

# TIGER RAG

Newsletter of the Tiger Moth Club of New Zealand Inc.

October 2013

Patron: Simon Spencer-Bower

President: Jim Lawson

Secretary: Graeme Wood

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## TIGER MOTH CLUB MEMBERS ANTICS

We are starting Spring a little earlier this year with our Annual Taumarunui Fly in scheduled for a start Friday 18<sup>th</sup> October with the usual ,excellent , great value BBQ at the High School Hostel .

Although the weather has been particularly Spring like the last week or so, there are signs on the horizon of some more settled weather for the weekend so check your oil, pump up the tyres and make sure you don't miss out.  
BREAKING NEWS: Avgas will be available at Taumarunui.

Members have been reported making the most of their aeroplanes in the recent winter months. Wayne Edwards and Grant Wilson made the journey from Puni & Ardmore respectively to Bridge Pa for the annual taildragger meet although there are no reports of any silverware being smuggled away.

Member and Chipmunk owner Bevan Dewes took part in an interesting *world first* recently when he played a part in an earth sandwich.

This entailed synchronising a pair of parachute descents from opposite sides of the globe at precisely the same time, at precisely the opposite point, being Masterton and somewhere in France.

We are pleased to report the earth did not implode from the resulting squish.

Meanwhile many members were involved in NZ Warbirds annual Battle of Britain day commemorative flypast over the Auckland War Memorial Cenotaph. At 11am Sunday 15<sup>th</sup> September.



Bevan Dewes and  
"meat bomb"  
Chuck Berry

New member, and Ryan pilot Mike Hayman took William Hayman along for the flight and William got the fabulous picture of Graeme Woods in BLI on the next page. Mike reports the Ryan makes an excellent camera ship. Also in this issue we have another enlightening piece from our President Jim Lawson, fortunately this time telling us the story of an airplane coming to our shores instead of one leaving. Another interesting arrival, a Tiger Moth 60 years ago is kindly documented by John King whilst we look into the price of Tiger Moths from around that time.

The Chisum's account of Gipsys at Woburn Abbey will make many jealous and is a great read. Other members have been flying elsewhere around the world and we look forward to their reports in future issues.  
If you haven't done so yet please feel free to use the attached Taumarunui Registration Form or pass a copy on to anyone you know may be interested, and we look forward to seeing as many members on Friday 18<sup>th</sup> October

Graeme Wood  
positions BLI for  
the run in to the  
Cenotaph flypast  
on Battle of  
Britain day, 15<sup>th</sup>  
September



William Hayman

Tiger Moth Club  
Members (and  
others) aircraft  
lined up before  
the Cenotaph  
flypast.



William Hayman



# Secretary's report

Graeme Wood

## **Scholarships**

Last year the Club sought applications from people for a grant from club funds. The object of the grant is to find, encourage and assist younger people to continue their involvement and interest in vintage aeroplanes, particularly de Havilland types, and to further their aviation careers. Their interest may extend the restoration, maintenance and flying such aircraft. In granting the Scholarship, the committee looks for applicants who they consider will be a strong asset to the club in the future.

The successful applicants for the grant were Rupert MacLachlan, and Jason McQuarters (pictured), better known as Jason Mac.

Rupert holds a Commercial Pilots License, and Instructor rating. He is passionate about vintage aircraft, and now wishes to obtain a Tiger Moth rating, and learn advanced training in aerobatics all aspects of Tiger Moth flying. He then wishes to share his experiences with new and younger pilots, and get them involved in vintage aviation.

Jason is a private pilot, and has started ratings on both the Tiger Moth, and the Chipmunk. He is Network manager at "The Rock" national radio station, and assists with commentating at various airshows. Being on radio he has assisted Warbirds in promoting their open days. His passion is aviation, particularly of WW2 era, and he wishes to obtain the required training to be able to fly many of these aircraft.

## **Funding of Future Scholarships.**

Following concerns voiced at the AGM, and from member correspondence, the committee is looking at the structure and funding of any future scholarship grants.

At the last committee meeting, it was decided that the club open a separate bank account for Scholarship funding. The Club has received \$300 in donations for this fund so far, and is open to receive donations or grants for this account. It was suggested that the club may contribute to the fund. This will be discussed at the next AGM.

## **Website.**

It has been reported that the Club website has been hacked, and is unusable. Grant Drinkrow and Benno Tissi are attempting to get it back up and running.

Happy Flying,

Graeme.



# ***"The Hibiscus and the Moths"***

Mike Feeney

On precisely each 3rd of October, the bright green leaves of our tall hibiscus tree unfold and I am keen to fire-up the mighty engine of my Pratt & Stratton USA belowing lawn-cropping thingy.

And my mind drifts to the delicate fluttering moths which fly with such ease and precision about our nectar-laden spring blooms. This year the process has been noted in my New Zealand Hamilton homeland with memorable joy and relief as back in April/May I could barely walk and could verbalise only a few words of English....perhaps a final take-off in my boyhood Tiger Moth was to occur after 72.5 years on the Planet.

But this October, I can think happy thoughts of all the troops who will soon aviate their diverse aeroplanes to Taumarunui.....Tiger Moths, Piper Cubs, Harvards, and maybe a dear old de Havilland Beaver....and such a fine range of airplanes....who knows? Even that British Wonder-Plane.....an actual AUSTER !!!!!

This year Janet and I shall really miss not attending but I shall be thinking truly happy thoughts of you as I sit in the sun next to the renewed Hibiscus tree and the Moths which will flutter about my head and the wonderful beat of the forming Moths which shall be within my memory of a lifetime.....

Aaah.....de Havilland !!!!!!!  
(...and is there honey still for tea ?)



A typical Tiger Moth Club scene  
TM 25.10.09



Kevin Erni (Cresco) and  
Bruce Harding (DH-82)  
TM. 25.10.09



Karen Erni and Mike Feeney.  
TM, Labour Weekend.



Derek Williams and Edith  
Robinson in Harvard 91.  
25.10.09



# Gipsies at Woburn Abbey

Words & Pictures from Jerry Chisum

Early August I had a simulator check at the Sabena facility in Dinard, France. Jan rode my coattails from New Zealand. After the sim ride, we hopped across the channel to East Midlands airport where we parted company, Jan continuing off to Dublin. With a few days on my own, I embarked on my search for all things Gipsy Moth. To Duxford to see Mark Miller whom was recently delighted to unearth some very relevant paperwork pertaining to our very own Gipsy G-AAJO in the form of a letter to the Hon. Mrs. Montague- one of the original owners before Jan's father Stan White bought it in 1934 for his trip from Heston Aerodrome to Sydney. I also got to see 1934 Annual check sheets for many Gipsies that showed propellers, weights and aux tank mods for long distance flights. A bonus was blueprints for the wooden laminated spinner to match the propeller shape. Next I checked in to Mike Vaisey's Vintech workshop with a list of nuts, bolts, gaskets and tab washers that was filled successfully. Then back to East Midlands to get Jan. We had to visit Shuttleworth where we got a briefing on the landing gear mods to the DH 88 Comet and met up with our "cabbie" Stu Goldspink that we met on our first Woburn in '04 when we were flying Henry Labouchere's Hornet. Stu is 1/2 of the terrible twins that include Keith Skilling. Stu flies the TVAL aeroplanes and the P-40 from Masterton.

The real reason for our UK sojourn soon came to the fore: Woburn Abbey 28th International Moth Rally. Henry had mentioned I might borrow an aeroplane to arrive Woburn suitably in style but then he injured himself and the stumbling blocks kept piling up. I could only hope the obstacles could be surmounted in time. He mentioned a certain type that is among my all-time favourites but I dared not speak of it for the fear of casting a jinx on the possibility!

As Jan and I headed southeast of London to see if I had an aeroplane we spotted a biplane: must be an airport nearby. Following it to its roost, we were delighted to see a Morane-Saulnier Gipsy Moth-gorgeous and perfect, being test flown. There we met Larry and Ilse Harmacinsky from North Carolina who own a Wright Gipsy in the same colors as G-AAMY, the "Out of Africa" Gipsy in factory colors of yellow and black. Larry and Ilse are true blue Gipsy people as they recently sold their Waco Cabin biplane to relish the air conditioning of the open cockpits. Test flying of the MS Gipsy going well, we hoped to see it at Woburn on the weekend.







Weather forecast for the weekend looking grim, Henry advised I might use the Dragonfly but Jan could not ride with me. In spite of his damaged back, he had prepared 3 craft for the fly-in, and nominated Jan to fly Simon Kidston's Racing Gipsy (lately of Gerald Grocott's stable in Bridge Pa) and had moved heaven and earth for the necessary authorisations and insurance. The rarest and fastest of all Gipsies, Jan was reluctant to take on the responsibility, but peer pressure (me) encouraged her to at least give it a try. So it was, on a beautiful pre-storm Friday, we checked ourselves out in our charges: Jan in the only Racing Gipsy, myself in Torquil Norman's priceless DH 90 Dragonfly. Jan found the racing wheels a little harsh compared to the doughnut tyres on our Gipsy. Took me about 5 landings in the Dragonfly before I could get an acceptable 3 pointer.

Next morning- fog! Bad weather on the way, would it engulf us before the fog cleared? A few spots of blue and we are off, but my radio as flight leader is inop, so with hand signals Henry takes the lead in Torquil's DH 84 Dragon. Weather toward London is improving. This flight was my highlight of the century to view Jan and Henry past the finely tapered wings of the Dragonfly. Ancient villages passed below our three biplanes and the sound of our 5 Gipsy engines cast a faery-dust wake of nostalgia from a happier time for England. But for me, It just couldn't get any better.





One of the delights of Woburn Abbey is to watch the landings of all types on the sway-back 700 yard runway with the bump at the halfway point. Many Moth owners apparently fly their charges once a year to participate. In best Kiwi tradition, all three of our flight only used the first half, avoiding the galloping launch off the mid-field bump. Jan's Racer was immediately marshalled and pushed to the centre stage place of



honour to be displayed with a similarly vintage Bullnose Morris. This was appropriate as Morris Motors built more Tigers in wartime than De Havilland!





We met old and new acquaintances at every turn. Larry and Ilse were there but the MS Gipsy didn't show possibly due to the windy forecast. Only two other Gipsies showed up and both had Gipsy I engines so no useful info about prop pitch.

Jan was awarded the Bonhams "Aviation Spirit of the Event" trophy not only because she brought the DH.60G Racing Gipsy but also as a tribute to her father that flew G-AAJO to Sydney, and Jan's pilgrimage from New Zealand. Of course the Dragonfly got "Best Twin". Torquil Norman was honoured by the Club's Refuelling Team for his constant support, or maybe because his aeroplanes used twice as much fuel.

Henry had to leave before trophies were given, leaving eastbound to his maintenance base in Norfolk leaving Jan and me to our own devices to find our way west back to Rendcomb. When following Henry to Woburn I set the P II compass to our course, so we should be heading the right direction if we just put the north bar 180 degrees out, right? The GPS moving map on my ipad was only a backup. The picture of Jan on final at Rendcomb will remind me of our fabulous good fortune, thanks to Henry, Torquil, and Simon Kidston.





Well what can I say?! As Jerry mentioned I was looking forward to playing Lady Muck, swanning into Woburn with him in his favourite de H, the gorgeous Dragonfly owned by Sir Torquil Norman..... Dear Henry ( Labouchere), unbeknown to us had spent lots of time the previous week talking the non flying owner, Simon Kidston, into letting me take his racing Gipsy G- AAXG to the Rally, then getting me insured. We all know this aircraft as Gerald's ZK-AEJ so in a way it was fitting that a Kiwi was the first to fly this very famous Gipsy to the Moth Mecca -but no pressure....



...and Jan Chisum contributes...

Apart from my normal, no tech helmet, I had no suitable apparel so borrowed an oilskin from the vintage car guys in the back hangar – cosy but not quite exhibiting the sartorial elegance expected in such company!





This was the sort of flying I love, following our esteemed leader with Jerry on my outside being the good shepherd. At a certain stage I caught sight of a little lake so realizing we must've been overhead our destination, eased back so as to keep my own look out for 'boggies' . Jerry did likewise resulting in this rather amazing photo captured by Mick Bajcar.



It really is quite something to be involved in such an international event & we look forward to hosting some of our de H friends in this hemisphere in the near future.

It was good to see stalwart Stan Smith in the thick of things ,still getting into trouble for being late home for dinner – honestly , airplane nutters worldwide are tarred with the same brush, I'll be bound.



It was a terrible pity that Woburn coincided with the Flying Proms very close by at Old Warden but that may've been adversely affected by the nasty bout of weather that tore to shreds the windsock at our event. By that time we were well ensconced in the social side of things with the a/c all securely tethered . For the pilots & crews this was a welcome return to Woburn after a five year absence for which, Stuart, Miranda & Melissa McKay deserve the utmost congratulations & huge votes of thanks for their unbelievable dedication to the cause.





These photos have come my way, along with many others of the period, and I'd like to share them by way of the *Tiger Rag*.

They show a Tiger Moth not generally known about, but *Montague* visited New Zealand in September 1947 aboard HMS *Theseus* as the CO's pet aeroplane of 804 Squadron Fleet Air Arm.

*Theseus* is probably best known for having dropped off a Seafire and Firefly that spent a couple of years at HMNZS *Tamaki* on Motuihe Island. In 1949 they were taken to Hobsonville where the Seafire at least was repainted and tarted up, only to be left outside in Hobsonville's aircraft graveyard and scrapped, along with umpteen wind-damaged Catalinas, around 1952.

The photos show *Montague* on *Theseus*'s deck, just aft of the after lift, on arrival in Auckland on 29 August 1947; taking off from the carrier (not sure whether under way or just pointing into wind — the flag's not showing much breeze but similar to the image under way); and on the grass at Whenuapai in company with one of 804's Seafires, also flown off for the occasion.

Kind regards,  
John King  
Editor, *NZ Aviation News*





# A TRIP TO GYMPIE IN AUSTRALIA

Jim Lawson

One of our members has had his eye on an aeroplane for a long time, it is a Zlin 526 F and was resident in New Zealand until the owner had a difference of opinion with the CAA., where have I heard that before? so he moved, lock, stock and aeroplane to Australia, where he flew happily ever after. But time does not stand still and when the owner passed away the aircraft was purchased, as is, where is and this is why and where we ended up, in Gympie, Queensland. We being, Greg Ryan the owner of Aero Technology, myself and the new owner, our job was to strip the aircraft into manageable bits and put it into a container for the journey back to New Zealand.

This particular aircraft was manufactured in the Czech Republic in 1969, by the Moravan Aircraft co., especially for aerobatics, has retractable undercarriage, tandem seating and is flown from the rear seat. Tip tanks, supplied, can be fitted which gives it a good range. The engine is an in line six cylinder Avia M 137 A, 180 HP, with a constant speed prop which is controlled by the spinner

Day 1. Monday 26<sup>th</sup> August, saw us arrive in Brisbane, with a 2 hour drive up to Gympie, put our gear into the hotel and return to the airfield to start the strip down. By the time it got dark we had made good progress and were pleased to see that the undercarriage was on the centre section and not the wings. This meant that we did not have to make up a special frame to hold the fuselage, so that we could take off the wings, a huge saving in time.

Day 2. Tuesday. The hotel we were staying was one of the oldest hotels in Gympie, built during the gold rush days in that area and run by the first women to get a proprietors licence in Queensland. She was also reputed to be a lady of the night, so one must suppose the hotel had a dual purpose. It certainly did nothing for us, not even breakfast, for that we had to go on the look out for a place to eat. The hotel was also supposed to be haunted by a young lady who died there in tragic circumstances. I never saw hide nor hair of her, but I don't know about the others, they did not say. After breakfast it was out to the airfield to get stuck in to the rest of the strip down. By lunch time we had the wings off along with the fin and rudder, the tail plane was left on for weight distribution, we would have looked a bit silly if we had taken it off and the weight of the engine had put the aircraft on it's nose.

There was a Matilda truck stop further along the road which became our dining room for the next few days, so after a good tuck in we were ready to carry on with the strip down. Greg had made ready the engine for removal and had fashioned an impromptu sling, so we were ready to lift off the engine, this was where we relied on the goodwill of Tony Kerr the owner of Gympie Aircraft Maintenance, from whom we were able to borrow a crane. Meanwhile the owner had the job of cleaning all the component parts to remove the dust of ages, this was a necessary part of the whole exercise and was to ensure that everything was bug and insect free so that the New Zealand inspectors from the Ministry of Agriculture and Fisheries, would give us the OK to unload the container, without a costly decontamination process being required when it arrived at Ardmore.





Day 3. Wednesday. This was to be a relatively easy one, firstly get the engine off, using the borrowed gear it was a piece of cake, we were able to easily liberate it from it's home of many years. With the engine on the "deck" (a Fleet Air Arm colloquialism,) we set about blanking off all the exposed pipes and fittings, both on the wings and the engine, this is not only necessary to prevent the ingestion of foreign matter, to ensure trouble free assembly, but to also make sure no bugs or beasts became stowaways. The owner was then able to wheel the bare fuselage over to Tony's hangar, where he set about cleaning it down, while we sorted out the spare parts and packed them into boxes for the trip over the ditch. We confirmed the arrival time of the container to be 7.30 AM the next day and the way things had gone, we were confident that all was ready. With the fuselage now sparkling clean and back in the hangar, We headed off into town to buy tie down straps and ropes, but we needed heaps of packing material, both cardboard and sponge rubber, and eventually found a place that had what we wanted, but not before time, the owner of the shop was just shutting up when we got there, but no matter, we were able to select various bits and pieces of foam, exactly what was required. We were happy and the shop owner was happy, he had made his last sale of the day, right on closing time.

At night, by way of thanking some of the people that had been a great help to us, the owner shouted them out to dinner. John Milligan, Terry's chief engineer and Jennifer the CFI of the flying school were the only ones that came along so we had a quiet night, just as well, the container was booked to arrive at the hangar at 7.30 AM the next day, meaning a very early rise and a long day.

Day 4. Thursday. Up early, but not bright, we drove out to Matilda for breakfast and arrive back at the airfield to find that the truck driver with the container had beaten us to it, he was well in advance of 7.30 am, no worries there. The owner swept out the container and we got started on a hard long day of packing. The safest way to transport wings is to hang them up, as can be evidenced from some of the pictures. The next thing is to "stuff" everything else in between the wings and lash them down, no mean feat as one very quickly runs out of floor to walk on. It's a good job Greg is of slim build, he ended up creeping around making spiders webs of ropes and tie down straps on everything that was in there. At this stage, with the temperatures in the 30's everyone was gasping for a cold drink, but no, that was for later. The last thing to go into the container was the engine, was there going to be enough room ? Yes, the three of us managed to coax it into the only space left and the job was done. At 5.00pm, the end of a very hard long day, Greg closed the doors and applied the "seal", which would not be removed until the container reached Ardmore and only then, by the approved "seal remover", namely Greg. The truck driver then took over, hoisted the container onto the truck, lashed it down and he was gone. So were we, over to the Aero Club rooms for a loooooong cold drink, or two, or three and more.



Day 5. Friday. With all the hard work done, it was time to head back to Brisbane and on to Auckland. we packed our bags, said farewell to the Hotel and it's ghost and stopped off for breakfast at the, yes, you guessed it, the Matilda truck stop. On the way into Brisbane, we did a slight detour and ended up at Redcliffe aerodrome where a friend of mine, owns and runs the Bob Tait's Aviation Theory School. Bob had just installed a new flight simulator, which Greg was conned into giving it a go, while we stood back and watch all the fun. Good on you Greg. While there I was able to catch up with some other friends of mine from way back. Aviation is a small world. From there we drove to the Brisbane airport, dropped the car off and got on the flight back to New Zealand, a job well done.

#### Addendum.

A week later the container arrived at Ardmore and when the official seal breaker, (Greg) did his job, the doors were opened to reveal it's contents, with absolutely no damage whatsoever, despite our misgivings about all the handling that a container has to go through on it's journey.

Croydon Airport,  
Croydon, Surrey,  
ENGLAND.

DBE/PML.

1st January, 1954.

Messrs. Aircraft Fertilizers, Ltd., (being L.E.Harris & Sons)  
P.O. Box 595,  
Hastings, N.Z.

Gentlemen,

If all the big Stores in England can hold January Sales, why cannot we? It is with the greatest pleasure, therefore, that as a result of real price-slashing, we are able to make the following unprecedented offers. But, before you read on, remember the old slogan, "First come, first served" so place your orders early.

1. A quantity of D.H. Gipsy Major Series-1 Engines, with test bed hours only since complete overhaul, internally and externally inhibited, packed, shipped and insured, C.I.F. Main New Zealand Port, £145.0.0d. sterling each. Delivery to Docks 7 days.
2. A small number of D.H. Tiger Moth Aircraft, with airframe hours less than 250 since new, reconditioned throughout complete with full dual control and blind flying instruments in both cockpits. All modifications complete, D.H. Gipsy Major Engines with zero hours since complete overhaul, 12 months C. of A. Dismantled, packed, shipped and insured, C.I.F. Main New Zealand Port, £1170.0.0d. sterling, per pair. Delivery to Packers 3 weeks from date of order.
3. A reduction of 10% on quoted list prices of Tiger Moth spares as contained in our recent brochure which has by now, no doubt, reached you.

All the above offers are for A.R.B. approved goods and will be accompanied by the relevant certificates or log books. Owing to the expected rush, these offers must be strictly subject to their being unsold.

Finally, may we extend our very best wishes for prosperity and good flying in the New Year.

Yours faithfully,

p.p. W.A. ROLLASON, LIMITED.

(Signed) D.B. Bennett  
DIRECTOR.

Jim Lawson forwarded this amazing document.

A zero time Tiger with less than 250 airframe hours for under £600. That's about \$26,000 NZD today.

However it also represented about the median annual New Zealand pre tax income.

And a 2 bedroom bungalow in Kingsland sold for £2900



# NZer Making A Hit Around America In His Tiger Moth

Its become fashionable to talk about the “back story” to just about anything, but this really is the back story to the previous article.

I can’t make out much of the reproduced article but a quick Google search yielded the following information kindly reproduced from the St Petersburg Times

Ian Bennie claimed to have “... the fastest Moth in the world. Has done 600mph – in the belly of a DC10 Air New Zealand plane...”.

He took his Tiger Moth ZK-BFX, *FREEDOM*, to Los Angeles in April 1975 and performed on the Californian air show circuit over the summer, crashing during one performance after running into a dust devil in the Mojave Desert in late June.

After he got out of hospital he set about rebuilding his plane and by October was on his way to Florida.

I’m sure there is a lot more to this story and perhaps one of our members can fill in the gaps.



Your Tiger Rag is edited by Paul Doherty.

Member contributions are welcome and should be emailed to [tigermothclub@gmail.com](mailto:tigermothclub@gmail.com)

**See you all at Taumarunui**

W. A. ROLLASON, LTD.  
GROVEDALE AIRPORT,  
GROVEDALE, SURREY,  
ENGLAND.  
Last January, 1934.

Dear Sirs,  
Messrs. Aircraft Fertilizers, Ltd., (being L. E. Harris & Sons)  
P.O. Box 292,  
Hastings, N.Z.

Gentlemen,

It is all the big stores in England can hold January sales, why cannot we? It is with the greatest pleasure, therefore, that as a result of real price-asking, we are able to make the following unprecedented offers. But, before you read on, remember the old slogan, "First come, first served" so place your orders early.

1. A quantity of D.H. Gipsy Major Series-I Engines, with test bed hours only since complete overhaul, internally and externally finished, shipped and insured, C.I.F. Main New Zealand Port, £142.0.0d. Delivery to Docks 7 days.
2. A small number of D.H. Tiger Moth Aircraft, with airframe hours less than 250 since new, reconditioned throughout complete with full dual control and blind flying instruments in both cockpits. All modifications complete, D.H. Gipsy Major Engines with zero hours since complete overhaul, 12 months C. of A. dismantled, packed, shipped and insured, C.I.F. Main New Zealand Port, £110.0.0d. Delivery to Docks 7 weeks from date of order.
3. A reduction of 10% on quoted list prices of Tiger Moth spares as contained in our recent brochure which has by now, no doubt, reached you.

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Yours faithfully,  
W. A. ROLLASON, LIMITED.  
(Signed) D.B. Bennett  
DIRECTOR.



# Tiger Moth Club of New Zealand Inc

## 2013 Taumarunui Fly in Taumarunui, 18<sup>th</sup> 20<sup>th</sup> October 2013 REGISTRATION FORM

<b>Names</b>		<b>Aircraft</b>	
<b>Names (Pax)</b>			
<b>Address</b>			
<b>Email</b>			
<b>Contact Phone</b>			
<b>Mobile</b>			
<b>Cheque enclosed for</b>		<b>people attending</b>	<b>Please Make Cheques payable to</b>
<b>Registration Fee &amp; Dinner</b>		<b>\$50.00 each</b>	<b>Tiger Moth Cub NZ Inc</b>
<b>Total Paid</b>			<b>or... I will pay by Direct Credit</b>
		<b>ASB 12 3194 0023828 00</b>	
		(Please ensure you include your name as reference when making an internet deposit)	
<b>I will be arriving on (please indicate one)</b>		<b>Please return your form as soon as possible to...</b>	
	<b>Friday 18<sup>th</sup> October</b>	<b>Eddie Doherty</b> PO Box 62507 Greenlane Auckland 1546 <b>EMAIL:</b> <a href="mailto:edoherty@duthieairvie.co.nz">edoherty@duthieairvie.co.nz</a> <b>Phone:</b> (09) 579-0010 (Evenings) (09) 300-5550 (Weekdays) 027 482 0384 (Anytime) (09) 309 1536 (Fax)	
	<b>Saturday 19<sup>th</sup> October</b>		





# 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			
<b>The Membership fee is \$20 per calendar year. Please enclose a cheque with your application or you may use internet banking if you prefer.</b>		<b>ASB 12 3194 0023828 00</b> (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		<b>Robert Gordon</b> Treasurer Tiger Moth Club of New Zealand Inc 48 Stephens Pl Hairini Tauranga, 3112  EMAIL: <a href="mailto:flying.machines@clear.net.nz">flying.machines@clear.net.nz</a>	
2			
3			
4			
5			



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