

TIGER RAG

Newsletter of the Tiger Moth Club of New Zealand Inc.

February 2013

Patron: Simon Spencer-Bower

President: Jim Lawson

Secretary: Graeme Wood

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AGM & Club Fly In 1-3 March 2013 Opotiki Airfield

It's that time of year again – the Club's Annual General Meeting is scheduled for Sunday 3rd March at 9am at the Sports Club at Opotiki Airfield.

There promises to be some lively debate as to the future direction the club is heading in, so it is important that as many members as possible are able to attend, or to instruct others to speak on their behalf by proxy.

Attached to this rag are the usual registration form and details of competitions – unchanged from previous years



The registration fee for our events has been set for some time at \$50 per person.

This fee includes the cost of your dinner on Saturday night, but also covers a number of other things relating to our events. We usually try to make a donation to the hosting club to ensure their continued operation and goodwill. It is unfortunate but necessary also to make allowances for security on the airfield and there are often a number of ancillary costs that are incurred in the holding of these events.

Don't forget also that the club donates some refreshments for the evening.

Further the club has undertaken to provide, on occasion, a scholarship to young pilots in the hope of fermenting their interest in our kind of aviation and the registration is a primary source of revenue if such activities are to continue in the future.

Your committee believe that this represents great value for those that attend and hope that as many members as possible will be happy to make this small contribution to the continued viability of the club.

See you at Opotiki on the 1st March



Taumarunui Spring Fly In – 26th to 28th October 2012

This year the Taumarunui Spring Fly In also doubled as the Annual Club competitions due to the washout that was Stratford AGM (in a weather bomb) in March.

Perhaps as a result of double trophies on offer for the competitions, but more likely due to the growing popularity of this event there was a fantastic turnout.

Fortunately, and as we have come to expect from this glorious part of the country, the weather really turned it on for us.



John King

While the briefing is still going on, the aerobatics judges are hard at work, supervised by Edith Robinson. From left: Bruce Donnelly, Alan Land and Ace Edwards, with Gavin Henderson at right.



ZK-BAH lands after its aerobatic routine on a perfect morning, so the judges relax slightly.

By Friday night, there were 29 club member aircraft on the ground and over 50 members enjoying the hospitality of the Taumarunui Aero Club's legendary hospitality.

Many members chose to stay at the local school hostel and another excellent BBQ was enjoyed by all.

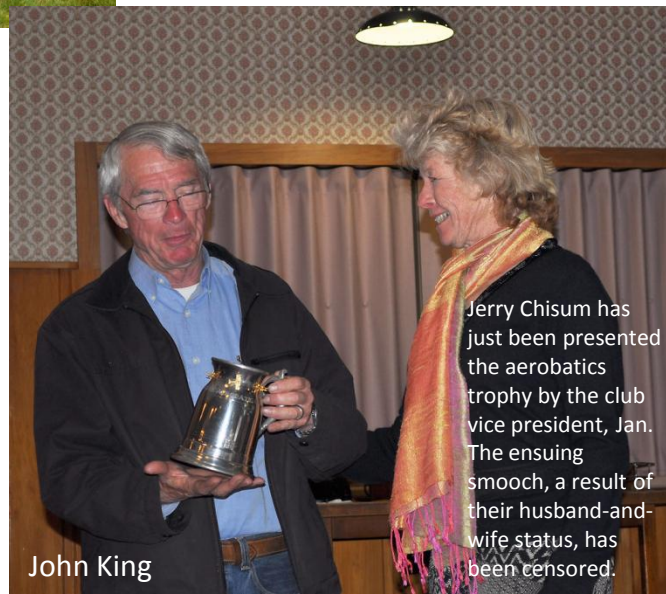
However, our president advised that there was to be an early start so the festivities were kept to a level that even a CAA doctor would approve of.

In a change to the normal routine the aerobatics competition kicked off the competitive side of the event on Saturday morning.

There were five hopefuls prepared to try their hand in the aerobatics and as always it was fiercely competitive.

Regular judge, Alan Land was joined by Ace Edwards and Bruce Donnelly with new member (who joined on the day) Warbirds stalwart Gavin Henderson assisting.

In the end there was little in it between Ryan Southam and Jerry Chisum, with experience coming through and Jerry taking the trophies.



John King

Jerry Chisum has just been presented the aerobatics trophy by the club vice president, Jan. The ensuing smooch, a result of their husband-and-wife status, has been censored.

Taumarunui Spring Fly In – 26th to 28th October 2012

Wayne Edwards awaits his turn as a Harvard starts its takeoff roll.



John King

Jan and Jerry Chisum fly the family Gipsy Moth over the parklike landscape near Taumarunui.



John King

Taumarunui Spring Fly In – 26th to 28th October 2012



ADT prop polish: As if it really needs it! Jan gives ADT's leading edge another quick polish.

John King

This Fly In was a chance to welcome back to a club event the sole remaining airworthy Gipsy Moth in New Zealand skies, the DH60G ZK ADT.

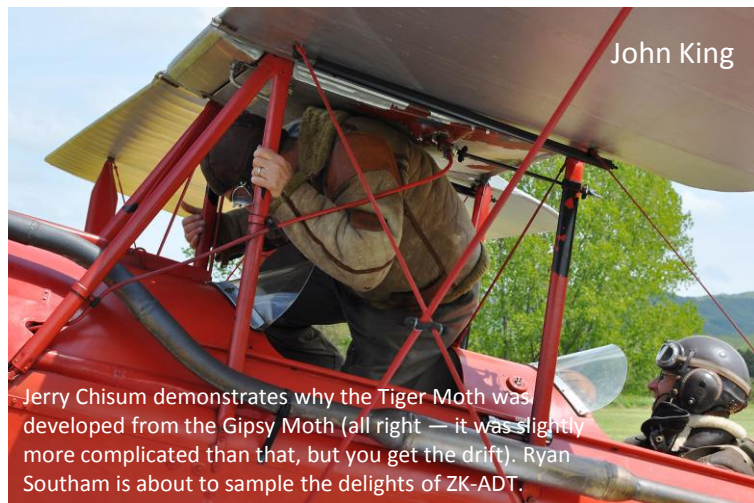
This beautiful and historic aircraft has been in Lee Middleton's careful hands until very recently, Jan & Jerry Chisum persuaded him to part company with it.

Jan's father ferried this aircraft out from England and there was a film crew from TVNZ to capture the story for a later episode of Close Up

By Saturday, there were around 50 aircraft about the Taumarunui airfield, including 16 De Havilland types, being a dozen Tiger Moths, a Gipsy Moth, two Chipmunks and the Beaver. There were also two Piper Cubs & Bird Dogs, amongst other types.

Fantastic to welcome to the event was a strong contingent of Warbirds members with no less than 4 Harvards in attendance.

On Saturday afternoon many members were treated to an excellent formation briefing from Warbirds CFI and club member Dave Brown and it is great to see our two organisations working together, seeing as we share so many common goals. Thanks for your efforts Dave.



John King

Jerry Chisum demonstrates why the Tiger Moth was developed from the Gipsy Moth (all right — it was slightly more complicated than that, but you get the drift). Ryan Southam is about to sample the delights of ZK-ADT.



Three Tiger Moth pilots — Grant Wilson (left), Robert McNair and Ryan Southam — ponder the unaccompanied tickover of ZK-AUD.

John King

Taumarunui Spring Fly In – 26th to 28th October 2012

Of course there was also the serious business of club competitions. A full breakdown of results can be found later in this issue, but members will be pleased to hear the club performed very well against the practiced Taumarunui Aero Club members, with Phil Welcome and Dave Brown taking first equal in the Spot Landing competition.

It was a particularly successful Taumarunui for Jerry Chisum as along with the Aerobatics cup already mentioned he also took out the Bombing & No Instrument Circuit competitions.

Wayne Edwards demonstrated his boy racer heritage with a win in the air race,



John Baynes is presented with the John Crosbie Memorial Trophy, for the most interesting way of getting to the fly-in, by Jan Chisum.

John King

Wayne Edwards shows evidence of having the fastest Tiger Moth at Taumarunui.



John King

whilst new member Kevin Paulsen won the perfect loop in his first attempt.

As has become customary the prizegiving was held at the Taumarunui Club and the catering, provided by the local high school (as a fund raiser for their trip to Japan) was again outstanding.

As always special thanks must go to Kevin Vile and Jeanette Lei and the rest of the team from the Taumarunui Aero Club who always look after us so well. A fantastic weekend.



John King

The amount of flying packed into these two airframes! Veteran topdressing pilots Derek Williams (left) and Richmond Harding compare notes.

Taumarunui Spring Fly In Attendance – 27th October 2012

REGO	AIRCRAFT	PIC	PASSENGER	HOME BASE
JDJ	AIR FORCE 1	Grant Drinkrow	The President	Ardmore
CIP	PA 140	Jenny Gordon	Robert Gordon	Tauranga
ADT	DH60G	Jan Chisum	With her Dad's old plane.	Bridge Pa
BMY	DH82	Jerry Chisum	Des Strong (his plane)	Bridge Pa
BQV	PA 18	Neroli Henwood	Bill Henwood	Te Kowhai
UAS	DHC1	Dion Manktelow	Simone	Te Kowhai
BFF	DH82	John Pheasant	Gloria Pheasant	Tauranga
	Car	Lorraine Strong		Himatangi
	Cessna 172	Kevin Vile, Jeanette Lei	Paul Gallately	Taumarunui
ALM	DH82	Paul Doherty		Ardmore
BAL	DH82	Paul Corrin	Lynn	Gisborne
DH82A	Car	Loretta McGarry		Weymouth
ALK	DH82	Grant Wilson	Sherryl	Ardmore
FUEL	Truck	Les Marshall		Ramarama
BAH	DH82	John Baynes	Ryan Southam	Mandeville
AUD	DH82	Robert McNair	Vivian	Ardmore
CCQ	DH82	Jim Schmidt		Kaipara Flats
	Car	Bruce Donnelly	Good to see him	North Shore
CKH	DHC2 Beaver	Ace Edwards	Jeanny, Ed Doherty, Angus+mate	Ardmore
BLI	DH82	Graeme Wood		Ardmore
ENC	Harvard	Derek Williams	Edith Robinson	Tauranga
	Car	Alan Land	Neville Worsley	Taupo
BTX	PA18	Bruce Coulter		Bridge Pa
BJQ	DH82	Phil Welcome		Ardmore
BEC	DH82	Wayne Edwards		Puni
BEF	DH82	Ross McDonald		Waipukerau
CAW	Acro Sport	Les Worsley		Hawera
EJS	Cessna 152	Tony Hogg		Whakatane
MJN	Harvard 52	Dave Brown	Gavin Henderson	Ardmore
ENG	Harvard 78	Milton Donovan	Rob Anderson	Ardmore
NAM	Bird Dog	Greg Ryan		Ardmore
CAV	Cessna 185	John Geary		Ardmore
PRV	Rans RV6	Kevin Paulsen	Leanne Paulsen	Ardmore
MEY	Zenith Zodiac			
	Saturday 27th			
PIT	Pitts Special	Andrew Love		Christchurch
SAX	DHC1	Cody Calder		Ardmore
CXG	Cessna 150			
PAT	PA18	Peter Fahey		Ardmore
TNB	Pioneer	Trevor Barret		Hamilton
RVG	Rans RV4	Gordon Pettigrew		Stratford
	Harvard 65	Frank Parker		Ardmore
RWD	Pelican			
JAY				
TEW	Gyrocopter			
BSP	Cessna 185			
CBP	Piel Emeraude			
EOH	Cessna 185			
	Car	John King	Doroth King	Auckland
RVH	Rans RV4	Gary Hann	Lynne Hann	Stratford
PEG	Pitts Special	Darryl Luff		Wanganui
	Car	Ditch Harding	Risky trip in a car	Wanganui
JAC	d18			
61	Air tourer			
RET				
DBZ	Zodiac 601	Don Boyd		
DRG				
	Motor Bike	Max Vaudin		Hamilton
DOG	Bird Dog	Rob Mackley		Ardmore
FJD				
MMB	Jodel			

COMPETITION RESULTS.
TAUMARUNUI 27TH October 2012

PILOT	REG	BOMBING			SPOT LANDING				TIME TRIAL		NO INST CIRC		PERF LOOP	
		1	2	PLACE	1	2	AVE	PLACE	TIME	PLACE	POINTS	PLACE	POINTS	PLACE
Ace Edwards	BEC	130	100		0	0	0						126	
Andrew Love	PIT												130	
Bill Henwood	BQV	5	20		5	20	25	4=						
Bill Henwood	UAS										78	4	113	
Cody Calder	SAX	26	41		0	30	15				64	6	128	
Cody Calder	BQV	25	9		30	20	25	4=						
Dave Brown	NAM	45	25		30	40	35	1=						
Dave Brown	MJN												151	2
Dion Mantkelow	UAS				0	30	15				80	3=		
Gavin Henderson	ALM	44	39											
Graeme Wood	BLI	16	0.5	2	40	0	20	4=					136	5
Greg Ryan	NAM	21	14		10	30	20	4=						
Jan Chisum	ADT	15.2	0.9	3	30	30	30	2=	9.09	5				
Jan Chisum	BMY										85	2	117	
Jerry Chisum	BMY	13	0.3	1	0	40	20	4=			87	1	126	
Jim Schmidt	CCQ	10	18		40	20	30	2=	8.41	4			114	
John Baynes	BAH				0	0	0		7.49	2				
John Pheasant	BFF	24.5	13		30	20	25	3=	7.51	3				
Kevin Paulsen	PRV				0	0	0						161	1
Milton Donovan	ENG												116	
Neroli Henwood	BQV	35	45		20	0	10							
Paul Corrin	BAL				20	40	30	2=					129	
Paul Doherty	ALM	16	24		0	0	0				73.5	5	107	
Phil Welcome	BJQ	2.5	8	4	30	40	35	1=					146	3
Robert McNair	AUD												108	
Ross McDonald	BEF	low	low		50	0	25	3=						
Ryan Southam	BAH				40	0	20	4=					144	4
Wayne Edwards	BEC	28	20		50	0	25	3=	7.21	1	80	3=	119	

Aerobatics Results

NAME	JUDGE 1	JUDGE 2	JUDGE 3	TOTAL	%	PLACE
Jerry Chisum	660	612	692	1964	71.2	1st
Ryan Southam	582	551	770	1903	68.9	2nd
Robert McNair	543	472	671	1686	61.1	3rd
Phillip Welcome	331	554	547	1432	51.9	4th
Paul Doherty	275	386	463	1124	40.7	5th

THE TIGER MOTH CLUB OF NZ INC. 04/01/13

With the old year now history, I wish you and your families a happy and prosperous new year and trust that you will enjoy many safe flying hours in the months ahead.

As you all know we are holding our Annual General Meeting and fly in, at Opotiki on the 2nd and 3rd of March, but plan your arrivals for the 1st of March as there is to be a barbeque, at the airfield that evening.

At the last Committee Meeting it was suggested that some of the Committee should fly down to Opotiki and touch base with people that were to be our hosts. Monday the 15th of October was the appointed day and Graeme Wood (Woodsy) Grant Drinkrow and myself, climbed into the Beaver and we took off, Woodsy being PIC. The weather was not that good but we went anyway.

On the way, a very bad cold got the better of me, so I chose not to fly any further than Tauranga where we had planned to stop and pick up Rob Gordon.

The visit was well worth it, the team was met by Trevor Hart, a member from Whakatane, who was a great help and Terry Rogers our host for the weekend. Between them all, the things necessary for a good weekend of fun and flying, were put in place. Some of the team even booked their accommodation at the Masonic Hotel, which brings me to the main reason for penning this script.

There are plenty of places to stay at Opotiki and I list a few taken from a current AA accommodation guide.

Eastland Pacific Motor Lodge. Tel 0800 10 30 03

Magnolia Court Motel. Tel 0800 55 62 46

Ranui Motel. Tel 0800 82 81 28

Opotiki Holiday Park Tel 07 3156050

Masonic Hotel. Tel 07 3156115

Hunters Back Packers. Tel 07 3155993

May I suggest that for prices, further information and other accommodation, that you look it up on the net and book **now**. **For those of you who like to camp out, you are welcome to pitch your tents on the field, toilets and showers are available there as well.**

We will be hiring a van, similar to the one we are lucky to have the use of at Taumarunui, so we will be able to pick you up for the run out to the airfield. I need a volunteer van driver!

A mini tanker has been arranged for the supply of Mogas, but bring your own oil.

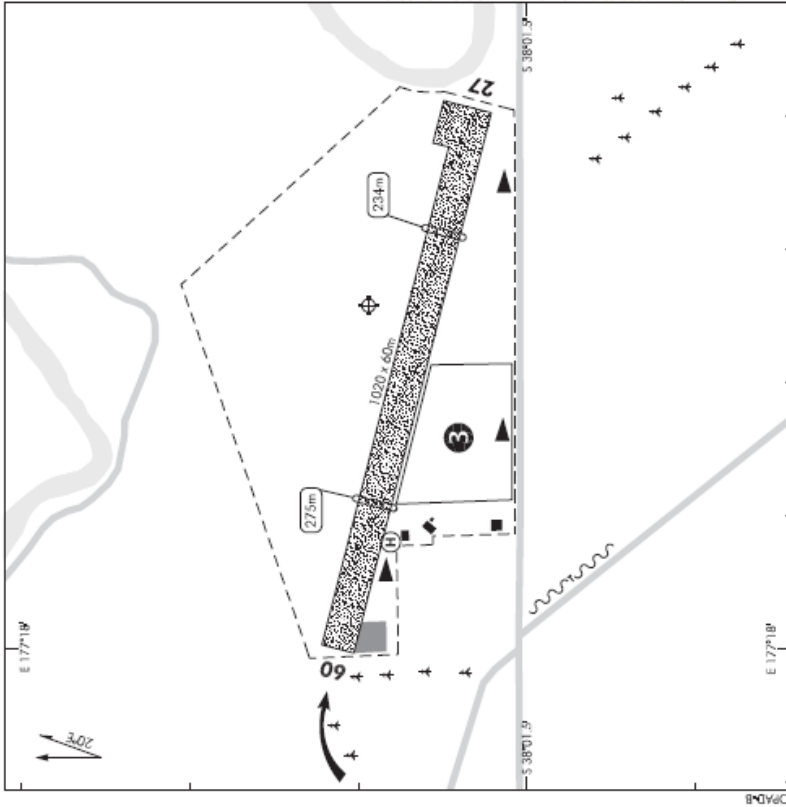
The Saturday evening dinner and prize giving will be held in the RSA, which has already been booked. Please fill out the enclosed registration form and return it ASAP.

Please Note. Will trophy holders please check that the appropriate engraving has been carried out and the trophies are all nicely polished up. **Most importantly, remember to bring them with you. One trophy, in particular, we would like to see is the John Mackie Memorial Trophy for spot landing, if you can't bring it, please arrange for it to make an appearance.**

Jim Lawson. President.

NZOP NON-CERTIFICATED

UNATTENDED: 119.1



1. Circuit: RWY 27 — Left hand
RWY 09 — Right hand
2. Take-offs and landings to be confined to runway.
3. Model aircraft flying may take place during daylight hours.
4. **CAUTION:** Moderate turbulence below 2000ft in strong easterly/southerly wind conditions.

S 38 01 21 E 177 18 26

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Effective: 31 AUG 06

OPOTIKI
AERODROME

Non-Certificated Aerodrome 1NM SE of Opotiki
OPOTIKI
OPERATIONAL DATA

NZOP

RWY

RWY	SFC	Strength	Gp	Slope	ASDA		LDG DIST
					1:20	1:30	
09	Gr(s)	ESWL 1360	6	Nil	1020	786	745
27	Gr(s)	ESWL 1360	6	Nil	1020	745	786

LIGHTING

Nil

FACILITIES

Fuel: Mobil Aerostop, Avgas 100, Access via Mobilcard, Super Air

SUPPLEMENTARY

Operator: Opotiki District Council
 PO Box 44, Opotiki.
 Tel (07) 315 3030 Fax (07) 315 7050 A/H 0274 735 044

Available for general use without the permission of the operator.

Effective: 12 FEB 09

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OPOTIKI
OPERATIONAL DATA



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Dear Tiger Moth Club Members,

Just thought I'd drop you a quick note re the Classic Fighters show now rapidly looming.

I just wanted to advise that, whilst some folks might be put off by the American theme, if any NZTMC members would like to come along and bring their PT-24s or other de Havilland types to the show, they'd be entirely welcome. One member is already secretly planning to add PT-24 colours to his machine, so the trend has already been set! The Chippy team is already planning to be on deck as with most years at CF Omaka.

Whilst this is a formal airshow, it is designed to be a happy and relaxed venue that welcomes all owners and operators of antiquated aircraft, so if you'd like to come, we'd like to see you all!

Cheers for now,
Graham



De HAVILLAND D.H. 89 DRAGON RAPIDE ZK-SWR

A short story by Jim Lawson. 20/01/13

This aircraft was a newcomer to our shores, brought in by a group of our members and being in a sorry state the aircraft was delivered to Colin Smith at Mandeville, for an overhaul. After a time it was delivered to South Air to be completed.

Eventually this lovely product from the de Havilland stable, graced our skies and on one occasion visited us at Taumarunui for our Spring fly in.



John King

DH89A Rapide ZK-SWR and friend (DH89B ZK-AKU) over the inner Hauraki Gulf in January 2007, not long after SWR's return to the air.



Jim Lawson



But there is no such thing as permanent and in this case, the aircraft has been sold to someone in Germany and is due to leave the country in a few short weeks. How did I become involved? simple, one of the owners rang me, asking if I knew of anyone who could strip the aircraft of all the sticky out bits and ready it for sea transportation. I gave him Robert McNair's telephone number and Robert rang me, the rest is obvious.

SWR was flown into Ardmore on Saturday the 12th Jan 2013 by one of the owners and was put into the Tecnam hangar, courtesy of Giovanni Nustrini. On Sunday Robert and I, ably assisted by Robert's son Louis, got stuck in readying the aircraft for wing removal. Everything taken off had to be identified and tagged, so that they could be put back in the same place on reassembly of the aircraft in Germany. When we left that day, the wings were ready to be lifted off, which we did the following day.

The bottom wings have to be removed first and to do this, the top wing has to be supported. Once trestled, all the flying wires, landing wires and interplane struts, can be removed and with someone supporting the bottom wing tip, the wing pins are removed, releasing the wing from the fuselage. The top wing is more difficult because of the height, but with the aid of a fork hoist borrowed from Aerotechnology, we were able to pick up the wing, off the trestle, remove the wing pins and lower the wing to the floor. Robert and Louis removed the tail plane and elevator, fin, rudder and the two propellers. The fuselage was now ready to be plastic wrapped, to prevent sea water damage during its sea voyage.

De HAVILLAND D.H. 89 DRAGON RAPIDE ZK-SWR (continued)

A short story by Jim Lawson. 20/01/13

Later that week a Company who specialises in plastic wrapping and transportation arrived to prepare the fuselage for the next stage of the operation. They brought with them a cradle that they had specially made to sit the main wheels of the aircraft into so that it could be lashed to and anchored down, firstly to the transporter and secondly to the deck of the ship. Special plastic was then wrapped around the fuselage, stub wings and engines ready for heat shrinking. This is done with a big blow torch, which an operator, *very carefully*, waves over the plastic covering, which shrinks, totally encapsulating the object, in this case the fuselage.



Jim Lawson

A crane then came on site and was positioned in such a way that it could lift the fuselage and place it on the transporter. This is where the special cradle was put to good use, a third lifting strop was attached to the tail wheel assembly and the whole lot was safely placed on the transporter and lashed to the deck. The team from Boat Haulage Ltd are to be congratulated on the satisfactory completion of a very tricky part of the operation.



Jim Lawson

The wings and the remainder of the parts, are to be packed into specially made crates, which is being taken care of by Pope Packaging and then the whole lot will be placed in a forty foot container, ready for shipping. We trust that the aircraft will have a safe, damage free journey to it's new home and after assembly, we wish it's new owner many happy flying hours in the future.



Jim Lawson



Jim Lawson



KA114: The Mosquito, with member Peter Fahey in the navigator's seat, is seconds away from touchdown on its last cross-country flight, from Matamata to Ardmore, 21 January 2013.

John King



... And shortly after, being readied for transportation to its new home stateside.

Colin Hunter

DH83 ASP beach: West Coast beach scene with appropriate aeroplane, July 1972.



John King



It's great to see a Staggerwing back in NZ skies

Colin Hunter

Annual Club Competitions

After positive feedback from Taumarunui last year the aerobatics competition will again be held first, first thing on Saturday morning, with an anticipated kick off around 0830 with briefing at 0800 NZDT, sharp for those participating in the aerobatics competition. There will be a further briefing around 0900 for the rest of the competitions. 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.

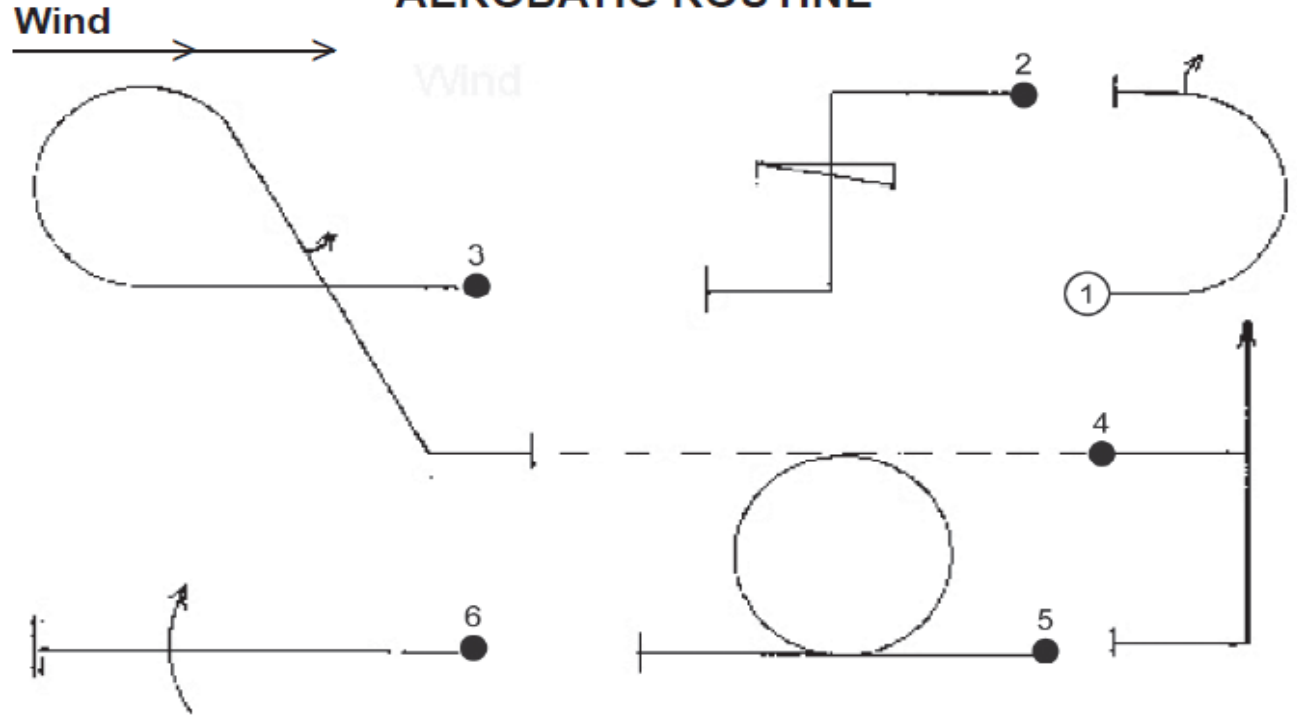
- **Non-instrument circuit**. The only flying competition to carry an air judge, this one is normally restricted to Tigers and Chipmunks for reasons of practicality in covering vital instruments with pieces of cardboard but still letting the judge see something. Aircraft balance, that vital aspect of 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, some 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 (consistency 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. For some reason the main object of this one seems to have been forgotten and so it's repeated — the Loretta McGarry Rose Bowl is awarded for the best aeroplane that doesn't have a Moth in its name. Tigers, Gipsies, Leopards (we wish) and other Moths have their own trophy and are not eligible for this one.
 - **Most Magnificent Moth** is the best aeroplane bearing a Moth in its name (see above).
 - **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.

AEROBATIC ROUTINE



Starting downwind: 1 roll off the top 2 one turn spin 3 half Cuban eight
4 stall turn 5 loop 6 slow roll

One of our members has some books surplus to his requirements, if you wish to purchase any of them, please phone me in the evenings on 09 2688587 There will be a charge for postage, if required.

Jim Lawson

Books For Sale. \$30.00 Each.

Handbook For The Care And Maintenance Of The
DE Havilland Controllable Pitch Airscrew.
DE Havilland Controllable Pitch Airscrew Constant Speed Control Unit.

Care And Maintenance Of The,
120 HP DH Gipsy 3 Aero Engine.
185 HP DH Gipsy Six Series 2 Aero Engine.
200 HP DH Gipsy Six Aero Engine.

Manual Of Instructions For Operation, Maintenance, Rigging And Repair Of The,
Express Airliner (Type DH 86A)

The Principles Of The Stromberg Injection Carburettor. By Charles H. Fisher. 1944
Aero Engines, Inspection Of, During Manufacture, Overhaul And Test. by A.N. Barrett. 1938
Inspection Of Aircraft After Overhaul. (B Licence.) by S.J. Norton. 1935
The Aircraft Bench Fitter. by William S.B. Townsend. 1940
Test Engineers Handbook. by E. Molloy. (Newnes Complete Engineer.) 1941
Airscrews Part 1 and 2 by E. Molloy.
Pegasus 2.M.2 and 2.M.3 Air Publication.
Instruments. by F.T. Hill. 1940



Tiger Moth Club of New Zealand Inc

2013 AGM & Fly In Opotiki, 1st – 3rd March 2013 REGISTRATION FORM

Names		Aircraft	
Names (Pax)			
Address			
Email			
Contact Phone			
Mobile			
Cheque enclosed for		people attending	Please Make Cheques payable to
Registration Fee & Dinner		\$50.00 each	Tiger Moth Cub NZ Inc
Total Paid			or... I will pay by Direct Credit
			ASB 12 3194 0023828 00 (Please ensure you include your name as reference when making an internet deposit)
I will be arriving on (please indicate one)		Please return your form as soon as possible to...	
	Friday 1st March	Eddie Doherty P.O.Box.62507 Greenlane Auckland 1546 EMAIL: edoherty@duthiewhyte.co.nz	
	Saturday 2nd March	Phone: (09) 579-0010 (Evenings) (09) 300-5550 (Weekdays) 027 482 0384 (Anytime) (09) 309 1536 (Fax)	



Tiger Moth Club of New Zealand Inc

MEMBERSHIP APPLICATION FORM

Surname		Christian Name/s	
Address			
Email			
Contact Phone			
Mobile			
Pilots Licence Type/#			
Instructors Rating/CAT.			
L.A.M.E. Number			
The Membership fee is \$20 per calendar year. Please enclose a cheque with your application or you may use internet banking if you prefer.		ASB 12 3194 0023828 00 (Please ensure you include your name as reference when making an internet deposit)	
Aircraft Owned Type / Reg		Please return your form to the Treasurer...	
1		Robert Gordon Treasurer Tiger Moth Club of New Zealand Inc 48 Stephens Pl Hairini Tauranga, 3112 EMAIL: flying.machines@clear.net.nz	
2			
3			
4			
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