

TIGER RAG

Newsletter of the Tiger Moth Club of New Zealand Inc.

FEBRUARY 2011

Patron: Simon Spencer-Bower

President: Jim Lawson

Secretary-treasurer: Robin Campbell

Secretarial address: 14 Takutai Avenue, Bucklands Beach, Auckland 2012

Phone/fax 09 534 5387, Mobile 021 446 593, email beechbum@orcon.net.nz Website: www.tigermothclub.co.nz

At home in Taumarunui 2010 Spring Fly-in

by Jim Lawson

In the weeks and days leading up to Friday 1 October, the first day of the fly-in, the weather was so bad that storm warnings were being issued daily. September had been a write-off for much of the country — and that was purely meteorological and not geomorphological, not taking into account Canterbury's continuing rock 'n roll episode.

But never fear, we were going to Taumarunui so the weather had to be good. I had been on my prayer mat for days, talking to the Boss up top, and at midday he must have been listening as the weather took a turn for the better. I wheeled the Chipmunk out of the hangar, loaded it up with the essentials, started up, taxied out and took off into a stiff southerly.

Normally I cruise at 90 knots, conserving petrol at 1000 feet, but the best ground speed I could do was 75 knots. At that rate I was concerned as to whether I would get to TM without running into reserve fuel. So up I went, with improving results. The best I could get was 85 knots at 3000 feet, but who cared, the visibility was getting better.

At Te Kowhai Grant Drinkrow in his bug basher caught up with me, waved and flew on. Nice to know I was still roughly on track and the turbulence was diminishing the closer I got to TM, a good sign.

On landing I was greeted by Jeanette Lei, secretary of the Taumarunui Aero Club (TAC) who were to be our hosts again for the weekend. It was nice to be back. Of course Grant had landed ahead of me and our archivist Loretta McGarry was there as well, having arrived in her DH82A with four wheels and her enthusiasm for noting down the arrivals being evident.

By 6.00 pm we had five Tigers on the ground and other aircraft still arriving, and at one stage Piper Cubs came close to outnumbering Tiger Moths. Things were looking good. Robert Gordon was there with the van and started ferrying the pilots and crews along to the high school hostel where we were staying for the weekend.

The hard-working TAC committee members were busy in the hostel kitchen, preparing the barbecue for the evening meal, while the bar was open and doing a roaring trade. The



Formation launch time makes Taumarunui a busy place.

Friday night barbecue is almost as good as our Saturday night dinner, with everyone relaxed and talking about all the usual things, including the weather. After the hiding the country had experienced with wind and rain over the previous few weeks it was hard to imagine that here we were at Taumarunui, and the weather was perfect again! Bedtime came all too soon.

This weekend was to be rather special. We had been invited by the mayor of Ruapehu District Council to come down on this particular weekend because Taumarunui was celebrating its centenary and a request had been made to fly a formation of aeroplanes along the main street at a given time on Saturday.



What's better than a Piper Cub? A whole row of them — although Andy Campbell (left) and John Geary are starting to have their suspicions about number three.



Taumarunui below, Mt Ruapehu in the distance — the Tigers form into two vics of three ...

Phil Welcome took on the task of organising the fly past, putting the various groups of aircraft into a coherent sequence. At the briefing he set out the required procedures and the necessary safety precautions in case of any developing problems in flight. At the airfield the formation takeoffs were very impressive and from the various reports from people on the ground in the town, the flypast was excellent, right on the specified time of 11.45 am.

Well done Phil for organising such a successful flypast and also well done to all the participating pilots. I hope that someone can supply the secretary with some pictures of the event as we need them for our website.

With the fly past complete, we got stuck into the competitions. With 11 Tigers on the ground we were surely going to take the trophy from the TAC this year for the spot landing as well as the bombing.

The volunteers were busy, Alan Land and Les Marshall on the fuel truck topping up the Tiger tanks. They are key men — no fuel, no fly. Others were down at the bombing and spot landing point, just to keep the judges from the TAC honest and also to do bomb running, bringing unexploded ones back to the pickup point. Marsali Cash from TAC was good at that, driving back and forward in her car. Jenny Gordon, Gloria Pheasant and Edith Robinson were busy selling memorabilia, which went very well. I think Rob Gordon also had a bit to do with sales.

With the bombing and spot landing complete we were able to run the perfect loop. Two of the judges, Alan Land and Jenny Gordon with previous experience at this, co-opted Edith Robinson who, with a brief but effective briefing, filled the bill very well indeed. It was surprising to see how close her marking came to the other more experienced judges, so we'll keep her on.

I must say here that the judging was made difficult by a strange bright golden glow — we used to remember it as the sun — right in line of sight with the looping contestants.

Then came the highlight of the day. Dave Phillips in his Tiger Moth ZK- BEN took to the air and put on his usual polished performance of aerobatics. The pilots among us never cease to be amazed at his ability to overcome gravity the way he does. Well done Dave.

By now we were late for dinner — not Dave's fault, but



... for a run along the main street precisely on time. This piece of industrial Taumarunui is actually just east of the CBD.

the weather was so good that some of us just kept flying.

Dinner at the Taumarunui Club, organised by the TAC, is like a family affair. We have been there so often in recent years that we relax into the atmosphere.

This year the meal was being prepared for us by a group of students from the Taumarunui High School who were raising funds to enable them to go to Japan on an educational excursion. The students' parents were involved as well, and the evening began with a steady stream of nibbles handed out by the girls. The table mats were the brainchild of Jamie Harland, a staff member of the Taumarunui Club who has hosted us on other occasions. Thank you Jamie for your hard work; the mats were much admired by everybody and with much guessing as to the origin of some of the subjects pictured thereon.

After drinks and before dinner started we had the pleasure of being addressed by the Ruapehu District mayor, Mrs Sue Morris, in which she thanked the Tiger Moth Club for their participation in the Borough's centenary. The formation flypast was right on time as they flew along the street and overhead the dignitaries and assembled townsfolk.

To mark the occasion the council had commissioned some commemorative medallions to be specially cast and which would be presented to selected persons as the occasion arose. I had the honour to be one of those chosen recipients, much to my surprise and some embarrassment, so much so that I was unable to answer in the appropriate manner. I trust that the mayor will overlook my inability to reply.

At the end of an excellent dinner it was time to hand out the trophies, cups and brickbats. At last, the Tiger Moth Club snatched the bombing and spot landing trophies from



Bruce Coulter's Cub looks as though his tyre pressure gauge is faulty.

the TAC, but as their president Kevin Vile said, we had a lot of catching up to get our names on the trophy as many times as the TAC had. David Phillips for spot landing and Wayne Edwards for being the best bomber were the team responsible for scooping up the trophy.

The Ross Duncan Memorial Cup went to David Phillips for his contribution to the event and also for his amazing display of "How to fly a Tiger Moth". As well as that, the Ross Duncan Memorial Trophy also went to David Phillips, for the best spot landing in a de Havilland aeroplane. The perfect loop was won by Paul Doherty against some very tough opposition, sneaking in by four points. Well done to the contestants.

The Piper Cub contingent was well represented. Headed by Bill and Neroli Henwood, they were vying for a trophy which had been donated by the pair for the best spot landing in a Cub. Not quite sure how it came about, but the trophy was won by Neroli and Bill, being first equal in that contest!

Fortunately for them, they were not there to receive their trophy as we could have had a lot of fun giving that one out. Cody Calder accepted the trophy on their behalf, with a promise to make some suitable comment to them about their winning method.

On the other hand we could have done with an instruction booklet to hand out on how to do good landings. Had we had one, it would have gone to one of our most experienced pilots, John Pheasant, who touched down 140 metres from the spot. He must have been having a bad day in the office.

We had some first-time visitors at Taumarunui. One even came in a helicopter and was quite surprised when told no, he could not enter the spot landing competition. Come in a real aeroplane next time, John. The South Island (we had almost forgotten it was still there) was represented by Stuart Leslie who flew up from Omaka in Tiger Moth ZK-BER and was awarded a bottle of wine to commemorate the event.

Another bottle of wine went to Grant Wilson who arrived with his wife Denise on their first cross-country after receiving his PPL. Grant did all his training in his own Tiger Moth ZK-ALK under the tutelage of Phil Welcome.

This weekend also served to commemorate another important milestone: the centenary of the first successful flight by Geoffrey de Havilland in an aeroplane he designed and built. The date was 10 September 1910, and who was to know at that point in time the successes that were to come. Our vice president Jan White rose to speak to the occasion which we all appreciated.



The only problem with judging loops, perfect or otherwise, is the position of the sun. Jenny Gordon (left), Alan Land and Edith Robinson do their bit.

Without a doubt Geoffrey and his team at the de Havilland Aircraft Company produced some of the finest light aeroplanes the World has ever known — and they are still flying in large numbers commercially and also privately, in the hands of people such as ourselves. By doing so we pay tribute to Sir Geoffrey de Havilland.

With the very enjoyable meal over, Jeanette Lei thanked the high school students and their parents for their hard work in preparing and serving such a lovely meal. She congratulated them for working in such a way to further their education with a visit to Japan.

Sunday came and it was time to go home, but no, pilots were still giving people flights in their respective aeroplanes and generally enjoying what was left of a great weekend. Congratulations must go to all the pilots for the way their flying was conducted, in a professional and safe manner. As usual, I was last to leave and had smooth flight home. The weather could not have been better.

But not quite the last. Graeme Wood had an engine problem on Saturday, downwind at 500 feet. He put out a PAN call and did a copybook approach and landing, so all was well with the aeroplane but not so with the engine. After ascertaining which cylinder was giving the problem, the head was removed and revealed what had been suspected — a loose valve seat. BLI would not be going back to Ardmore that weekend.

Kevin offered to house BLI in the back of his hangar until Graeme could get back down with a replacement head, so at least it would be out of the weather. All went well in the engineering department and Graeme was able to fly BLI back home about 10 days later.

To all the volunteers, both named and unnamed, it must



Jim Lawson's Chipmunk looks a little less lonely this time, thanks to Athol Brown's Palmerston North-based ZK-ARM.



John King

Angus Edwards helps earn his passage by picketing the family Tiger Moth ...

Taumarunui turn-ups

Crew	From	Aircraft	Regn
Friday 1 October			
Loretta McGarry	Weymouth	car	DH82A
Tony Hogg	Kawerau	car	
Grant Drinkrow & Les Marshall	Ardmore	C.177B	JDJ
Jan White & Des Strong	Bridge Pa	DH82A	BMJ
Rob & Jenny Gordon	Tauranga	car	
Alan Land	Taupo	car	
Lorraine Strong	Palmerston North	car	
Phil Welcome & Trevor Hart	Ardmore & Whakatane	DH82A	BJQ
Wayne & Angus Edwards	Waiuku	DH82A	BEC
Graeme Wood & Allan Boyce	Ardmore	DH82A	BLI
Don Billingham	Whakatane	car	
Jim Lawson	Ardmore	DHC-1	UAS
Ace & Jeannie Edwards	Ardmore	Harvard	1098
Paul & Eddie Doherty	Ardmore	DH82A	ALM
John & Dorothy King	Auckland	car	
Tim Dennis & Andy Campbell	Ardmore	PA-18	BQY
Greg Ryan & Corin McCrae	Ardmore	O-1F	NAM
John Geary	Ardmore	car	
Saturday 2 October			
John & Gloria Pheasant	Tauranga	DH82A	BFF
Neville Worsley	Rotorua	RV-4	RVG
Robin Campbell & pilot	Ardmore	R44	HLG
Mike Fleming	Ngaruawahia	PA-18	BPM
Cody Calder & Max Vodane	Ardmore	PA-18	BTU
Bill & Neroli Henwood	Te Kowhai	PA-18	BQV
Peter Fahey	Ardmore	O-1G	FYA
Les Brears	Taumarunui	Zlin Savage	ZAC
Bruce Coulter	Bridge Pa	PA-18	BTX
Hamish Ross	Bridge Pa	Stinson	VGR
Derek Williams & Edith Robinson	Tauranga	Harvard	1091
Vern Reynolds	North Shore	C.182	DSH
Robert McNair	Ardmore	DH82A	AUD
Jerry Chisum & Stuart Leslie	Omaka	DH82A	BER
Simon Dartford & Lee	Masterton	DH82A	BLV
David Phillips	Ardmore	DH82A	BEN
Gerald Grocott & dogs*	Napier	DH89A	SWR
Athol Brown	Palmerston North	DHC-1	ARM
Bruce Freemantle	Matamata	Auster J5Q	BLV
Darren Luff	Wanganui	Pitts	PEG
Murray Smith & Ross Scherer	Putaruru	C.172	CAA
Murray Shaw	Wanganui	A/tourer T6	LDG
John Luff	Wanganui	Glasair	JDL
Dave Brown	Ardmore	Harvard	1052
Les Worsley	Hawera	Acro Sport	CAW
Grant & Denise Wilson	Ardmore	DH82A	ALK
Mike & Janet Feeney	Hamilton	car	

Sunday 3 October

Guy Stevenson	Taupo	Winjeel	WJL
Rob Mackley & Ian Wood	Ardmore	Stearman	055
Mark Dean	Palmerston North	Sonerai	SND
Wayne Richmond	Stratford	Sonerai	SNW

Plus FRS, EOF, REV, DGQ, WEM, VII, XPD, PRV, MTO and LMO whose crews remained anonymous, for a total of 50 aircraft.

*named Pratt & Whitney, although when they misbehave they are called Briggs & Stratton



John King

... just before David Phillips provides one of his startling low-level aerobatic displays.

be said that without your contribution and efforts the fun we have would not be possible, so on behalf of the club members and competitors, thank you very much for stepping forward — but don't go away as we'll need you next time.

I must also commend the numerous Tiger Moth pilots and other like-minded pilots for their interest in keeping our sort of flying to the forefront, by taking lots of people, young and old, for flights. I know they enjoyed it as much as you did.

In fact one young man, a PPL, commented to me that he had never imagined that flying could be as good as that which he had just experienced. Other older pilots and ex pilots, no longer with access to Tiger Moths, after their flights did not stop smiling for the rest of the day.

To the Taumarunui Aero Club, thank you again for all your efforts on our behalf. You make us feel at home. Need I say more?

Trophies

Members who were presented with trophies and cups at our last AGM are asked to please ensure they are returned to Omaka, properly engraved, polished, intact and generally fit for further presentation at the forthcoming AGM fly-in. If you are unable to bring them, please make arrangements with someone else who can.

Loretta McGarry has gone to a great deal of effort to make sturdy cloth bags for many of the trophies, but over the years some of these have gone astray. If anybody has a light-coloured, sturdy bag with the name of a trophy written on it but lacks the relevant piece of silverware, please either send the bag to the secretary or bring it to Omaka so that it may be reunited with its occupant which is otherwise in danger of being spoiled.

Annual General Meeting

Notice is hereby given, in accordance with whatever rule covers the subject (including the 21-days' notice bit) that the Annual General Meeting of the Tiger Moth Club of New Zealand Inc will be held in the clubrooms of the Marlborough Aero Club, Omaka aerodrome, Blenheim, Sunday 27 February, starting at 0930 NZDT.

Competitions

The club's annual flying competitions will be held at Omaka aerodrome on Saturday 26 February, with briefing at 0930 NZDT, sort of sharpish, more or less, in line with our normal laid-back club atmosphere. Latecomers, however, will have to ensure they are fully briefed before taking part in any competitions or local flying.

For the benefit of new members and visitors, plus those who need to be reminded, the following competitions make up the major flying activity of the Tiger Moth Club at its annual event. Any club member may (and in fact should) compete, although there are aircraft type restrictions on some events — and no trophies may leave these shores. In alphabetical order they are:

- **Aerobatics**, for Tiger Moths and Chipmunks only, with separate trophies.

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

The aerobatics routine may be found somewhere nearby in this newsletter.

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

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

- **Non-instrument circuit**. The only flying competition to carry an air judge, this one is normally restricted to Tigers

and Chipmunks for reasons of practicality in covering vital instruments with pieces of cardboard but still letting the judge see something. Aircraft balance, that vital aspect of our sort of flying, is incorporated in the judging.

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

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

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

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

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

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

- **Scott Greaves Memorial Trophy** for best recent Tiger Moth restoration.

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

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

- **Most Original Tiger Moth** is pretty much what it says.

These last four aircraft condition trophies are judged by different people each year, and because not everybody has the same ideas of perfection or originality there's usually no monopoly on the silverware — although there's one Tiger that seems to stand out.

Your club is calling you!

Word has reached us that owners and pilots of non-DH82As are feeling miffed that they don't receive personal and specific invitations to attend our events. For some reason they believe that, because this is called the Tiger Moth Club, other interesting old aeroplanes are there under sufferance.

Nothing could be further from the aims of this club and its members. It's called the Tiger Moth Club because, in 1969, Tiger Moths were in danger of going out of fashion, swamped by the metal stuff (most of which is older now than Tigers were then, but never mind that), and even Austers and Chipmunks were relatively recent. Time passes, more elderly aeroplanes become desirable and worth preserving, and all such aerial conveyances within the club membership are welcome at all our events.

No, it goes further than that. Attendance at Tiger Moth

Club events by club members is *compulsory*. If you have any sort of aeroplane, you must bring it to our fly-ins. If it's super-sleek and has a training wheel, you may be asked to park it out of the way a bit, but if it has interesting characteristics it goes among all the other interesting aeroplanes. If it's covered in fabric and has wheels or a skid in all the right places, so much the better. Gipsy Major engines are particularly welcome.

Now let's hear no more of this nonsense. Come along to Omaka. South Island members are notoriously reluctant to face Cook Strait, so this is your chance to show up and outnumber and outwit the northerners.

Look proper

Alan Land has two original WW2 leather flying helmets for sale. His contact numbers are 027 472 4732 and 07 376 8298.

From the Vice Office

A word of encouragement (with a 4x2!) for members to book in with the Cherylea Motel which has given us a great price for the weekend. So much so that our club has taken it over entirely for Friday and Saturday 25–26 February with the per head/per night rate being \$46.43. The owners are members of the Marlborough Aero Club, hence the HOT rate for the middle of the season, so let's support them too.

The telephone number for reservations is 0800 35 88 35 and you have to tell them you are a Tiger Moth Club member to obtain the discount. Be prepared: you may have to share a unit. Pay on arrival. There is only a limited number of beds available, so first in, first served.

We will be hiring a minivan for transport to and from the motel, which you will be required to fund, similar to our arrangement with the van from the high school hostel at Taumarunui.

For anyone intending fluttering down to Mandeville for Weekend Eight, be warned that accommodation is

stretched. Obviously a few things are happening around the Country & Western capital so you may need to be good Girl and Boy Scouts and Be Prepared. Some of the Southerners are scheming a trip up the West Coast, so if anyone is interested, it might pay to give Brian Hore a ring on 03 248 8837 or 0274 338 528. Sounds great to me!

Finally, if there are any places left with Rich Stowell, the "unusual attitudes" Maestro from the States who will be in New Zealand in March, be quick to grab them as this may be a once-in-a-lifetime chance to fly with someone of his standing. Best to contact Stephanie Eilers at stephanie@stm.net.nz to find out when and where else Rich will be, or look in the February *Aviation News* for an article by Grant Benns.

I look forward to seeing you all at Omaka if not Mandeville. Happy flying.

Jan White
Vice President

Omaka arrivals

by Jerry Chisum

For North Islanders planning the dreaded Cook Strait crossing, and for some who have heard Woodbourne Tower can be less than friendly, I can assure you that there have been vast improvements recently.

The strait is still 13.8 nm wide at the narrowest point (Ohau to Perano Head) but it *is* legal safe and convenient to arrive at Omaka, even without radio or transponder. With a nor' wester blowing, Cape Terawhiti to White Bluffs gives a smoother ride.

If you are hugging the west coast southbound from Paraparaumu — Nordo or otherwise — be sure to get down to 1500 feet over the beach from Titahi Bay to Makara Beach, then you can cross at 2500 feet. With radio and transponder you may ask Wellington Control for altitudes 4000 and above.

The really good bit is Area T-654! This is the VFR Transit Lane from the Diversion (river mouth) along the coast to the Wairau Bar to Vernon Works. Here is a trap: half a mile northwest of Vernon Works is a larger industrial area. DO NOT cut the corner as you will infringe on

the instrument sector from Woodbourne.

From Vernon Works straight to the hospital, then NZOM. For joining the OM circuit, stay south of New Renwick Road. Radio is NOT required, but Omaka Traffic will be interested as you near.

Inbound from the south, 3500 feet over Taylor Pass, 1500 at Taylor Dam.

Wellington Control	122.3
Woodbourne ATIS	126.05
Tower	122.8 tel. 03 572 8014
Omaka traffic	122.8
Runway 30 left circuit/	12 right circuit
25 left/	07 right
01 left/	19 right

Vacate runway by proceeding to aero club. Land on any vector into strong wind. Wingwalkers available. MAC will attempt to park all Tigers in big hangar!

Marlborough Aero Club 03 578 5073
Jerry Chisum 021 490 172



All we need now is good weather for the remainder of February ...

Tiger Moth Club of New Zealand Events Calendar

The Summer flying season is shaping up to be a beauty. It's the South Island's turn to host the AGM fly in so this year we are off to Omaka. Some club members are using this as an opportunity to do a safari taking in Weekend Eight at Mandeville.

Below is also a selection of events for which members may be interested in attending.

If you have an event which you would like to invite Tiger Moth Club members please let me or any of the committee know and we will circulate information.

Date	Event	Location	Event Type
19 – 20 February 2011	Weekend Eight	Mandeville	Public Event
Details:	Always a popular opportunity to do Tiger stuff with a passionate bunch of de Havilland enthusiasts. Also very conveniently the weekend before the AGM fly-in at Omaka		
Website:			
Date	Event	Location	Event Type
25 – 27 Feb 2011	Annual General Meeting & Club Competitions	Omaka Airfield	AGM & Club Competitions
Details:	Omaka is the South Island destination for this year's AGM & Annual Flying Competitions.		
Date	Event	Location	Event Type
22 – 24 April, 2011	Classic Fighters Omaka	Omaka Airfield	Public event
Details:	http://www.classicfighters.co.nz/classic-fighters-2011.htm		
Members who want any further information on any of these events are welcome to contact paul_doherty2002@yahoo.com.au			

Aerobatic routine for Omaka February 2011

Wind

