated for their generosity.

The highlight of the day was the flypast of all the representative types of aircraft currently flying in the Royal Air Force, which had just flown over Buckingham Palace to commemorate the Queen's birthday.

I saw the Battle of Britain Memorial Flight comprising the Lancaster, Spitfire and Hurricane, a squadron of Typhoons, a DH Nimrod, a VC-10 tanker, a flight of Hawks, several Spitfires and so many other aircraft I lost count as they went by. To top it off the Red Arrows flew over trailing their coloured smoke. An hour or so later we were paid a surprise visit by the Avro Vulcan which did several passes over the field. How Stuart McKay managed to arrange all that beats me.

The following weekend, Friday practice day and Saturday show day, went off very well. I spent most of practice day at Delta Jet's big new hangar where all the action took place. Everything flew over the top of the hangar including the Red Arrows which, when complete, parked next door to Delta Jets. In the meantime the engineering team was preparing a Canberra for its appearance at the show; taxi only at this stage.

Two Typhoons arrived and parked next door and instantly one of the Typhoons was given the avid attention of a group of RAF personnel. We soon found out that on the way over to Kemble, said Typhoon had suffered a complete instrument failure and had followed its leader into Kemble. Imagine an onboard computer crashing — that would be quickly followed by the aircraft.

Saturday show day went off without a hitch, with a lot of good displays and excellent flying. Some of the



These were photographed in the UK. The DH Moth Club's Diamond Nine seems to have grown (left), while modern Typhoons are not powered by Napier Sabres (above).

aircraft involved were a Spitfire and a Hurricane doing a tail chase, two DH Vampires, a Hawker Hunter, a Gloster Meteor, some Hawks, a Typhoon, Strikemasters, a DH Sea Vixen and numerous other classic fighter aircraft, all showing their mettle. The Red Arrows put on their usual polished performance to round off my day. Thanks to Nick Sills of Delta jets for my airside pass, an extremely difficult thing to obtain.

On my way back to New Zealand, I stopped off in Dubai for three days with Bruce Broady who showed me the touristy things. I am still in awe at the hugeness of the place and its numerous extravagant buildings and homes. The temperature is so high that one could not survive without air conditioning, and even the bus stops throughout the city are air conditioned.

But the problem of flying back from there in an Airbus A340 was high on my list of concerns. There was only one thing to do and that was to upgrade to business class. The seat turned out to be about as comfortable as a Boeing 777 seat in economy class, so that was OK, but when it came to sleep time, the seat/bed was on an incline and I could not stretch right out.

Remind me never to fly again in an Airbus A 340. However, it was nice to be back.



We don't usually show pictures of nice old aeroplanes in distress, but this accident recently involved the Vintage Wings of Canada's Tiger Moth soon after takeoff from its home base near Ottawa. The British pilot, who took some time to be extricated from his cockpit, escaped with his life, albeit with several broken bones and lacerations, and is expected to make a full recovery while the Tiger is due for a long rebuild. With the Gipsy Major occupying the front cockpit this would not have been survivable for a passenger.

The damage indicates that it went in vertically. Not obvious here but seen in other photos circulated on the web is the fact that the fuel tank remained in place, and it's possible that the tank's contact with the ground at the end of the impact sequence saved it from splitting and spraying fuel for a fire.

It is to avoid repetitions of this sort of mishap that the Tiger Moth Club of New Zealand has instigated its spin training and recovery programme, and all Tiger pilots are urged to avail themselves of this. It could save your life, not to mention a Tiger's.

All sights on Taumarunui

Members shouldn't need reminding at this stage, but we'll say it anyway — Labour Weekend, 24–26 October, is our club's 40th anniversary, and to celebrate the occasion we're returning to the place it all started, Taumarunui airfield in the heart of the King Country.

Taumarunui is familiar to all those members who have enjoyed our regular returns to the club's roots every October, but this year is special. In keeping with the significance of the occasion — the Tiger Moth Club was the first of the specialist groups to be formed in New Zealand to cater for a special type of aircraft — the hard-working team of Tiger Moth Club and Taumarunui Aero Club committee members is cooking up a special occasion.

Programme

Friday 23 October: Arrivals, welcome, barbecue meal available at the Taumarunui High School hostel.

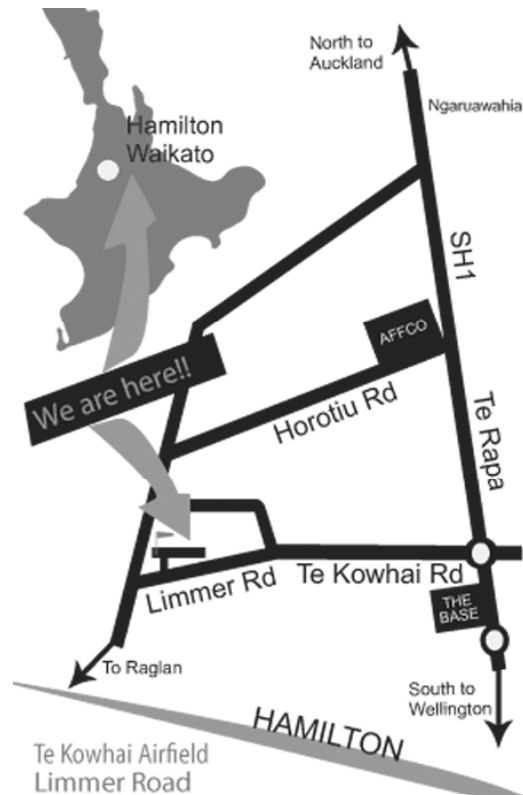
Saturday 24: Flying competitions all day (briefing 0900 NZDT sharp), main dinner in the evening.

Sunday 25: Strip flying in local area, spin avoidance training, formation flying, spit roast in the evening at the aero club.

Monday 26: Departures homewards.

Note: Max Clear has extended a warm, even impassioned, invitation to stop at Te Kowhai for lunch on the way northwards. Max is celebrating exactly 50 years since he first stepped into a Piper Super Cub to learn to fly — and look what he's achieved since! Max is having the caterers in to organise lunch on Monday, Labour Day, and wants as many fellow aviators as possible to join him for the occasion.

All pilots should know how to find Te Kowhai, but for the benefit of those who might be travelling north by road that day a sketch map is provided below:



via Loretta McGarry

Tiger Moths line up at Taumarunui 40 years ago when the Tiger Club was first formed. We hope to at least double the number this time as well as gathering a large selection of other vintage and classic aeroplanes. With the PA-18 Super Cub celebrating its own 60th birthday in November, all Cub and Super Cub owners are urged to join in the general celebrations.

Accommodation

Once again the high school hostel is available (for the use of Tiger Moth Club members only this year as we are expecting a number of other people to join us for the weekend). The beds all have blankets and pillows, but sheets have to be provided by the occupants. To book hostel accommodation phone 07 895 7179 ext 703 and ask for Christine. Please note that is the Taumarunui High School itself and must be rung during the day if you want any response.

Other accommodation is available in Taumarunui itself and a list is provided on a separate page.

See you there — and don't forget your registration form (attached to this newsletter). Without it you can't be guaranteed dinner.

Special General Meeting

A Special General Meeting of the Tiger Moth Club of New Zealand Inc is being held in the clubrooms of the Taumarunui Aero Club at 9.00am on Sunday 25 October to consider minor administrative changes to the club's Rules. The changes to be considered are:

- the split (if necessary) of the positions of secretary and treasurer;
- official notices to members by email and other electronic means; and
- electronic or other means of control of club funds and finances.

The reason for holding a Special General Meeting now, and not during our AGM weekend, is to allow any such changes as may be passed to be brought into action at our annual general meeting in Waipukurau in January.



Loretta McGarry collection

Tiger Club inaugural meeting, Taringamotu Hall, Taumarunui, 25 October 1969. From left: Bob McGarry, Arch Finch, Ian Bennie.

2010 annual fly-in and AGM Waipukurau, 30–31 January 2010

For the 2010 annual shindig we're returning to that hot-bed of sporting aviation, Waipukurau in Central Hawke's Bay. The area is most familiar with the sound of Gipsy Major engines as the aero club has owned and operated ZK-BEF for many years, and this club encourages more of the breed, accompanied by more modern aero engines fitted to appropriate aeroplanes, to make the journey to Waipukurau.

The Central Hawke's Bay Aero Club is celebrating its 75th anniversary all through 2010 with a series of events, and we're starting it all of during the last weekend in January. The date has been carefully chosen so as not to clash with any other major event in the town, and a list of suitable accommodation will be circulated in due course.

In the meantime make sure your personal and aero-plane paperwork is up to date and mark the weekend of **30–31 January** on your calendar.



Loretta McGarry collection

Tiger Club inaugural fly-in, Taumarunui, October 1969. ZK-CZX with Bob and Loretta McGarry and Ian Bennie.

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New members

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

Gunther Kothen, Waiuku (PA-18 ZK-BTU)

Nicholas McIndoe, Auckland

This and that

Jan White reports that the winemakers Alpha Domus have come to the party, so to speak, and will be supplying bottles of "The Pilot" series of wine for our meals at Taumarunui, plus a few bottles of "The Navigator" as prizes for the competitions. Paul Ham is keen to become more involved with aviation events and the Alpha Domus labels are most appropriate.

Jan also has signed copies of Barry Markham's book *Solo to England*, the account of his flying a Tiger Moth well, solo, from his native Australia to England, which she'll be bringing to Taumarunui. "It certainly is a great read for any vintage aircraft pilot," Jan says, and is available for \$44.00 without postage. Treat yourself!



Loretta McGarry collection

Ken Wells, owner of ZK-BRM, checks out Ian Bennie's ZK-CZX.

Air Safari 2010 invitation

I am writing to you on behalf of the organising committee of the 2010 Around New Zealand Air Safari. We would like to have a good participation of vintage aircraft on the Safari which starts at Ardmore then winds through the country over 10 days, finally finishing in Queenstown in time for Warbirds over Wanaka. We have planned a shorter vintage route for the older aircraft to fly.

We would like to encourage members of the Tiger Moth Club to joint in this event. To date we have 59 aircraft entered, of which two are Tiger Moths and we would love to see a few more. Stan Smith has devised the vintage route for us and will be on hand throughout the safari for engineering support.

Kevin Lloyd

President, Gisborne Aero Club

Details of the Safari are available at www.flyingnz.co.nz

ite 1

ALEXANDER SPA MOTEL

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W www.alexandermotel.co.nz



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W www.central-park.co.nz



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Site 3

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F +64 7 895 7181
E john-taylor@xtra.co.nz



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- Video, photocopier & fax available.
- Children's playground.
- Cooked / Continental breakfast.
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Site 4

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F +64 7 895 9089



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- Direct dial telephones, TV, radio & laundry.
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- NZ\$70.00—\$140.00.

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F +64 7 895 8990
E mahoe.motel@xtra.co.nz



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W www.twinriversinfo.co.nz



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These centres' services include assistance in planning and booking your Ruapehu and New Zealand travel itinerary and event booking. The i-SITES have internet, e-mail and luggage storage facilities available too. The centres also have an excellent selection of gifts and souvenirs.

For more information or bookings contact:
Taumarunui i-Site Visitor Centre
Railway Station
Hakiaha Street
TAUMARUNUI

Phone +64 7 895 7494 Fax +64 7 895 6117
Open Weekdays 9.00am - 4.30pm
Weekends & Public Holidays 10.00am - 4.00pm





Tiger Moth Club of New Zealand Inc

40th Anniversary Fly-in Taumarunui 24-26 October 2009 REGISTRATION FORM

Name..... Crew.....

Address.....
.....

Email..... Aircraft.....

Contact Phone..... Mobile.....

Registration fee:	
	\$10.00
Anniversary Dinner	
	\$40.00
Total per person	
	<u>\$50.00</u>

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Arriving (tick one):
 Friday 23 October
 Saturday 24 October
 Sunday 25 October
Departing (tick one):
 Sunday 25 October
 Monday 26 October